

YORK

CITY OF YORK
Demonstrating the Duty to co-operate
(Interim Statement)
September 2017

**City of York
Pre-Publication draft Local Plan
(Regulation 18 Consultation, Sept 2017)**

**Demonstrating the Duty to co-operate
(Interim Statement)**

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1 Purpose

- 1.01 This statement shows how the council has satisfied the current requirements of the Duty to co-operate (“the Duty”), which became a statutory requirement on 15 November 2011, by continuing and improving the arrangements for joint working (initially in place between 2004 and 2011/12 for the Local Development Framework Core Strategy and from 2011/12 to 2018¹) in preparing the City of York Local Plan.
- 1.02 In particular, this statement will provide the evidence to support the Local Plan when it is Examined to show the LPA have complied with the Duty to co-operate pursuant to S33A “the Duty”), and that the Local Plan is positively prepared and effective in relation to the test of “soundness” set out in paragraph 182 of the National Planning Policy Framework (NPPF). In this respect the local planning authority should submit a plan for examination which it considers to be ‘sound’ - namely that it is:
- positively prepared
 - justified
 - effective
 - consistent with national policy
- 1.03 With regard to the list above, two key aspects of this statement are: demonstrating that cooperation has influenced the plan, and that it has produced positive outcomes.
- 1.04 This interim version of the statement has been prepared in support of the City of York, Pre-Publication draft Local Plan (Regulation 18 Consultation, Sept 2017) (herein referred to as the Plan, as appropriate, for ease of reference), issued for consultation in September 2017.

2 Introduction

- 2.01 The overarching priority for national planning policy (NPPF) is to deliver long term sustainable growth, ensuring that councils positively take into account the three pillars of sustainable development – economic, environmental and social - in their local plans. Many social, environmental and economic issues can only be effectively addressed over a number of local authority administrative boundaries. This is because people and businesses do not confine their activities to one council area. For example:
- Employees may live in one area and work in another;
 - retail development may attract customers from across a wide catchment area, and
 - people may travel to visit tourist attractions, leisure facilities or sporting venues
- 2.02 Similarly, from an environmental perspective:
- Residents in some areas may consume water and power that has travelled hundreds of miles;
 - surface water run-off in one location may present a flooding hazard to communities further 'downstream', and

¹ The anticipated year of the Local Plan Examination and Adoption is 2018

- water and air pollution may have a damaging impact on environmental assets that are some distance away.

- 2.03 It is important that in drawing up the Local Plan City of York Council recognises cross boundary strategic planning relationships and ensures that they are properly understood and addressed.
- 2.04 The City of York Council has a long history of joint working and co-operation with its neighbouring authorities and key stakeholders to achieve better spatial planning outcomes. The Local Plan is no exception. On-going and constructive engagement with neighbouring authorities and relevant organisations has taken place since work on the Local Development Framework Core Strategy (CS), as the antecedent to the Local Plan, began in 2004. It is important to note that this not only occurred locally between the City of York Council and individual neighbouring authorities and organisations, but also as part of wider planning arrangements at sub-regional and regional levels.
- 2.05 This interim statement sets out the current situation with respect to ongoing engagement that has taken place in accordance with the Duty throughout the preparation of the York Local Plan and an explanation of how that co-operation has influenced the plan, leading to positive outcomes and providing the foundation for proving that the relevant cross-boundary issues have been identified and addressed within the Local Plan, in line with the National Planning Policy Framework. It supersedes the Duty to co-operate papers that supported the CS submission in 2012; the Local Plan Preferred Options in 2013 and the (halted) Local Plan Publication Draft in October 2014.

3 The Duty to co-operate and its context

The Localism Act

- 3.01 Section 110 of the Localism Act, 2011, introduced section 33A to the Planning and Compulsory Purchase Act 2004 (referred to here-after as the “2004 Act”) which sets out a duty to co-operate in relation to the planning of sustainable development (referred to here-after as “the Duty”). The Duty applies to all local planning authorities, county councils in England and to a number of other “prescribed” bodies.
- 3.02 The Duty requires local planning authorities, county councils and prescribed bodies to ‘engage [with each other] *constructively, actively and on an ongoing basis*’..... in the preparation of development plan documents, or the preparation of other local development documents, with other local planning authorities. If considered appropriate, this can (under section 33A(6) of the 2004 Act) include, taking a joint approach for undertaking the activities for preparing such documents and preparing joint local development documents². The Duty also includes activities that prepare the way for or support the abovementioned activities, such as the preparation of the evidence base.

² If the person is a local planning authority, considering whether to agree, under section 28 of the Planning and Compulsory Purchase Act 2004, to prepare joint local development documents.

- 3.03 The Duty to co-operate should be applied where such activities relate to any “strategic matter”. A strategic matter is defined as “*sustainable development or use of land that has or would have a significant impact on at least two planning areas including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas*” (section 33A (4) (a) of the 2004 Act). For York this comprises, principally, the local planning authority areas of Ryedale, Selby, Harrogate, Hambleton and the East Riding of Yorkshire, as well as recognising wider strategic issues at the Leeds City Region, the North Yorkshire and York Sub Region, and the York, North Yorkshire and East Riding Local Enterprise Partnership levels. The aim of such cooperation is to maximise the effectiveness of the development plan document.
- 3.04 Other public bodies, in addition to local planning authorities, are subject to the Duty to co-operate by being prescribed in the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended by the National Treatment Agency (Abolition) and the Health and Social Care Act 2012 (Consequential, Transitional and Saving Provisions) Order 2013³. Of those listed in the regulations it is considered that bodies most relevant to the City of York Council are as follows:
- the Environment Agency
 - the Historic Buildings and Monuments Commission for England (known as Historic England)
 - Natural England
 - the Homes and Communities Agency
 - each clinical commissioning group established under section 14D of the National Health Service Act 2006
 - the Office of Road and Rail (formerly the office of Rail Regulation)
 - Highways England (where the Secretary of State is the highways authority)
 - the Marine Management Organisation.
- 3.05 The Local Enterprise Partnership (LEP) is also included as a prescribed body under clause 33A (9) of the 2004 Act. For York this includes the York, North Yorkshire and East Riding LEP and the Leeds City Region LEP
- 3.06 At the independent examination of a local plan, the Inspector must determine whether or not the Duty has been complied with. If it is determined that the Duty has not been met, a plan will automatically fail as not legally compliant, and cannot go forward for examination of its overall soundness.

The National Planning Policy Framework (2012)

- 3.07 Paragraphs 178-181 of the National Planning Policy Framework (NPPF) sets out further details on how the provisions of the Localism Act should be implemented, in relation to the Duty. It states that public bodies should:
- ‘*Cooperate on planning issues that cross administrative boundaries, particularly those that relate to **strategic priorities** set out in paragraph 156...*’ including:

³ Planning Practice Guidance Paragraph: 005 Reference ID: 9-005-20150402, Revision date: 02 04 2015

- *‘the homes and jobs needed in the area [in the local plan];*
- *the provision of retail, leisure and other commercial development;*
- *the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);*
- *the provision of health, security, community and cultural infrastructure and other local facilities, and*
- *climate change mitigation and adaptation, conservation of the natural and historic environment, including landscape;*
- *undertake ‘joint working on areas of common interestfor the mutual benefit of neighbouring authorities’;*
- *‘....work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co ordinated and clearly reflected in individual Local Plans’;*
- *‘....consider producing joint planning policies on strategic matters and informal strategies such as join infrastructure and investment plans;*
- *‘....take account of different geographic areas, including travel-to-work areas.....Local planning authorities should work collaboratively on strategic planning priorities to enable delivery of sustainable economic growth in consultation with Local Enterprise Partnerships and Local Nature Partnerships Authorities should also work collaboratively with private sector bodies, utility and infrastructure providers, and*
- *‘....demonstrate the evidence of having effectively co-operated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. Co-operation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the infrastructure necessary to support current and projected future levels of development.*

Guidance on meeting the requirements of the Duty

- 3.08 Government guidance on the Duty, contained in its Planning Practice Guidance (PPG), states that the *‘duty to cooperate is not a duty to agree.’* However, it also states that *‘local planning authorities should make every effort to cooperate on strategic cross boundary matters before they submit their Local Plans for examination.’* Furthermore it makes it clear that cooperation is about more than just consultation, stating that *‘LPAs should bear in mind that effective cooperation is likely to require sustained joint working with concrete actions and outcomes. It is unlikely to be met by an exchange of correspondence, conversations or consultations between authorities alone’*
- 3.09 PPG makes it explicitly clear that if a local planning authority cannot demonstrate that it has complied with the Duty then the Local Plan will not be able to proceed further in examination. Ultimately, cooperation should produce effective and deliverable policies on strategic cross boundary matters.

- 3.10 Although there is neither a definitive list of the activities that the Duty covers, and the actions that constitute effective cooperation under the duty, nor is there any advice in PPG as to how local planning authorities can satisfy themselves about whether they have complied with the duty, PPG states that:
- *'The activities that fall within the duty to cooperate include activities that prepare the way for or support the preparation of Local Plans and can relate to all stages of the plan preparation process. This might involve joint research and evidence gathering to define the scope of the Local Plan, assess policy impacts and assemble the necessary material to support policy choices. These could include assessments of land availability, Strategic Flood Risk Assessments and water cycle studies.'*
 - *'Cooperation should produce effective policies on cross boundary strategic matters. This is what local planning authorities and other public bodies should focus on when they are considering how to meet the duty.'*
 - *'Section 33A(6) of the 2004 Act requires local planning authorities and other public bodies to consider entering into agreements on joint approaches. Local planning authorities are also required to consider whether to prepare local planning policies jointly under powers provided by section 28 of the 2004 Act.'*
- 3.11 Planning Practice Guidance also provides useful information relating to an authority's plan that is reliant on cooperation by another local planning authority and which is not forthcoming, in that although any such lack of cooperation should not prevent a plan from being submitted, the authority submitting it will need to submit comprehensive and robust evidence of the efforts it has made to cooperate and any outcomes achieved.
- 3.12 Although the Local Enterprise Partnership (LEP) and the Local Nature Partnerships are prescribed bodies under the 2004 Act, PPG states *'Local Enterprise Partnerships and Local Nature Partnerships are not subject to the requirements of the duty, local planning authorities and the public bodies that are subject to the duty must cooperate with them and have regard to their activities when they are preparing their Local Plans, so long as those activities are relevant to local plan making. Local Enterprise Partnerships and Local Nature Partnerships are prescribed for this purpose....'*

Fulfilling the requirements of the Duty to co-operate

- 3.13 The Council considers that the requirements of the Duty can be split into two main components: the process of co-operation and the outcomes of co-operation. The Council therefore considers that there is a need to demonstrate two things:
- That it has striven to co-operate with neighbouring authorities and prescribed bodies (i.e. that constructive engagement has occurred, actively and on an on-going basis in line with section 33A of the Act 2004. In other words the process of co-operation, covered in Section 4 of this statement)
 - That the basis and results of this co-operation have been positively prepared and are effective (i.e. that the relevant cross-boundary issues have been identified and addressed within the Local Plan, in line with the National Planning Policy Framework. In other words the outcomes of co-operation, also covered in Section 4).

4 Showing compliance with the Duty to co-operate

Evidential context (from examination of other local plans or core strategies)

- 4.01 The City of York Local Plan Duty to Cooperate Statement, September 2014⁴, prepared in support of the abandoned City of York Publication Draft Local Plan, 2014, considered in substantial detail numerous Inspectors' reports for various local plans or core strategies that had been deemed by the Inspectors to either have demonstrated, or failed to have demonstrated that they had complied with the duty. The key learning points were:
- Document where and when co-operation has taken place, with whom and on what basis, as well as confirming that such positive engagement will continue;
 - show that opportunity has been allowed for prescribed bodies to raise concerns;
 - show that offers of joint working (where made and as appropriate) are taken-up, and
 - short and succinct duty to cooperate statements are effective (but length needs to be commensurate with the complexities of the area and the issues upon which to cooperate)
- 4.02 A more recent review of Examinations where the Inspectors had either expressed concerns that the Duty had not been met or stated explicitly that the Duty had not been complied with showed that it was not clear how the [cross boundary cooperation] work undertaken fed into and influenced the preparation of the local plans and what the 'concrete actions and outcomes' were.
- 4.03 The implications of the above for what this Duty to co-operate statement should do are as follows:
- Identify whether any prescribed body or other organisation has expressed concerns relating to a cross-boundary-issue, at any stage of the Plan's preparation (including the LDF Core Strategy (CS) as the predecessor to the local plan), particularly in relation to meeting housing need and transport.
 - Establish whether these concerns have been addressed as the Plan has been prepared (including taking the CS forward to the local plan)
 - Identify the concerns that have not yet been addressed
 - Identify those that don't need to be considered further
 - identify those concerns that do need to be addressed
 - Establish a way forward for addressing concerns that need to be addressed
 - Show where cooperation has influenced the plan and led to concrete actions and outcomes
 - Demonstrate how this has or will be done.

Geographical extent for co-operation

- 4.04 The City of York sits in the centre of Yorkshire and the Humber Area, as shown in Figure 4.1. York falls within two sub-regions: the Leeds City Region (a city region and a Local Enterprise Partnership area) and the North Yorkshire and York Sub-region. The North Yorkshire and York sub-region (comprising the City of York, the

⁴ See <http://democracy.york.gov.uk/documents/s91892/Annex%20G%20Duty%20to%20Cooperate.pdf>

County of North Yorkshire and the districts / boroughs within it) is shown in Figure 4.2,

Figure 4.1 Location of York within the Yorkshire and Humber Area

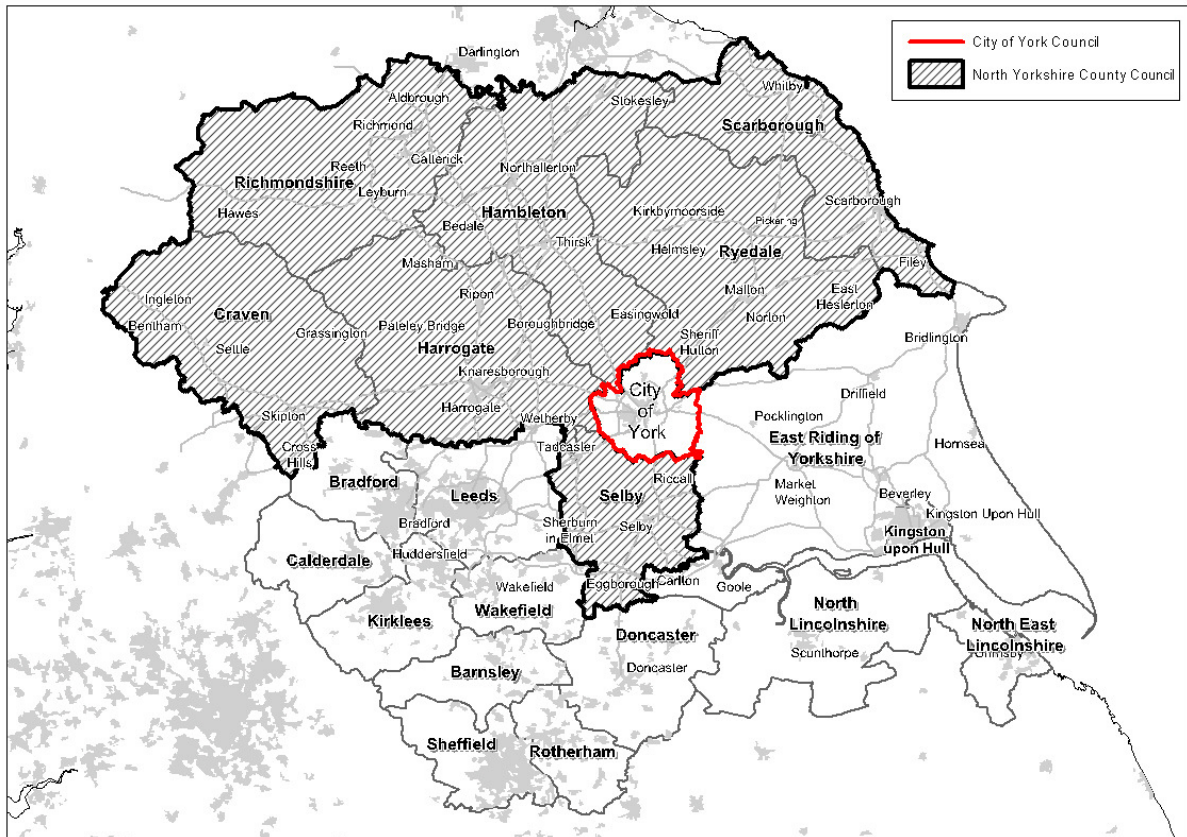
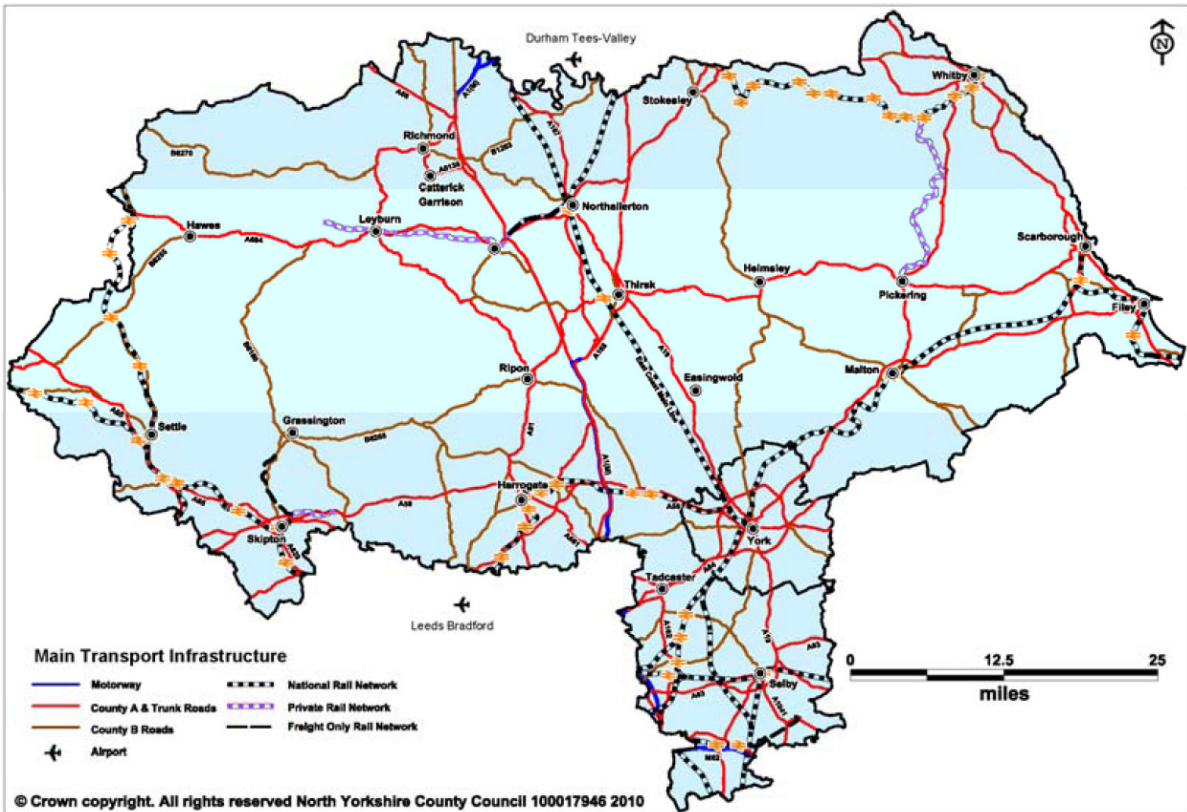


Figure 4.2 The North Yorkshire and York Sub Region



4.05 Figure 4.2 also shows the main settlements and transport links within the North Yorkshire and York Sub-area

4.06 Local Government North Yorkshire and York (LGNY) was the formal partnership governance structure between all authorities within the sub-region and its objective is *'to promote effective working between local authorities and to ensure wider local authority representation, collaboration and co-operation on a sub-regional basis and effective sub-regional representation at regional and national levels.'*

Functional extent for co-operation

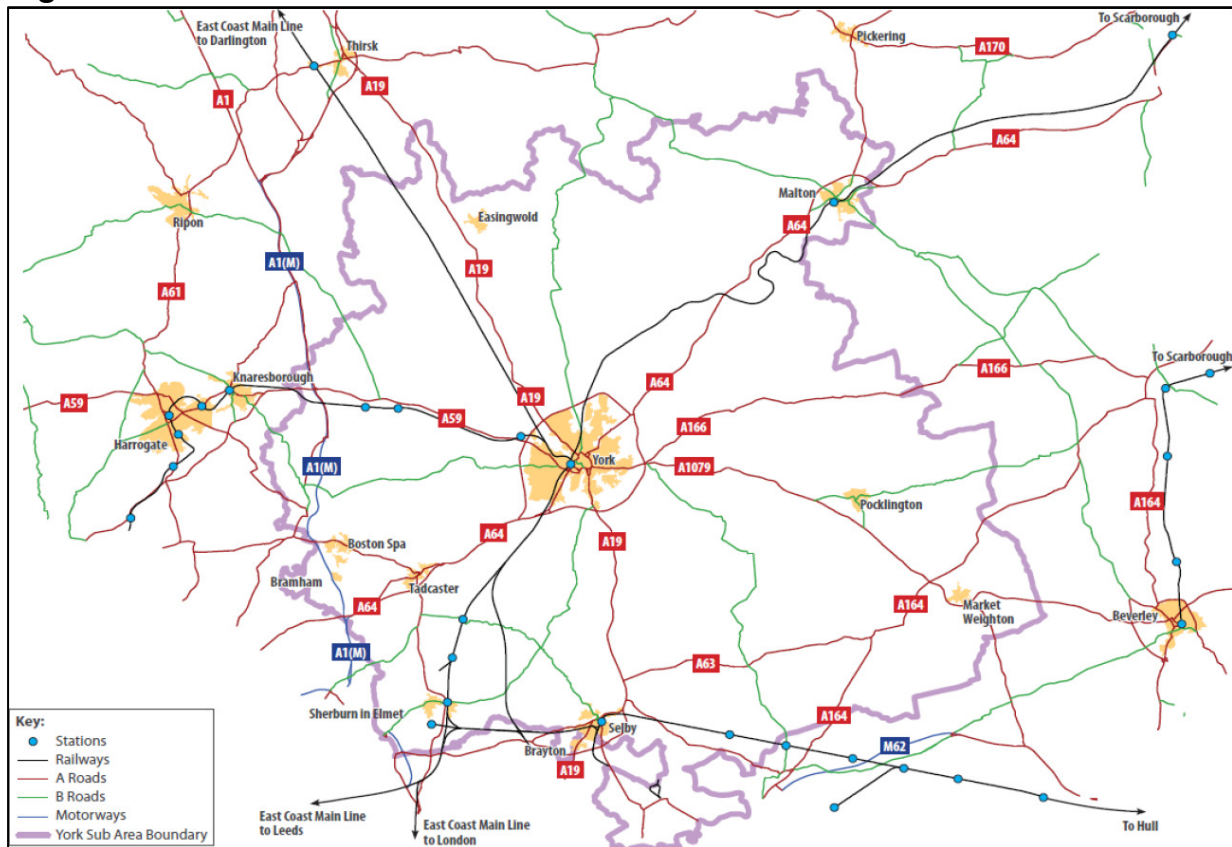
4.07 The economy of York is not restricted to the administrative geography of the Plan. People commute into the city for work and businesses have relationships such as supply chains which extend beyond the district, so the functional influence and economic areas of the City of York stretches beyond its local authority boundary. Furthermore, in recognition of York's position in the regional economy the Council is a member of two Local Enterprise Partnerships (LEPs) - the Leeds City Region LEP and the York, North Yorkshire and East Riding LEP. The Humber LEP area (which also includes the East Riding of Yorkshire) is to the east of York. These two LEP areas are shown in Figure 4 3

Figure 4 3: York's setting with the two Local Enterprise Partnership areas of which it is a member



4.08 A 'York Sub Area' has also been defined and a York Sub Area Study, one of the objectives of which was to examine the existing role and function of places between York and its surrounding areas, has been undertaken. The extent of the York Sub Area is shown on Figure 4.4

Figure 4.4: The York Sub -area



4.09 In terms on the functional economic geography of the city, it is important to consider a number of issues, from a business and industrial perspective. The key issues of importance to York’s functional geography include:

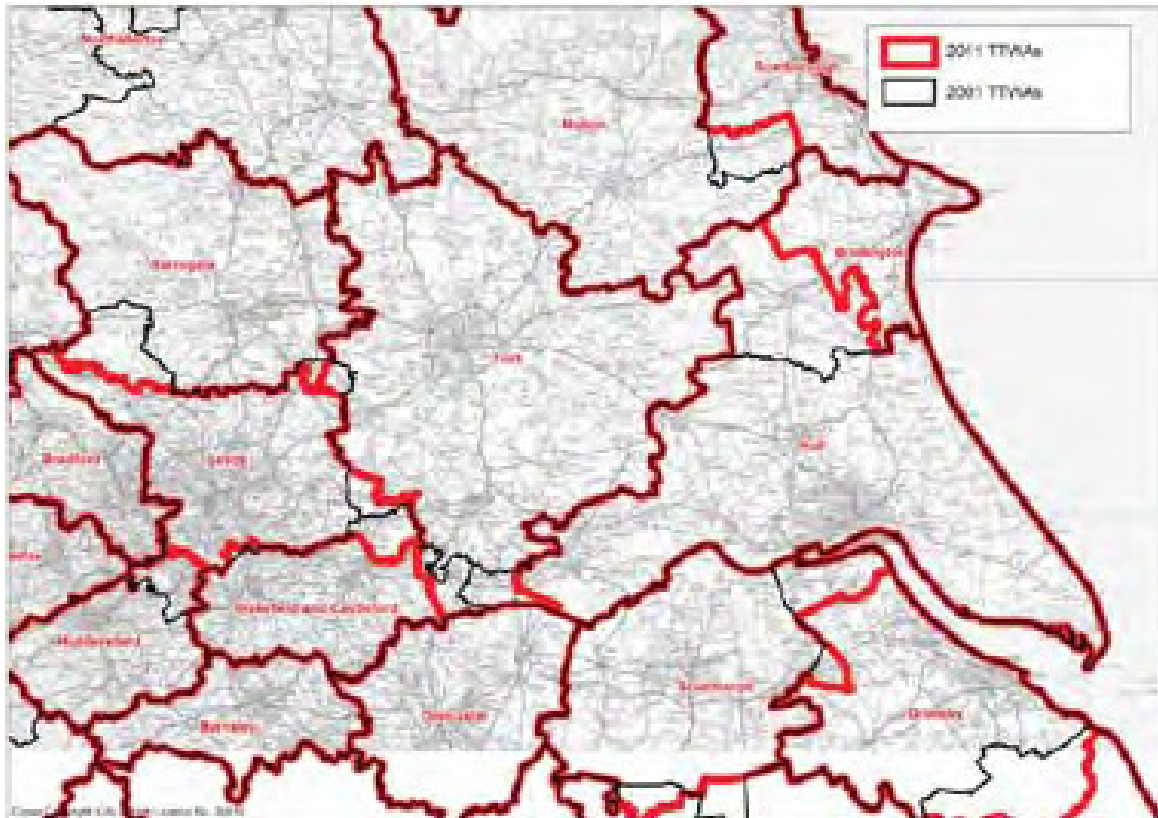
- The transport assets of the city which drives access to markets and a supply chain for goods and services as well as ease of access for customers, commuters and visitors: York is well connected by road and rail. Local manufacturers and retailers take advantage of the major distribution hub for the UK supply chain network located at the junction of the M1 and the M62 in nearby Wakefield, and
- access to talent and knowledge – not only through the skilled population but also through one worldclass research university (University of York), one civic university (York St. John) and two outstanding further education colleges at York College and Askham Bryan.

4.10 From a sector perspective, York looks in several directions in terms of its economic geography. The main sectors include the following:

- Professional services;
- creative services
- healthcare;
- insurance services;
- tourism, and
- agri / bio - technology

4.11 NPPG recommends looking at Travel to Work Areas (TTWA) drawn from analysis of travel to work patterns using census data. The office of National Statistics (ONS) published the TTWAs drawn from the analysis of the 2011 census, in August 2015. Figure 4.5 shows the extent of the York TTWA and the changes to the boundary when compared to the previous (2001) TTWA. From this It can be seen that the York TTWA covers a much larger area than the York unitary authority area and the consequent Plan area.

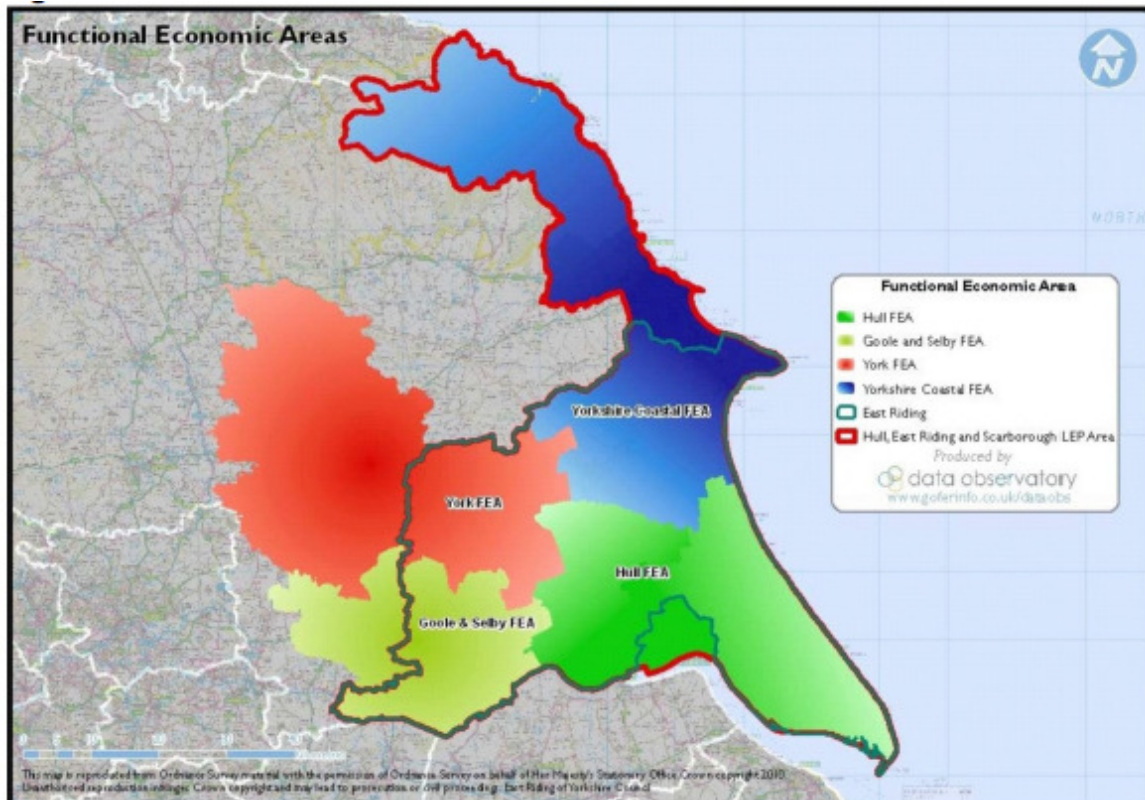
Figure 4.5 2011 York travel to work area (TTWA) compared to the 2001 TTWA



4.12 Of particular note in this wider area is that it includes most of Selby District to the south and parts of Ryedale and East Riding to the east of the city. This reflects the York Functional Economic Area (FEMA), shown in **Error! Not a valid bookmark self-reference.**⁵

⁵ as contained in the East Riding Proposed Submission Local Plan, Duty to Cooperate: Background Paper, April 2014.

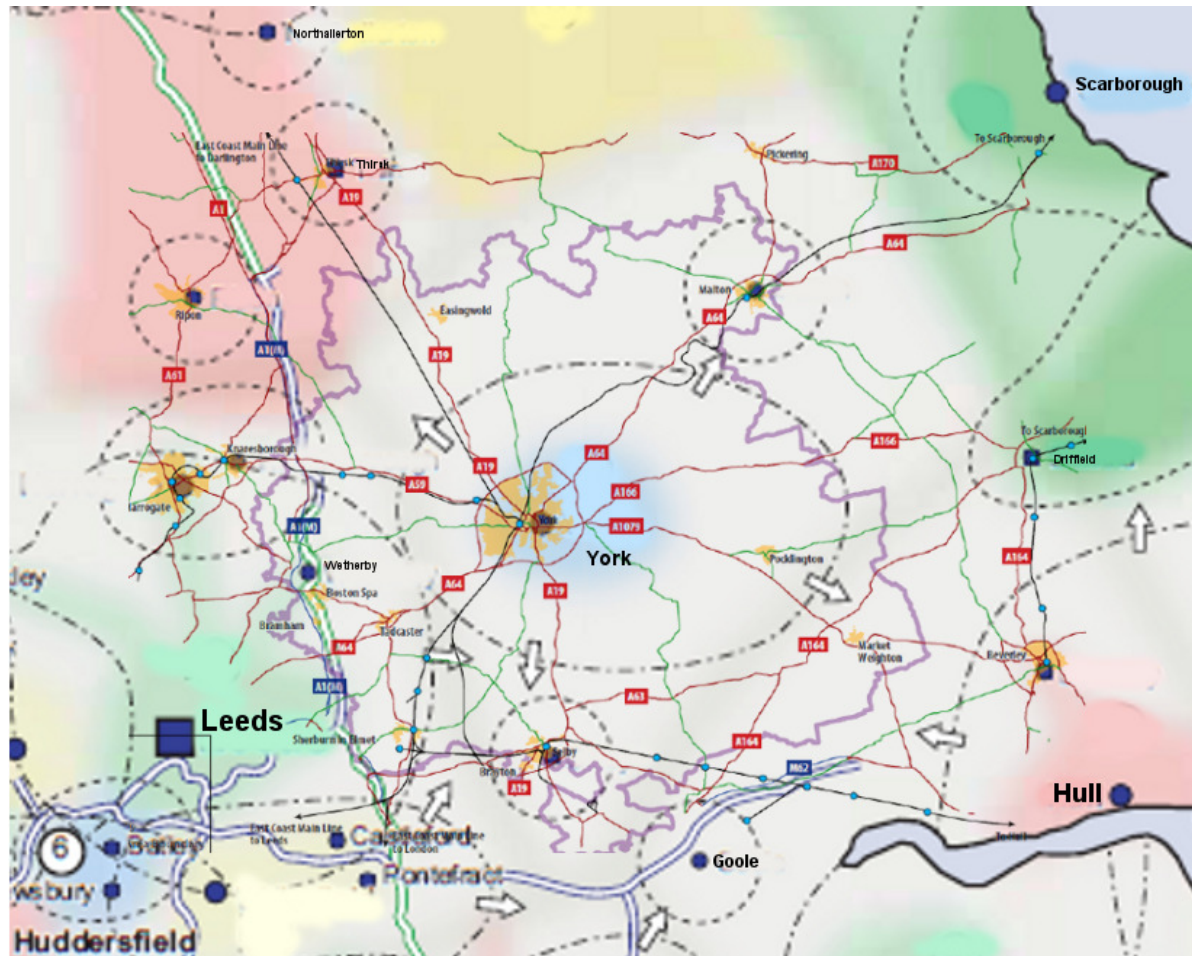
Figure 4.6 Functional Economic Areas



Thematic extent for co-operation

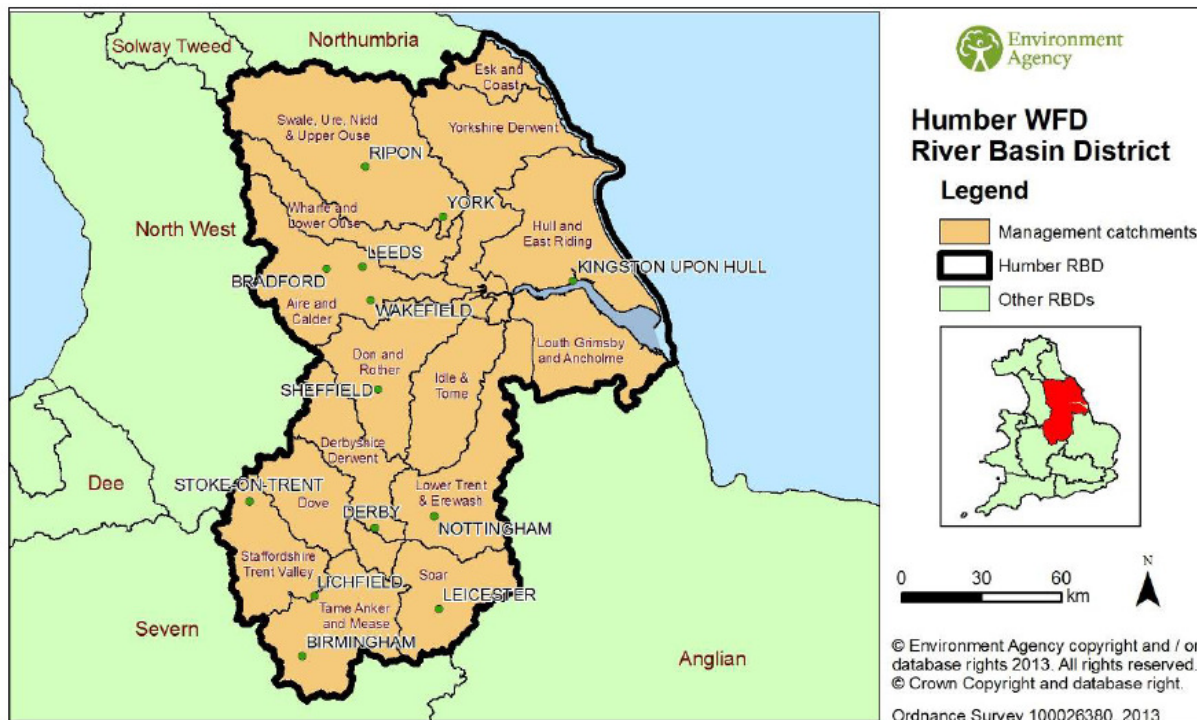
- 4.13 The York Sub Area represents an important and distinctive functional economic area in Yorkshire and the Humber and the north of England. The urban area of York is the main driver of the Sub Area both in terms of its economic role and function and the housing requirement that this generates. Other places across the Sub Area play a vital role in supporting the city, but also act as employment generators in their own right.
- 4.14 The urban area of York's influence on housing markets extends further than that of its influence on markets for business space and employment land. York's influence on housing markets overlaps with the influence of other areas, including Leeds, Harrogate, the A1 corridor, Hull and Beverley. The extent of the housing market in relation to the York Sub Area boundary is shown in Figure 4.7. In reality the Sub Area has "fuzzy" boundaries as different functional relationships, such as housing markets, commuting patterns, markets for employment land and so on, operate at different geographic levels. However, in defining the extent of the area for the purposes of cooperation under the Duty it has been assumed these have a common geographic and thematic extent, being those areas within and adjacent to the York Sub Area

Figure 4.7 Geographic and thematic (housing and travel) coverage of the area for cooperation under the Duty



4.15 York also sits at the confluence of the River Ouse and the River Foss. The River Derwent forms part of the eastern boundary of the authority area. These and other watercourses are within the River Humber Basin District Catchments. Therefore, the thematic coverage for watercourses for cooperation duty encompasses the Swale, Ure, Nidd & Upper Ouse Catchment and the Yorkshire Derwent Catchment, as shown in Figure 4.8.

Figure 4.8 Map of the Humber River Basin District Catchments



Extracted from Humber River Basin District: Challenges Summary of significant water management issues, A consultation and choices consultation, Environment Agency, 2013

Eliminating non-strategic matters from the Duty

Healthcare – NHS Vale of York Clinical Commissioning Group; Tees, Esk and Wear Valleys NHS Foundation Trust, and York Teaching Hospital NHS Trust

4.16 The cumulative impact of ongoing residential development may result in the need for further local health services, depending on its location. The healthcare service generally responds to spatial patterns of growth, and local services are improved and expanded in line with new development, sometimes through developer contributions. Information provided by the former PCT and Hospitals Trusts confirms that risks to providing healthcare services to meet needs directly arising as a result of new development is low. However, it is recognised that recent changes to the health service, may have spatial implications although these are unknown at this stage.

4.17 The York Teaching Hospital NHS Foundation Trust is currently working on a Masterplan for the District Hospital site that will provide sufficient new build to accommodate the increases in demand for new clinical accommodation over the period to 2030.

Emergency services - North Yorkshire Fire & Rescue Service, North Yorkshire Police and Yorkshire Ambulance Services NHS Trust

4.18 No potential cross boundary issues, risks or contingencies have been identified at this stage. *May need to update as there could be Strategic cross-boundary issues for Yorkshire Ambulance Services NHS Trust*

Gas - Northern Gas Networks

4.19 Information on provision across the region shows that in general terms, gas supply is not constrained as the region benefits from a number of connections to the national high pressure transmission network, as well as having an extensive and robust core network around the main urban areas. However, many rural areas have no gas supply. Supply and connection are currently unconstrained in York, with Northern Gas Networks indicating that its systems are robust enough to be able to supply future development in York.

Electricity supply and transmission - National Powergrid and Northeast Powergrid (Northeast) Ltd

4.20 At a strategic level, National Powergrid (NPg) has not identified any major capacity constraints in the context of the development proposed in the Plan, and no major infrastructure provision is envisaged within the next 15 years, as NPg has already invested heavily in its Northeast Powergrid (Northeast) Ltd business (which includes York) in the recent past. NPg has indicated that it envisages no risks in providing sufficient distribution capacity for York's planned growth.

Telecommunications - Openreach

4.21 Telecommunications and broadband coverage in the urban areas is generally good and Openreach has previously advised that network capacity will not generally be an issue that shapes or constrains the spatial options for development. Developments in technology (fibre optic cables), together with extensive ongoing investment in the core of the main networks mean that the capacity and capability of the networks continues to improve in response to demand.

4.22 Overall the availability of the telecommunications network and network capacity are not seen as major constraining factors to future homes growth, or growth in businesses, except in relation to accommodating growth in isolated areas. Given the location of proposed growth it is unlikely that there will be any strategic telecoms infrastructure issues in York.

Water - Yorkshire Water

4.23 It is reasonably certain that appropriate water infrastructure can be provided to support development in the Plan. The main issue is with the capacity of Waste Water Treatment Works (WWTW). The scale and general location of growth proposed in the Plan can be accommodated either in existing WWTW capacity or through planned or future improvements for sites phased later in the plan period.

Community facilities

4.24 Whilst the Council will have a role in identifying community facilities needs, in many cases they will be funded and implemented by a range of other organisations. Working with partners will be essential to ensure that facilities come forward to meet the needs of new development. However, this is not expected to be an aspect that will be of a strategic nature.

Aerodrome Safeguarding - Civil Aviation Authority

4.25 The aim of the process is to provide notification of potential developments or construction within a specified area and to allow assessment of the potential impact. On 10 February 2003 the Civil Aviation Authority (CAA) ceased to be the contact point for safeguarding consultations and this responsibility transferred to aerodrome licence holders. Currently there are no licensed aerodromes in York.

Identifying the strategic matters that require cooperation

Formal groups for considering matters under the Duty

4.26 The formal groupings within the Leeds City Region and the Local Government North Yorkshire and York area at which issues relating to the Duty are raised are, primarily:

- The Leeds City Region Planning Portfolios Board
- The Leeds City Region Heads of Planning Group
- The Leeds City Region Strategic Planning (Duty to Cooperate) Group;
- North Yorkshire and York Spatial Planning and Transport Board
- North Yorkshire and York Spatial Planning and Transport Technical Officer Group

4.27 Figure 4.9 shows graphical representation of formal groupings listed above. These have evolved from the structures that have been put in place since before 2004, as shown in Table 4.1. The various organisations and groupings contained in Figure 4.9 and Table 4.1 have to a greater or lesser degree either had an input to the higher level plans that influenced the City of York Core Strategy (as the antecedent to the City of York Local Plan), or directly influenced or informed the Core Strategy.

4.28 Under the arrangement shown in Figure 4.9, the North Yorkshire Spatial Planning and Transport Technical Officer Group (TOG), up until December 2015 was the main officer group to provide advice and support to the North Yorkshire and York Spatial Planning and Transport Board (the Board) in:

- Co-ordinating and developing the sub-region's planning and transport responses and input in terms of emerging national legislation and national, regional and sub-regional strategies, plans and programs.
- Improving partnership working between authorities and with other 'prescribed bodies' on spatial planning and transport related matters, particularly those of a strategic nature that are 'larger than a single authority area'.

4.29 The TOG also (similar to the Leeds City Region Strategic Planning (Duty to Cooperate) Group) shared information and approaches on spatial planning issues and to work collaboratively to seek to ensure consistency of planning related and transport related strategies and policies across the sub-region, particularly in relation to demonstrating compliance with the provisions and two tests of soundness under the 'Duty to Cooperate'.

4.30 From January 2016 onwards, under a more streamlined structure for the York, North Yorkshire and East Riding LEP area the Heads of Planning became main supporting officer group for the Board.

Figure 4.9 Yorkshire and the Humber partnership / governance arrangements (as at December 2015)

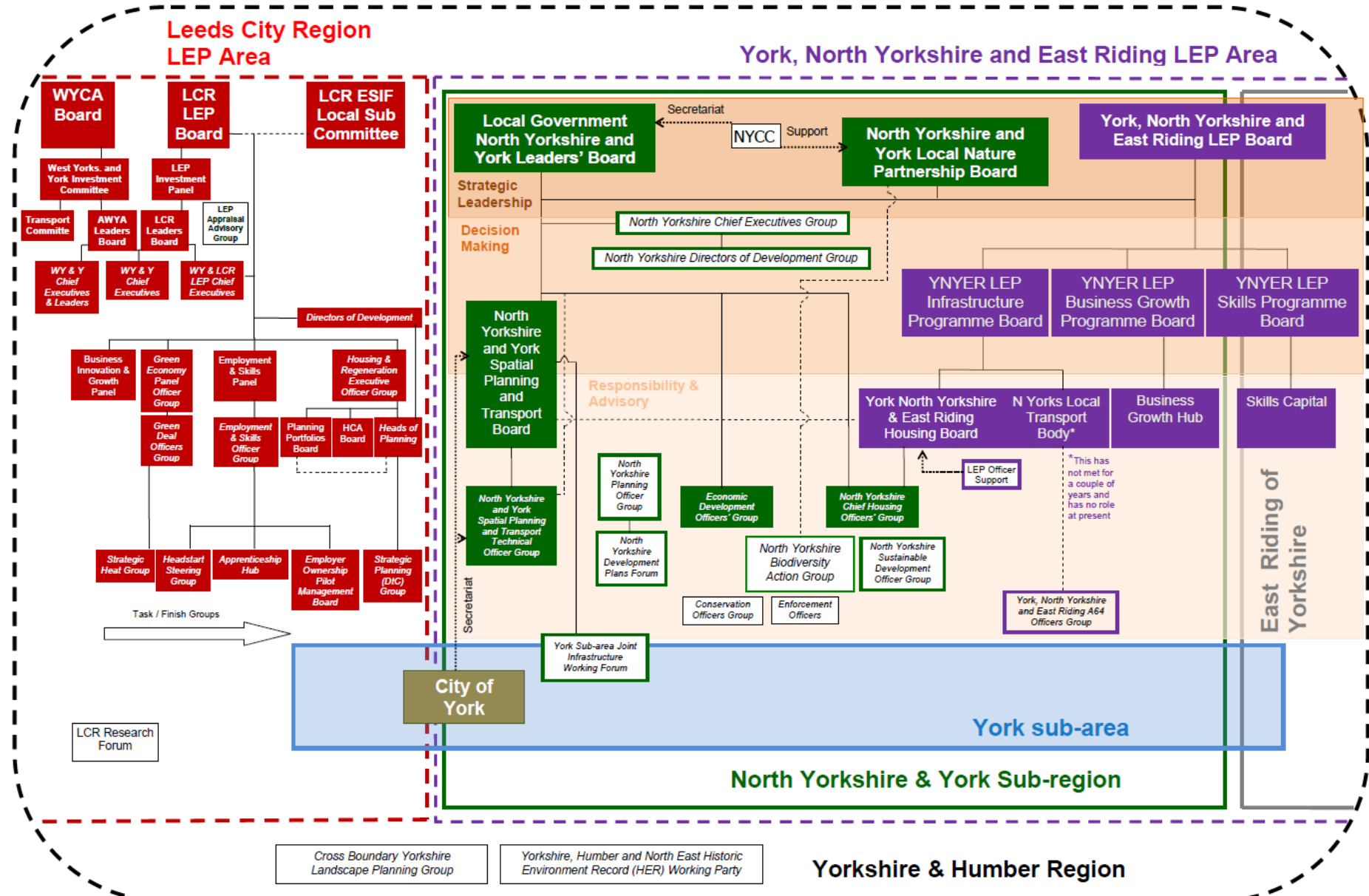


Table 4.1 Changing methods of co-operation through the Core Strategy plan-making process		
Dates	Vehicle for Co-operation	Role of City of York Council
Pre-2004	North Yorkshire and York Structure Plan	Co-production of document with North Yorkshire County Council, Local Authorities and National Park Authorities
Pre-2004	North Yorkshire Local Plan Forum	Active Member
2003-2012	Yorkshire and Humber Plan (Regional Spatial Strategy to 2026) <ul style="list-style-type: none"> • Set a core approach and targets for local authorities. • Identified sub area and cross-boundary issues. 	Active Member of the North Yorkshire and York Technical Forum which established a sub-regional consensus on strategic cross boundary issues and collectively lobbied the Regional Assembly
2004-present	Leeds City Region Partnership: <ul style="list-style-type: none"> • Agreed a Concordat which outlined a shared vision and the principles of how local authorities would work together • Agreed the City Region Development Programme which developed the Partnership's vision into actions • Leaders board set up to take strategic decisions 	Active Member
2004-present	North Yorkshire Development Plan Forum	Active Member
2010-2011	North Yorkshire and York Sub-Regional Strategy: <ul style="list-style-type: none"> • Maintained core approach and sub area approach of RSS. 	Secretariat of North Yorkshire and York Spatial Planning Board and technical officer group
2010-2011	Leeds City Region Partnership: <ul style="list-style-type: none"> • Interim Planning Strategy which retains core approach of RSS. 	Active Member
2011 – present	Leeds City Region Local Enterprise Partnership	Board Member
2011 – present	York, North Yorkshire and East Riding Local Enterprise Partnership	Board Member
2011 – present	York Sub Area Joint Infrastructure Working Forum	After initiating the setting up of this group, City of York Council is now an active member. This group is now a task / finish group for the North Yorkshire and York Spatial Planning and Transport Board

Table 4.1 Changing methods of co-operation through the Core Strategy plan-making process		
Dates	Vehicle for Co-operation	Role of City of York Council
2012 - Present	<p>Duty to Co-operate</p> <ul style="list-style-type: none"> • Leeds City Region (LCR) Leaders Board <ul style="list-style-type: none"> ◦ Statement of Cooperation for Local Planning • LCR Planning Portfolios Board • LCR Heads of Planning Group • LCR Strategic Planning (Duty to Cooperate) Group • LCR Connectivity Partnership • LCR task / finish groups (e.g. Infrastructure Group) • North Yorkshire and York (NY&Y) Spatial Planning and Transport Board • (NY&Y) Spatial Planning and Transport Technical Officer Group¹ 	<p>Active Member (at Elected Member level)</p> <p>Active Member (at Elected Member level)</p> <p>Active Member (at Officer Level)</p> <p>Active Member (at Officer Level)</p> <p>Active Member (at Officer Level)</p> <p>Active Member (at Officer Level)</p> <p>Active Member and Chair (at Elected Member level) and Secretariat</p> <p>Active Member (at Officer Level) and Secretariat</p>
2016 - Present	<ul style="list-style-type: none"> • York North Yorkshire and East Riding (YNYER) Heads of Planning (HoP) • YNYER Directors of Development (DoD) 	<p>Active Member (at Officer Level)</p> <p>Active Member (at Officer Level)</p>

1 This group ceased reporting to the NY&Y Spatial Planning and Transport Board in 2016 when responsibilities for this passed to the YNYER HoP (and, if necessary, YNYER DoD).

Leeds City Region Statement of Cooperation for Local Planning

4.31 This Statement, referred to in Table 4.1 above and contained at Annex 1, was prepared by the Leeds City Region Portfolios Board as a response to the need for greater collaboration between authorities across the city region to ensure better compliance with the Duty to co-operate. The purpose of the Statement is twofold:

- To set out processes and practical steps to be followed going forward, that will strengthen the Leeds City Region authorities' approach to collaborative working;
- To outline the current collaborative work on strategic, cross-boundary issues that is ongoing within the Leeds City Region.

4.32 The Statement sets out the legislation and guidance relating to the Duty to co-operate. It outlines the Leeds City Region Duty to co-operate process including best practice examples. The Statement also provides details of the current governance structures in place within the Leeds City Region to support collaborative working; it

includes details of the Leeds City Region strategic context and the current agreed priorities. It is proposed that this Statement be revised annually.

The case for not producing joint local plans

- 4.33 As previously stated in paragraph 3.02, if considered appropriate, engagement between local authorities can include, taking a joint approach for undertaking the activities for preparing development plan documents, or the preparation of other local development documents.. The North Yorkshire and York (NY&Y) Spatial Planning and Transport Board, referred to in Table 4.2 above, is a Member decision-making group within the Local Government North Yorkshire and York structure (see also Figure 4.9). In 2012 the Board changed its terms of reference for:
- The Chairman of the York, North Yorkshire and East Riding Local Enterprise Partnership to be invited to become a member
 - A member representative from East Riding of Yorkshire Council, Hull and Humber Ports City Region, Leeds City Region, Tees Valley, Lancashire and Durham to be invited to be non-voting members of the Board
- 4.34 At its meeting on 10 September 2015, the Board considered a paper, prepared by City of York Council, entitled 'The distribution of the provision of housing in the York Housing Market Area.' This paper:
- Stated there is evidence which shows that the housing market area extends into adjoining local authority areas.
 - Expressed the City of York administration's concerns about the impact of meeting York's objectively assessed housing need (OAHN) on other policies in the NPPF including protecting the green belt. Adding that if the impact is such that it significantly and demonstrably outweighs the benefits of meeting the OANH then reasonable alternatives will need to be pursued, including meeting some of the OANH outside the York Local Plan area.
 - Referred to Governments expectations of local authorities under the Duty set out in NPPF that authorities should work collaboratively to ensure proper coordination between authorities on strategic priorities and that in York's case the shared housing market could be regarded as such a strategic priority.
 - Presented three possible approaches, based on experience elsewhere:
 - Preparing a joint Plan (Lincoln is an example of this); or
 - aligning neighbouring Plans in both strategy and plan making timetable (Nottingham is an example of this); or
 - agreeing an informal joint strategy which would then be incorporated into individual Plans (the approach taken in Cambridge and Peterborough).
- 4.35 The general consensus of the Board Members was that given the different stages of progress for each of the respective authorities' local plans **it would not be advisable to take such a sub-regional approach for the current round of Local Plans**. However, the Board agreed in principle to the next round of local plans a more sub-regional in approach, if sufficiently evidenced.
- 4.36 For this reason no joint local plans are being prepared and the City of York Plan seeks to meet its objectively assessed needs for development wholly within its unitary authority area.

The City of York Local Plan Duty to co-operate Matrix

4.37 The main vehicle for identifying and debating cross boundary issues under the Duty, and establishing how they may be resolved (either through formal or informal routes) is the respective authorities' Duty to co-operate matrices. These are generally circulated to the officer level groups for subsequent discussion and comment. The City of York's Duty to co-operate Matrix is contained at Annex 2 and the matters identified therein requiring cooperation are summarised in Table 4.2. The format of the Duty to co-operate Matrix at Annex 2 is based on the Leeds City Region Duty to co-operate Table Template (See Annex 1, Appendix C) but the column headed 'NPPF Para Link' has been deleted (and replaced by a header row for the relevant section) and replaced by two additional columns, as listed below:

- Where & when issue discussed, and
- Resulting Positive outcome (for the strategic issue as a whole, not for each specific discussion).

Strategic Issue	Impact	Areas Affected
Scale of housing growth (minimum of 867 dwellings per annum (dpa) + 56 dpa for shortfall from 2012 to start of plan, over the plan period)	<ul style="list-style-type: none"> • Higher levels of housing in York are coordinated with those of other authorities to meet overall requirements of the Objectively Assessed need within the SHMA and York Sub-area. • Puts pressure on surrounding District's to provide more housing and puts pressure on house prices on their house prices therein if needs are not fully met in York 	<ul style="list-style-type: none"> • SHMA geography • York Sub-area comprising the City of York and parts of the following: <ul style="list-style-type: none"> ○ Harrogate Borough ○ Ryedale District ○ East Riding of Yorkshire ○ Selby District ○ Hambleton District ○ NYMNP
Scale of employment growth (650 new jobs per annum over the plan period)	<ul style="list-style-type: none"> • Potential to increase inward commuting from adjacent authorities. 	<ul style="list-style-type: none"> • Leeds City Region (part) • North Yorkshire and York Sub-Region (part) • York Sub-area comprising the City of York and parts of the following: <ul style="list-style-type: none"> ○ Harrogate Borough ○ Ryedale District ○ East Riding of Yorkshire ○ Selby District ○ Hambleton District

Strategic Issue	Impact	Areas Affected
Retail growth	<ul style="list-style-type: none"> • Draw of York's city centre and its other retail areas extending the retail catchment beyond its local authority boundaries • Potential to increase inward retail trips from adjacent authorities • Potential negative impact upon vitality and health of the centres of surrounding settlements. 	<ul style="list-style-type: none"> • North Yorkshire and York Sub-Region • York Sub-area comprising the City of York and parts of the following: <ul style="list-style-type: none"> ○ Harrogate Borough ○ Ryedale District ○ East Riding of Yorkshire ○ Selby District ○ Hambleton District ○ Scarborough Borough
Leisure	<ul style="list-style-type: none"> • International, National and Regional draw of York as a leisure (tourism) destination • York as the 'Gateway to Yorkshire' • Potential to increase inward leisure trips • Wider benefits to surrounding areas with linked leisure trips, tourist accommodation offer in neighbouring areas and need for wider tourism promotion / coordination 	<ul style="list-style-type: none"> • Leeds City Region • North Yorkshire and York Sub-Region • York Sub-area
Physical infrastructure - Transport	<ul style="list-style-type: none"> • Increased traffic on the Strategic Road Network (principally the A64) • Increased traffic on Radial routes <ul style="list-style-type: none"> ○ A19 N&S; ○ A59 ○ B1224 etc. • Increased congestion in and around York • Increased traffic on the locally strategic road network (principally the A1237 York Outer Ring Road (northern section)) 	<ul style="list-style-type: none"> • A64 between its junction with the A1(M) and Scarborough • Leeds City Region • North Yorkshire and York Sub-Region • York Sub-area <ul style="list-style-type: none"> ○ <i>Harrogate</i> ○ <i>Selby</i> ○ <i>East Riding</i> ○ <i>Scarborough</i> ○ <i>Ryedale</i> ○ <i>Hambleton</i>

Strategic Issue	Impact	Areas Affected
	<ul style="list-style-type: none"> • Connectivity between York, Harrogate and Leeds • Connectivity across wider NY Sub-Region including Selby, Ryedale, Hambleton, Harrogate, Scarborough etc. 	<ul style="list-style-type: none"> • City of York • Harrogate Borough • Leeds City • North Yorkshire and York Sub-Region
	<ul style="list-style-type: none"> • Strategic rail including <ul style="list-style-type: none"> ○ Haxby station ○ York Station (+HS2) ○ York-Harrogate-Leeds line ○ Access to Leeds Bradford Airport ○ Rail devolution and re-franchising 	<ul style="list-style-type: none"> • National (to be discussed with the Office of Rail Regulation)
Physical infrastructure – Waste and Minerals	<ul style="list-style-type: none"> • Sustainable Waste Management 	<ul style="list-style-type: none"> • North Yorkshire and York Sub-Region <ul style="list-style-type: none"> ○ York ○ North Yorkshire ○ North York Moors
	<ul style="list-style-type: none"> • Mineral Extraction 	
Physical Infrastructure - Energy	<ul style="list-style-type: none"> • Proliferation or uncoordinated provision of renewable energy facilities • Cumulative impact of renewable energy facilities within and across City's administrative area. • Amenity impacts upon neighbouring communities beyond the City boundaries (proposed policy response is). 	<ul style="list-style-type: none"> • North Yorkshire and York Sub-Region • York Sub-area, particularly at local authority borders
Gypsies, Travellers and Showpeople	<ul style="list-style-type: none"> • Uncoordinated provision of suitable sites leading to over-provision or under provision at the Sub-regional / Sub-area level • Impact would extend to surrounding Districts if York don't meet its own needs 	<ul style="list-style-type: none"> • North Yorkshire and York Sub-Region • York Sub-area, particularly at local authority borders

Strategic Issue	Impact	Areas Affected
Social infrastructure – Education Establishments	<ul style="list-style-type: none"> Travel to education establishments outside York and travel into York's education establishments from outside York 	<ul style="list-style-type: none"> York Sub-area, particularly the following: <ul style="list-style-type: none"> Harrogate Borough Ryedale District East Riding of Yorkshire Selby District Hambleton District
Natural and Historic Environment	<ul style="list-style-type: none"> Flood Risk 	<ul style="list-style-type: none"> City of York North Yorkshire and York Sub-Region York sub-area
	<ul style="list-style-type: none"> Green Infrastructure Corridors 	<ul style="list-style-type: none"> City of York North Yorkshire and York Sub-Region York sub-area Local Nature Partnership area
	<ul style="list-style-type: none"> Water Environment 	<ul style="list-style-type: none"> Humber River Basin Districts: <ul style="list-style-type: none"> Swale, Ure, Nidd and upper Ouse Wharfe and Lower Ouse Derwent (Humber) Derwent SAC Sherwood Acquirer
	<ul style="list-style-type: none"> Biodiversity 	
	<ul style="list-style-type: none"> Visual impact on Landscape 	<ul style="list-style-type: none"> City of York York sub-area, particularly the following: <ul style="list-style-type: none"> Harrogate Borough Ryedale District East Riding of Yorkshire Selby District Hambleton District Local Nature Partnership area

Strategic Issue	Impact	Areas Affected
Climate Change	<ul style="list-style-type: none"> Any wind turbine applications near the York boundaries could have a visual impact on neighbouring authorities. 	<ul style="list-style-type: none"> Harrogate Borough Ryedale District East Riding of Yorkshire Selby District Hambleton District

Note More detail in relation to evidence, actions and resulting positive outcomes are contained in the Duty to co-operate matrix at Annex 2.

Identifying issues for inclusion in the Duty to co-operate Matrix

Issues identified through the production of the LDF core strategy as predecessor to the Local Plan

4.38 Issues raised by local authorities, other local government organisations, Government Departments and other agencies in relation to the LDF Core Strategy (as the antecedent to the Local Plan) are summarised in Table 4.3. This table has been compiled from representations to the LDF Core Strategy Preferred Options and the LDF Core Strategy Submission (Publication) unless stated otherwise.

Issue	Issue raised by	Stage at which the issue was raised
Vision <ul style="list-style-type: none"> Support particularly intention to strike balance between physical growth and environmental sustainability and ensure that environmental consequences are adequately understood and managed 	English Heritage	Submission (Publication)
Spatial Strategy <ul style="list-style-type: none"> expand context consider relationship between York and settlements within East Riding of Yorkshire Support requirement that sites or future areas for development will need to ensure they will safeguard special historic character and setting. Concerned about flexibility of planning for York to ensure that long term development needs can be met, without adversely impacting on neighbouring parts of Hambleton District lying outside Green Belt. The 	East Riding of Yorkshire Council English Heritage Hambleton District Council	Preferred options Submission (Publication) Submission (publication)

Table 4.3 Summary of issues raised in relation to the LDF Core Strategy (as the antecedent to the Local Plan)

Issue	Issue raised by	Stage at which the issue was raised
<p>identified Areas of Search only appear to provide for approximately a 2.5 year over supply of housing</p> <ul style="list-style-type: none"> • industrial and distribution related employment within York considered to have a significant impact on SRN • Housing and employment sites would almost certainly require new on and off site sewers and water mains. Sites allocated would need to be phased to coordinate with Yorkshire Water’s infrastructure provision 	<p>Highways Agency</p> <p>Yorkshire Water</p>	<p>Preferred Options</p> <p>Preferred Options</p>
<p>Housing Growth, Distribution, Density Mix</p> <ul style="list-style-type: none"> • The proposed housing growth of 800 dwellings per annum (not meeting RSS and using 2003 projections) against up to 1,000 jobs is a concern as this could put pressure on East Riding. Important to clarify that housing and employment growth in city are balanced and seek to reduce (or at least not exacerbate) level of commuting from neighbouring authorities. • RSS is being reviewed - likely that housing growth figures for the region will need to rise. • York North West, Hungate, Nestle, Germany Beck, Derwenthorpe, Terry's, Monks Cross and Metcalfe Lane are considered to have a significant impact on SRN. • Concerned with the scale of growth proposed and ‘unmet demand’ because housing requirement is below RSS requirement, it was argued that this will cause displacement and neighbouring authorities will have to meet this unmet demand. • York being over cautious leading to under provision in plan period this will lead to pressure on Selby. 	<p>East Riding of Yorkshire Council</p> <p>North Yorkshire County Council / Local Government Yorkshire & the Humber</p> <p>Highways Agency</p> <p>North Yorkshire County Council</p> <p>Selby District Council</p>	<p>Submission (Publication)</p> <p>Preferred Options</p> <p>Preferred Option</p> <p>Submission (Publication)</p> <p>Submission (Publication)</p>

Table 4.3 Summary of issues raised in relation to the LDF Core Strategy (as the antecedent to the Local Plan)

Issue	Issue raised by	Stage at which the issue was raised
<p>Transport</p> <ul style="list-style-type: none"> • The Beverly to York railway line has been taken out - Would have liked to have seen reference to it being a long term aspirations in supporting text. If infrastructure improvements are considered to be critical to delivery of LDF, and do not have a realistic funding source, document will be considered unsound. • Will only consider improving SRN to meet traffic generated by new development as a last resort • Does not address issue of long distance commuting into York from neighbouring authorities and the implications of this on the strategic road network. None of the measures outlined would do anything to significantly relieve capacity issues on the A64 created by future development. • If proposal [for tram-train] proceeds in isolation wish to ensure that impact of development on operation of Harrogate Line would not reduce level of service nor reduce ability to undertake improvements to service frequency or infrastructure on this line. • Some concern about appropriateness of future development in vicinity of ring road that relies on these improvements taking place, or that relies on rail improvements, unless suitable funding regimes are identified 	East Riding of Yorkshire Council	Submission (Publication)
	Highways Agency	Preferred Options
	Highways Agency	Submission (Publication)
	Harrogate District Council	Preferred Options
	Yorkshire Forward	Preferred Options

4.39 In addition to the above, the Regional Spatial Strategy (RSS) for Yorkshire and the Humber (adopted May 2008) provided the strategic context for and became a part of the development plan for each local authority in the Yorkshire and Humber Region, which included the City of York Core Strategy. However, as part of the Coalition Government’s planning reforms the Regional Spatial Strategy was (with the exception of York Green Belt policies) removed from being part of the statutory development plan. Therefore, for completeness the former strategic approach to co-operation for the RSS is contained at Annex 4 and the RSS York Sub-area policies are contained at Annex 5.

Issues identified in the transition from a LDF core Strategy to a Local Plan

4.40 The issues raised by prescribed bodies through the Local Plan Preferred Options (2013), the Local Plan Further Sites Consultation (2014) and the Preferred Sites Consultation (2016), relevant to the Duty and resultant outcomes, are summarised in Table 4.4.

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
Preferred Options (2013)		
East Riding of Yorkshire Council (ERC)	<ul style="list-style-type: none"> • Committed to working with City of York Council on cross boundary issues as the respective local plans are progressed and seek the opportunity for joint document or Memorandum of Understanding to address the key planning issues between the authorities • Support Policy SS1- the Local Plan will ensure the housing needs of York are met within the York local authority area • The approach [in Policy SS2 - providing sufficient land to support sustainable economic growth] will help to support sustainable patterns of development in the York Sub Area and reduce unnecessary development pressure beyond the green belt boundary. Agrees that it is important for economic and housing growth to be linked • With regard to Site ST15 <ul style="list-style-type: none"> ○ Queries the scale of development proposed, considering the additional safeguarded land (SF3). ○ Suggests that CYC may need to re-consider: <ul style="list-style-type: none"> ▪ the amount of housing that could come forward on site ST15 over the plan period ▪ whether the plan is flexible enough to accommodate a shortfall in housing supply if the high rate of development is not met ○ No employment allocations are included, which could result in an unsustainable pattern of 	<ul style="list-style-type: none"> • Continued liaison with ERC as local plans progressed • CYC and ERC signed-up to the Memorandum of Understanding for A64 Trunk Road York - Scarborough Improvement Strategy

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>development.</p> <ul style="list-style-type: none"> ○ likely to have impact on the A1079 / A166 / A64 Grimston Bar Interchange (as will development of ST4, ST6, ST7 and ST8) ○ More clarity needed on <ul style="list-style-type: none"> ▪ how it will be accessed ▪ the consideration of the impact of the large area for future development adjacent to the new settlement. ○ Work to be taken forward within the context of the Memorandum of Understanding for the A64 in partnership with Highways Agency and other relevant planning / highways authorities. <ul style="list-style-type: none"> ● Support Policy GI2 - consistent with the draft East Riding Local Plan. ● Policy CC1 - it will be essential that proposals for renewable energy development within the City of York's administrative area consider the impacts taking into account existing and committed proposals within the East Riding of Yorkshire. ● Policy T4 (and Policy IDC1) - the significant levels of development proposed in the Plan are likely to have a direct or indirect impact on the A1079 / A166 / A64 Grimston Bar interchange. An improvement to the interchange will be required to accommodate the two authorities' combined development aspirations and this should be referenced within the Infrastructure Delivery Plan. It should also be listed in the policy. ● Support T6 the longer term aspiration to protect disused railway corridors. 	
English Heritage (EH)	<ul style="list-style-type: none"> ● York's historic assets' contribution to the economic well-being of the City should be at the forefront of the plan and sustainable development for York must have as its starting point the conservation of its heritage assets. The plan should include a section specifically on the protection and enhancement of York's special historic character. ● There may be potential for some development to take place that would not harm the special character setting in York. Plan will need to clearly justify why it is necessary to develop areas that 	●

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>seem likely to harm elements which contribute to the special character or setting to the historic city.</p> <ul style="list-style-type: none"> • Amend the vision to be more place-specific and articulate the special qualities and distinctiveness of the historic city. • Support the identification of views of the Minster as one of the key defining features of the city • To provide an effective framework for the protection of the historic city the definition of the green belt boundaries must be the starting point for the plan, once the land which it is necessary to permanently keep open in order to safeguard the special character and setting of the city has been identified then the assessed development needs should be factored in. • Land beyond the ring road can also contribute to the special character and setting of the historic city (Figure 5.3). • Concerned about the potential impact that the development of some of the strategic sites might have upon the special character and setting of the historic city, but support Policy SS4, especially criterion v. • Support the principle of identifying sufficient development sites for the duration of the plan and of safeguarding land to provide options for future consideration during the life time of the Green Belt. • The safeguarding and eventual development of SF2 + ST14, SF3 and SF8 would be likely to harm the special character and setting of the city (in conflict with the saved policies of the RSS and national planning policy), as would the development of sites ST6, ST7, ST8, ST19, H37 • The strategy for the City Centre in Policy YCC1 is endorsed and the policy should also include an intention to improve/enhance those elements which currently detract from its character. • Support the requirement that York Central (ST5) be developed as a place of outstanding quality and design which complements and enhances the existing historic urban fabric of the city. It is essential that the height of the new buildings in 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>and around the station are of a scale which will not harm the character or appearance of the Central Historic Core Conservation Area or detract from the setting of either the listed buildings in and around the site or those elements which contribute to the significance of the city walls.</p> <ul style="list-style-type: none"> • Policy R3 should include a clear statement that a masterplan will be developed for the Castle Piccadilly area and that piecemeal development will not be permitted. • Site ST10 would be very harmful to the underlying objectives of the Green Belt. • Site ST11 includes the Roman camp on Huntington South Moor which is a Scheduled Monument. National policy guidance makes it clear that substantial harm to the significance of such an asset should be wholly exceptional. • Allocation ST15 is unsound and contrary to NPPF due to significant adverse effects on the interest features of the Site of Special Scientific Interest (SSSI) and limited ecological evidence supporting its inclusion in the plan. Extending ST15 will fundamentally change the relationship which the southern edge of York has with the countryside to its south. Overall development of this area would be likely to harm the special character and setting of the City. • There will need to be some assessment of what contribution some sites make to the landscape setting of the character of the respective Conservation Areas lie within or adjoins. If these sites make an important contribution the plan would need to explain why its loss and subsequent development is considered to be acceptable. • It is important that policy ACHM4 includes a requirement for any sites to safeguard those elements which contribute to the special character and setting of the historic city. • Support Policy GI1, Policy T3, Policy T6 and Policy IDC1 • DHE2 – Clear that development of some sites 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>should not go ahead because of their impact on the historic environment. However there is clear potential for the development of some of the sites to go ahead although there needs to be a more robust assessment of the impact which the development of these sites might have upon the six principle characteristics of the historic City which are set out in the Heritage Topic Paper.</p> <ul style="list-style-type: none"> • Policy DHE11 - Strengthen the explanatory text to state that proposals that harm the character and significance of the City Walls will not be permitted. • Policy DHE13 - It is important that reference is also made to safeguarding any important views out of these landscapes. • Policy GB1 –. Amend Criterion C to read; ‘it would not harm those elements which contribute to the special character and setting of York’. • Section 22 - broadly endorse the approach. It would make things far easier (and ensure consistency in the strategic framework) if the Joint Minerals and Waste Plan set out a single Strategic Policy which could be used in the local plans covered by the Joint MWLP. • Policy T1 vi –The Policy should make it clear that the loss of existing public rights of way, such as the network of snickleways, will not be permitted. Suggested addition to end of Policy T1 iv: ‘Extinguishment of public rights of way which contribute to the special character of the historic city will not be permitted.’ • Policy C11 - for criterion iv add statement that proposals for communications infrastructure will only be supported where there will be no significant adverse impacts upon landscape character, setting, views, heritage assets or green belt objectives 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
Environment Agency (EA)	<ul style="list-style-type: none"> • More should be said regarding the need to increase green infrastructure, specifically within more urban areas • new bullet point to be added to paragraph 3.21:- “safeguard water resources and to protect and improve water quality with an overall aim of getting waterbodies to ‘good’ status under the Water Framework Directive” • Recommend that the sequential approach to the development of sites is included in a flood risk policy. This should be made clear throughout the Local Plan. • Site ST5 lies in flood zone 1 and 2. There are known surface water issues. Suggest no further development to take place until study to identify options and steps to be taken by the Council. Sequential approach to site layout to be taken, with development steered to areas of lowest risk. If needed, sequential and exception tests to be passed. • Site ST7 lies in flood zone 1 and 2. Sequential approach to layout of site to be taken. Expect to see all development located in flood zone 1 and areas in flood zone 2 and 3 used as green/public space. Surface water guidance to be followed. • No further development to take place (ST8, ST11) until study looking at South Beck by the Council and Internal Drainage Board is completed and required works completed. • No further development to take place (ST9) until study looking at Westfield Beck is completed and required works completed in order to mitigate fluvial and surface water flooding. Flood zone 1 and surface water management to be followed. This especially important as site drains into Foss which is major source of flooding and has interaction with Ouse and relies upon management of Foss Barrier and associated pumps. • Site (ST15) contains number of watercourses and Tilmire Drain crosses southern section of site lies in flood zone 3 and therefore inappropriate for residential development. This area could be used 	<ul style="list-style-type: none"> •

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>as multifunctional green space, flood storage and surface water attenuation within a Sustainable Urban Drainage scheme and open space. This would create an exemplar sustainable scheme.</p> <ul style="list-style-type: none"> • Strongly recommend that policy ACHM4 has another bullet point added to state that sites for Gypsies, travellers and showpeople will be located out of Flood Zone 3. Caravans and mobile homes intended for permanent residential use are classed as “highly vulnerable” so zone 3 is inappropriate for this type of development. • Policy GI1–The current draft lacks direction and gives no confidence that the measures outlined in the policy would achieve the objectives for green infrastructure. The policy fails to secure any meaningful improvement or show positive planning. Amendments could be made to bring the policy in line with NPPF. It should be made clear in this policy that green infrastructure has a dual use as flood storage areas for river or surface water flows. The policy should also reference green infrastructure in relation to an intention for green wall, roofs and soft borders. • Policy GI2 – Elements of this policy are vague and would be difficult to enforce or monitor. The third bullet point, relating to on site impacts does need redrafting to reflect the local objectives and NPPF in furthering the enhancement of biodiversity, seeking a net gain in biodiversity, and to better reflect the hierarchy set out in paragraph 118 of NPPF. • Policy FR1 - Reference the relevant parts of NPPF and its own strategic flood risk instead of replicating them. In regards to the catchment flood management plans, a number of actions of relevance to planning have been omitted. Recommend further actions, it is also important that a caveat is made regarding the future of these plans. Also expand to incorporate text from Para. 19.2. ‘A sequential approach to the layout of the site must be located within the area of lowest risk. Areas of greater risk (i.e.; flood zones 2 or 3) should be utilised for green infrastructure spaces’. 	

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	<p>In addition, the Council should be taking a more positive stance and seek betterment from developers to mitigate against future flood risk. This could be in the form of restricting new development on Greenfield sites to the existing run-off rate from a lower order storm event, e.g. a 1 in 1 year storm.</p> <ul style="list-style-type: none"> • Policy FR2 - For brownfield and greenfield sites, the standards of attenuation storage should be provided. Suggested text 'Sufficient attenuation and long term storage should be provided to accommodate at least a 1 in 30 year storm. Any design should also ensure that storm water resulting from a 1 in 100 year event, plus 30% to account for climate change, and surcharging the drainage system can be stored on the site without risk to people or property and without overflowing into a watercourse'. Also need to consider how you will incorporate sustainable drainage approval boards (SABS) into this policy. Alternative text proposed for final sentence of 7th para. to make it less prescriptive. • Policy CC2, Part A - More should be done to recognise the importance of water efficiency and demand in the future because the efficient use of water resources is an important climate change adaptation and mitigation measure. • Section 21 - Local Plan does not make adequate provision for or policies aimed at protection of the water environment. In particular the plan does not make reference to the Water Framework Directive and obligation. Given the importance of the WFD legislation it is necessary that the York core strategy reflects measures outlined in the Humber RBMP. Strongly recommend that another policy specific to water environment is included in this section which considers rivers and water resources separate to flooding. • The City of York is situated on top of Sherwood Sandstone –a principal aquifer. Developers proposing schemes that pose a risk to groundwater resources, quality or abstractions must provide an acceptable hydro-geological risk 	

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	<p>assessment (HRA) to the EA and local planning authority.</p> <ul style="list-style-type: none"> • Policy IDC1 should make specific reference to developers being required to provide contributions towards new flood alleviation schemes, the long term maintenance of existing defences and habitat creation through Community Infrastructure Levy (CIL). Would especially encourage the plan to seek developer contributions for any proposed development within the Foss Basin towards the maintenance/improvement of existing defences i.e. the Foss Barrier. 	
Hambleton District Council (HDC)	<ul style="list-style-type: none"> • Notes that the assessed growth needs will be met within the plan area without putting development pressure on neighbouring local authorities. • Policy SS1 - like the commitment to not adversely affect local authority areas (e.g. congestion and pollution) and to delivering benefits to the wider sub region. • Concerns over how Site ST14 would impact on the A 1237(T) ring road and increase journey times for Hambleton's residents and workforce using it. • Policy CC1 - Some of the potential areas of search identified for renewable energy (i.e. wind farms) lie adjacent to or close to our boundary, and these have not been subject to any joint working or discussion. • Policy IIDC1 - Note that a CIL mechanism is being progressed alongside the plan to provide for developer contributions so the major infrastructure required to ensure that development proceeds should not be delayed from lack of funding. 	
Highways Agency (HA)	<ul style="list-style-type: none"> • Fully supports the Vision's intention to deliver a fundamental shift in travel patterns and the focus of promoting sustainable development through the location of development in areas of good accessibility • Supports the principles of delivering sustainable development in planning terms. Decisions on future development should consider the emerging agency policy 	

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	<ul style="list-style-type: none"> • Welcomes the spatial principles • The spatial distribution and particularly the development of land opportunities in the South and Western part of York including Strategic Sites, Urban Extensions and the New Settlement should be dependent upon agreement of a Management Strategy for the A64 and its junctions with the local primary road network by the agency and the Council. • Policy SS4 – The development principles for strategic sites are welcomed. • Support the preparation of Supplementary Planning Documents for all strategic sites. However, any infrastructure essential to the delivery of a strategic site should primarily be identified within the Local plan document and infrastructure delivery plan. • Any future work on the impact of the new proposed settlement at Whinthorpe should also consider Site SF3. • Support in principle the intention that the city centre will remain a focus for a number of developments and support the emphasis on accessibility and sustainable transport • Support the principles of development set out for York Central. Also support the production of a Supplementary Planning Document. But, for HA to consider the plan sound it is necessary to identify any strategic infrastructure required to deliver the special policy area. • Policy YC1 - The impact of on the strategic road network It is not yet clear of. The HA proposes to continue to work with the Council to assess the impact of the Local Plan aspirations on the strategic road network and identify physical mitigation required to facilitate development. • Policy EMP 1 and Policy EMP 2 - Adequate assessment of the impacts of these policies has not been provided. The HA proposes to work in partnership with the Council to establish the implications and necessary mitigation measures. • Site ST18 - Further office development in this 	<ul style="list-style-type: none"> • CYC and HA signed-up to the Memorandum of Understanding for A64 Trunk Road York - Scarborough Improvement Strategy

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	<p>area will generate additional road traffic. Reassurance is needed from the council that additional office development at this location can be accommodated by the Strategic Road Network (SRN), in particular the A64 Hopgrove junction.</p> <ul style="list-style-type: none"> • Not currently in a position to be able to consider if allocations are acceptable, as adequate analysis has not been provided on the impact of policies. HA propose to continue to work in partnership with the Council in order to establish the implications of the Local Plan on the SRN. • Section 23 - On the whole the plan contains strong policy direction on sustainable transport, but policy direction on sustainable transport is not enough, both demand management and additional highway improvements will be required. • At present adequate analysis has not been provided on the impact of development aspirations. HA propose to continue to work in partnership with the council in order to establish the implications of the Local Plan on the Strategic Road Network and determine if and where physical mitigation measures might be required. • It is a particular concern that the Infrastructure Delivery Plan makes no reference to the required improvements on the A64. • Policy T1 –Has concerns regarding the accessibility criteria for the sub urban locations and the lack of specific criteria for the new settlement, given that sub urban and the new development equate to almost 40% of the allocated housing not already committed. • Serious concerns in relation to the lack of evidence to support Policy T4. Without further evidence on the case for specified improvements and traffic impact of the Plan as a whole; and particular concentrations of development (e.g. the new Settlement at Whinthorpe, urban extension at land east of Metcalf Lane) the HA would consider this policy unsound. HA wants to continue to work with the Council with the objective of resolving these matters through the development of a more comprehensive evidence base relating to the 	

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	<p>impacts of the Local plan on the Strategic Road Network.</p> <ul style="list-style-type: none"> • Policy T7 - Alongside the flow of traffic in and around the city centre, need to consider the flow of traffic on the Strategic Road Network (SRN). The A64 plays a role in local trips within York. However, it has a significant strategic purpose which will be undermined by the level of congestion likely to arise from this plan. The level of congestion acceptable on the local network is likely to be different to that which is acceptable on the SRN which has a wider function. HA will continue to work with the Council to determine whether it would be possible to implement traffic management measures on the local road network that would regulate overall traffic flows in line with available capacity on the SRN. • Policy T8 - Request that Travel Plans should also accompany Transport Statements. • Policy ICD1 - Support the principle that new development will not be permitted unless the necessary infrastructure to meet local and wider (strategic) demand generated by development can be provided and coordinated. Concerned that any physical measures which are identified on the strategic road network or at its junctions with the local primary road network in order to mitigate the impact of development traffic can be funded through Community Infrastructure Levy (CIL) or other appropriate mechanisms. Considered essential that the Highways Agency is party to future discussions on CIL and in particular on the criteria and priorities to be applied in the allocation of CIL funds. 	
National Grid Property (NGP)	<ul style="list-style-type: none"> • Policy ICD1 - although some viability work has been undertaken, this does not consider the full range of potential financial constraints imposed by the draft policies. The respective policies do not incorporate sufficient flexibility to enable a viable solution for delivery to be realised where this is considered to be desirable in planning terms. The approach to viability and delivery of development needs to be comprehensively reviewed. 	<ul style="list-style-type: none"> •

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Natural England (NE)	<ul style="list-style-type: none"> • ST10 – should this site be retained NE would welcome further discussions regarding assessments and potential mitigation to avoid a significant negative impact. • Policy ACHM3 - The Council should be satisfied that less environmentally sensitive areas are not available, if not adverse effects must be mitigated against. The Sustainability Appraisal should further explore alternatives. • Policy GI2 - Makes no distinction between the levels of protection afforded to international, national or local nature conservation sites. More detailed policy (or policies) is required, interpreting locally NPPF and Circular 06/2005. The policy implies that compensation (loss and replacement) is as acceptable as mitigation (effect reduction) but it should reflect paragraph 118 of the NPPF (first bullet point) that where significant harm is unavoidable compensation is a last resort. • Mitigation and suggested alterations to the Plan are proposed. • Support Policy GI7 part (a) - this delivers multiple benefits. However, sites recognised for their bird interest (e.g. Heslington Tillmire) are especially sensitive to recreational disturbance and this should be recognised. In addition, increased access has the potential to increase trampling of flora, litter, dog fouling and risk of fire. Increased levels of access should be managed according to the nature conservation protection status and sensitivity. To assist delivery, the Infrastructure Delivery Plan must identify improvement to Green Infrastructure as a priority. • Policy CC1 – critical of limited assessment of the ecological effects of renewable energy within the Sustainability Appraisal and Habitats Regulation Assessment (HRA) to support their identification. Particularly concerned about those areas adjacent to the Lower Derwent Valley SPA, SAC and Ramsar, River Derwent SSSI, Derwent Ings SSSI, Heslington Tillmire SSSI and Acaster South Ings SSSI. If these are retained, thorough ecological assessments (including HRA) must be 	

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	<p>undertaken.</p> <ul style="list-style-type: none"> • Policy IDC1 - delivery of green infrastructure (GI) is limited in the IDP, of most concern is the deferral of identifying future needs to the GI strategy (para 4.126) without any timetable for this document's completion. The positive approach to GI and Biodiversity in the plan should be mirrored in the IDP. • Reliance on development contributions and focus on recreational open space (para 4.128) without a strategy in place may jeopardise the delivery of a GI strategy and ecological network as required by the NPPF. 	
Network Rail	<ul style="list-style-type: none"> • Policy T2 - Any new station proposal needs to be developed along Rail Industry guidelines accompanied by a Transport Needs Assessment. The Plan includes a proposal for a new station northwest of York, Haxby and Strensall. It is also our understanding that a new station at York hospital is being considered which does not appear to be in the draft plan. Any new station needs an agreement from the Train Operating Company that they will call here to be incorporated into a franchise agreement. The requirements for a business case for any new station also stated There is currently strong stakeholder support to speed up journey time between Scarborough and York/beyond and the economic benefits of doing this might outweigh those of a new station. Impact of level crossings will need to be assessed for any new stations. 	•
North Yorkshire County Council (NYCC)	<ul style="list-style-type: none"> • Support Policy SS1 - seeks to reflect the roles and functions of places in the York Sub Area, the North Yorkshire and York sub region and the Leeds City Region and commits to ensure that that the housing needs of the city's population now and in the future are met within the city of York administrative area. • Support the principle of planning for economic growth in order that the city can perform its sub regional role to the full. Notes and supports the identified need to link economic and housing growth. Would be concerned if housing land take- 	•

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	<p>up outstripped economic growth as this would impact in levels and patterns of commuting. Suggest a robust mechanism to ensure a balanced release of housing land in line with economic growth.</p> <ul style="list-style-type: none"> • Hasn't seen any evidence to demonstrate that the additional development at York will not have a detrimental impact on North Yorkshire's highway network. In particular the impact of the urban extensions at Clifton Moor and south east at Whinthorpe. Wish to see further detailed analysis of sites and their cumulative impact upon the highway network in York (A64 /A1237) and on cross boundary links to North Yorkshire to destinations including Harrogate (A59/A168 junctions), Selby, Malton and Hirsch/Northallerton • Support in principle the commitment in the plan to set out the boundaries and extent of green belt insofar as it lies within the City's administrative area. Welcomes in principle the commitment to allocate land within the area currently considered to be green belt for development within the plan period as well as further safeguarded land for development thereafter. • Support policies that seek to promote the redevelopment of sustainable central sites including those within the city centre and at York Central. Support for proposals to expand the Central Business District. It is recognised that a new, high quality City Centre Office quarter would help York achieve its strategic ambitions and it appears that York Central is the only location that can provide this. Should aspects of the York Central allocation prove to be undeliverable within the plan period it would be likely to result in greater demand at locations such as Monks Cross putting greater pressure on the A64, the outer ring road and the wider highway network. • Site ST21 - It is not clear what the need or justification is for Use Class D2 development at this location); what alternative locational options may be available; nor what its potential impact on the wider highways network or nearby settlements 	

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	<p>could be.</p> <ul style="list-style-type: none"> •Support Policy R1- safeguard and promote the retail vitality of the city centre. •Support Policy R4 - seeking to limit further retail development at Monks Cross. •Sites ST14 + SF3 and ST15 - Would be significantly bigger than nearby settlements. It is unclear what other services are needed or proposed to support the urban extensions and ensure sustainability and therefore what the related implications for the A64(T)/Outer Ring Road (A1237), the wider highways network and surrounding settlements might be. Suggested this be the subject of ongoing cross boundary discussions with neighbouring local authorities as plan further develops. •Section 1, Section 19 and Section 20 – The strong policy linkages between climate change, flood management, green infrastructure and minerals planning agendas could be further explored through collaborative working between authorities on relevant aspects of the Plan. •Policy CC1 - A number of areas of search for renewable energy generation identified, in many cases close to the boundaries of neighbouring authorities including within north Yorkshire. It is therefore important that cross-boundary discussions take place to consider the wider impact of such developments, individually and cumulatively •Policy WM1 - It would be helpful if greater clarity could be provided on the approach of facilities for municipal waste. Alternatively, reference could be made to a need to identify capacity for the management of all waste streams, as this may provide more flexibility including circumstances where a proportion of waste is managed outside the area. It would be helpful of clarity could be provided that the bullet point priority list is intended to apply specifically to the delivery of facilities on the CYC area, as different priorities may be appropriate in other parts of the Joint Minerals and Waste Plan area. It may be 	

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	<p>preferable to apply this requirement to significant new development only, as provision for waste management may not be appropriate or viable in some very small schemes. Through reference to provision for waste management and onsite management of waste retail and commercial development.</p> <ul style="list-style-type: none"> • Policy WM2 - It would be helpful if it could be clarified that the criteria for site allocation are only intended to apply in the Council area rather than across the whole of the joint area plan. It may not be realistic or necessary to meet these criteria for minerals development, where geological factors may be a fundamental constraint on location. <ul style="list-style-type: none"> ○ Para 22.12 - identification of a Minerals Safeguarding Area for coal bed methane is unlikely to be feasible and probably unnecessary ○ para 22.13 - -It may be preferable to state that the LAA has not presented specific evidence on aggregate mineral requirements for the York area. It may be helpful to clarify whether the reference to fracking is intended specifically in the context of exploitation of shale gas (for which there is no apparent evidence of commercial interest in this area), or is intended to be read in association with the immediately following reference to coal bed methane, in which case it is suggested that the reference to fracking (which is a term not usually used in association with coal bed methane) be deleted. • Policy IDC1 - Seek clarification that it is not the intention to seek direct funding from the Leeds City Region LCR for the provision of essential infrastructure necessary to support the plan. 	
Ryedale District Council (RDC)	<ul style="list-style-type: none"> • Policy SS1 - Support the overall spatial strategy and the York sub area approach. The strategy recognises and builds on the city's roles as a key economic driver and higher order economic, retail and service centre. The approach reflects longstanding agreement and support for this role, both in terms of the York sub-area and the role 	<ul style="list-style-type: none"> •

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	<p>and influence of the city in the wider region.</p> <ul style="list-style-type: none"> • Policy SS2 - The approach is entirely consistent with Ryedale’s emerging Development Plan which recognises the functional economic area of the City of York, travel to work patterns and housing market dynamics. • Policy SS3 - Concerned about the impact of growth on cross boundary strategic infrastructure, most notably the A64. Keen to work with the Council, other adjoining authorities and the HA to ensure that the cumulative impact of growth can be addressed and a coordinated approach to developer contributions/Community Infrastructure Levy to secure improvements can be considered and agreed. • Policy SS5 - The preferred role of the green belt is appropriate • Policy SS6 - The approach to safeguarded land is appropriate • It would be useful if the Economy section of the Plan could reflect the economic opportunities associated with the FERA site on the York/Ryedale boundary. • Policy H1 - Support the level of housing growth proposed 	
Selby District Council (SDC)	<ul style="list-style-type: none"> • Is satisfied that there has been satisfactory ongoing cross-boundary cooperation between Selby and York through officer and members bodies. • Policy SS1 <ul style="list-style-type: none"> ○ Broadly support York’s recognition of itself as the gateway to north Yorkshire and the spatial planning responsibilities that brings as the leading settlement in the sub region (after Leeds). ○ Is pleased to be recognised as a key district that supports York’s role though providing a ready workforce and customers and also that Selby provides an attractive countryside setting for the city. ○ is satisfied that York can realise its growth aspirations within its own territory • Policy SS2 - The ambitious growth targets are 	<ul style="list-style-type: none"> •

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	<p>acknowledged and supported in principle.</p> <ul style="list-style-type: none"> • Policy SS5 - Selby is looking to review the green belt (where it applies in Selby District). A coordinated approach would be beneficial. Would welcome exploration of opportunities, where appropriate, for joint commissioning. • Site SF3 (+ST15) - Concerns about highway impact on A64, lack of public transport infrastructure and visual intrusion in the flat landscape. • ST21 - Query the reasoning behind designating this site for leisure development as it is a shopping centre not a leisure destination. Any development that increases this attractiveness of this out of centre location must be rigorously considered with more information to assess to potential strategic impact on Selby Town as a Principal Town. • ST15 - Concern at the lack of information available to prepare a detailed response on this which is clearly a significant new settlement of 5580 close to Selby's border. Concern centred around highways impact on congested A64. Selby's own growth will potentially add a significant number of journeys on the A19 to York and without certainty of Whinthorpe's access arrangements Selby cannot properly consider the implications. The broad location has not been fully explored and evaluated in the context of alternative sites. • Policy CC1 – SDC considering its future options towards renewable energy generation in the context of wind farming, and notes the significant areas of search highlighted on the proposals map adjacent to Selby District. Would welcome joint working in future studies to address this issue in a coordinated manner. 	
Yorkshire Water Services Ltd (YWS)	<ul style="list-style-type: none"> • Supports that the local plan will ensure that new development is not subject to, nor contributes to, inappropriate levels of flood risk. • Council will prepare SPD's regarding all strategic sites. This is seen as an opportunity to develop, test and encourage new and emerging 	•

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	<p>technologies related to sustainable drainage and water saving. YWS would welcome the opportunity to work with the Council, developers and stakeholders to pursue these possibilities.</p> <ul style="list-style-type: none"> • Policy YCC1 - Support the inclusion of criterion x • Policy YC1 - The York Northwest corridor is being promoted as an Urban Eco settlement with sustainable living at the core. York central falls within this but has no mention of Sustainable Urban Drainage Systems, drainage or water management. Additional reference to this important issue to be in the policy. • Policy GI1: <ul style="list-style-type: none"> ○ The definition as given for green infrastructure is not particularly strong. States that GI is the term used for overarching framework related to all green assets. Further to paragraph 2.15 (Spatial Portrait) there is no information regarding what could be considered green infrastructure. No specific mention of water or blue infrastructure further to mentioning the rivers as green corridors. ○ Sustainable Urban Drainage Systems (SUDS) represent an important step in managing the effects of climate change and reducing flood risk. SUDS in new developments may include ponds, scapes, drainage channels etc and it is likely that these would be designed as part of green infrastructure and its contribution to open spaces, biodiversity etc. • Policy GB5 - Elvington WTW, Naburn, Rawcliffe and Haxby Walbutts Water Treatment Works all listed as large developments. Criteria should allow for continued development of the works to meet growth in housing and population proposed. Currently written, the criteria may impede the ability to create additional capacity and develop new and sustainable technologies. • Support Policy FR2 - It advocates the use of SDS within new developments. Involvement needed in the design and feasibility of SDS in all new developments where the system will eventually communicate with a public sewer. Wording should 	

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	<p>be included within the text to encourage developers to open dialogue at an early stage. This will become critical once the legislation for compulsory adoption is introduced in April 2014. Adoption (2012) of the City of York Surface Water Management Plan, links to this plan could be strengthened.</p> <ul style="list-style-type: none"> • Policy FR3 - Ground water management and the text in 19.7 and 19.8 appear to be lightly confused. Suggest seeking further clarification on these issues and consider separate policies on land drainage and ground water management. • Policy CC2 - Focuses purely on energy demand and renewable technology and fails to include information and requirements related to water saving and sustainable drainage. Designing in and retrofitting water saving technology into developments is key to ensuring an adequate supply of clean water for future generations. Reducing the reliance on drinking water for tasks such as flushing toilets and watering gardens etc. should be considered in all new development. • Policy EQ2 - Water quality is not referred to. • Policy WM2 – Amend criteria for allocating new minerals 	
York Teaching Hospital NHS Foundation Trust	<ul style="list-style-type: none"> • Policy CF4 - The major redevelopment of the Hospital over the next few years is an issue. 	<ul style="list-style-type: none"> •

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Further Sites Consultation (2013)		
ERC	<ul style="list-style-type: none"> Continued general support for the approach taken. The Council is currently working with the Highways Agency and the City of York Council to assess the cumulative impact of both authorities' Local Plans on the A1079/A166/A64 Grimston Bar interchange. Sites 97, ST7, ST15, SF3, 811,802, 815, 22, 747 and 794 should be factored into the transport assessment for the A64 interchange 	•
English Heritage (EH) – now Historic England (HisE)	<ul style="list-style-type: none"> Concern around the impact some sites may have on special character and setting of the city as well as impact on Green Belt. Call for a more robust assessment of the impact development will have on the six principal characteristics of the historic city. Offered observations on the respective impacts/harm of sites 180, 182,183, 187, 241 / ST14, 253, 298, 752, 779 800 / SF7, 627 / H11, 654 / H19, ST2, ST7, ST11, ST14, ST15, ST19, SF3 and SF8 on landscape setting, Green Belt, green wedges, scheduled monuments, listed buildings, conservation areas, the historic core and character and setting. Support sites 3, 9, 772 and 253 not being taken forward. Site 794 development would fundamentally change the relationship which the southern edge of the city has with the countryside to its south, hence altering people's perceptions when travelling along this route about the setting of the city within open countryside – harm special character and setting. 	•
Environment Agency (EA)	<ul style="list-style-type: none"> Site 800 – Part of the site is within flood zone 2 & 3. It is requested that the site is subject to the flood risk Sequential Test to ensure that there are no alternative sites available that are at a lower level of flood risk. If the site passes the sequential we would request that any future development on this site adopts a sequential approach to the site layout in order to minimise the risks of flooding for 	•

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	<p>future users, and also that appropriate mitigation measures are adopted with the site design. Site egress and access should also be carefully designed, as the area of flood zone 3 dissects the site.</p> <ul style="list-style-type: none"> • Site ST10 – concerned about the “soundness” of this strategic site and proposed changes. The nearby Askham Bogs SSSI is designated as such due to its Fen communities and unique insect fauna that are dependent on the site’s hydrology. The site’s developers have stated that development for residential purposes would impact the SSSI’s hydrology however the site and proposed changes are yet to be environmentally assessed as part of the Sustainability Appraisal. Strongly advise this assessment takes place ASAP. • Site ST15: <ul style="list-style-type: none"> ○ Parts of the site contains areas that are in flood zones 2 &3, but have no objections to it being taken forward, provided it can be demonstrated that this flood risk is manageable on site via sequential layout i.e. zones 2 &3 used for green space. ○ The IDB must be satisfied that surface water can be adequately managed on site so as not to increase flood risk to others. ○ Support Natural England’s approach and request that the landowner demonstrates that any future development of the site will not alter the hydrology of the SSSI in any way that will have a significant negative impact on the flora and fauna that it supports. • Site 9 - Strongly support it not going ahead as it is in flood zone 3 and would not be compatible with highly vulnerable use as according to Planning Practice Guidance. • It is important to consider the need for adequate foul drainage to be provided at Gypsy, Roma and Traveller sites. These sites need to accommodate for everyday foul water and the disposal of chemical toilets. Ideally the sites should be located in an area that can connect to the mains 	

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Body	Representation	Outcome
	<p>sewer system. However, these sites are often proposed in remote locations that do not have a mains sewer in the vicinity. This means that a non-mains foul drainage option needs to be provided. Strongly encourage early consultation with EA to help determine whether sites are viable and to realise the cost implications associated with certain site locations.</p> <ul style="list-style-type: none"> •CYC may wish to ensure that its approach to flood risk, and especially the application of the Sequential Test, is in accordance with NPPF. 	
Highways Agency (HA)	<ul style="list-style-type: none"> •The Highway Agency’s key concern is to protect the primary role of the Strategic Road Network (SRN) and to ensure its safe and efficient operation. Sites 183 and 187 (residential development), sites 97 and 800 (employment development) and site 794 (university development) may have an impact on the SRN and would therefore be of interest to HA: •A number of changes to strategic sites have been recommended for inclusion by CYC. Sites ST14 and ST15 are of particular interest. The HA would like to see clarification as to whether the changes strategic sites will result in an increase (or decrease) in the number of dwellings or employment land for these sites. •A number of sites (813, 183, 811, 802, 815 & 810) are of interest to the agency due to their size or location or both. The site at Earswick (810) is of particular interest due to its proximity to the A64 Hopgrove junction. A detailed assessment would be required to ensure the impact of this site on the strategic network can be managed and mitigated. •The Agency will be in a position to provide more detailed comments on the cumulative impact of new sites through the modelling exercise being undertaken in partnership with CYC. HA is awaiting further input from CYC before proceeding with the mesoscopic modelling exercise to assess the cumulative impact of the local plan development on the SRN. •Site 800 – Recommended in the document as an option for relocating and expanding the existing 	<ul style="list-style-type: none"> •

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>park and ride site. This 15.1 ha parcel of land at is significantly larger than would be required for a park and ride and identifies that the other land use could be employment. HA would like to seek clarification regarding the existing park and ride site, including what is proposed for the existing park and ride site land following its relocation HA will require additional information demonstrating the impact of the site expansion and additional land uses on the SRN and how these can be managed and mitigated.</p> <ul style="list-style-type: none"> •Site 253 - Recommended in the document as a compressed natural gas station and freight consolidation centre. HA will require additional information demonstrating the impact of the site but support the conditions attached to this site within the recommendation. 	
National Grid (NG)	<ul style="list-style-type: none"> • Site ST1 - NG does not object to future development surrounding the substation site but would like to stress its importance as part of the electricity transmission network. The site is “Operational Land” and in future there may need to be further essential utility development in the future. • The following proposed sites are in close proximity to or crossed by National Grid’s high transmission overhead lines: ST1 ST9, SF4 and 810. NG does not own the land over which the overhead lines cross, and it obtains the rights from individual landowners to place its equipment on their land. Potential developers of these sites should be aware that it is NG policy to retain our existing overhead lines in-situ. NG advise developers and planning authorities to take into account the location and nature of existing electricity transmission equipment when planning developments. • Site ST7 - Is crossed by NG underground cable. Whilst NG welcomes the inclusion of strategic green space it requires that no permanent structures are built over or under cables or within the zone specified in the agreement, materials or soils are not stacked or stored on top of the cable 	<ul style="list-style-type: none"> •

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	route or its joint bays and that unrestricted and safe access to any of its cable(s) must be maintained at all times.	
Natural England (NA)	<ul style="list-style-type: none"> • Site ST10 - The developers of the site have, subsequent to previous NE advice, presented hydrological assessments of increased surface water flows from the development into Holgate Beck, and potential changes to the SSSI's water levels and quality. However detailed evidence has not been provided to satisfy NE's concerns and we remain concerned that allocation ST10 is unsound. • Site ST15 Due to the scale and close proximity to the SSSI, the positive measures proposed by the landowner are unlikely to mitigate the significant adverse effects of this allocation. The council should therefore consider whether this would be justified by the benefits of development at this location, and we encourage the council to consider fully alternative sites through the sustainability appraisal. If no less environmentally sensitive location is identified and the council decide to retain this substantial allocation, it would be necessary to locate the new housing a minimum of 400m from the SSSI and put in place (and secure in perpetuity) a) the measures which will be necessary to manage visitor numbers and disturbance on the SSSI b) alternative green spaces within the settlement which will attract residents away from the SSSI and c) funding methods for long term management of these mitigation measures. • Site 253 – This allocation must be supported by appropriate evidence that it will not contaminate this water course and Askham Bog SSSI and at times of high rainfall there can be overflows from the nearby sewage treatment works and potential for the SSSI to be flooded. • Sustainability Appraisal (SA) – The further sites SA Technical Note only assesses non-strategic sites. Without the full SA of the strategic sites and transport allocations it would be premature for NE 	<ul style="list-style-type: none"> •

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	to advise on those allocations where significant effects to nationally protected nature conservation sites are likely. Furthermore, at this stage, no detail has been provided on the assessment of reasonable alternatives.	
Network Rail (NR)	<ul style="list-style-type: none"> • Representation is that of Network Rail Infrastructure Limited (NRIL), as the York Central site is predominantly owned by NRIL • As a result of the further work NRIL has recently been undertaking to bring forward York Central for development there is merit in making limited amendments to the Local Plan, as outlined below: <ul style="list-style-type: none"> ○ Seek to deliver a greater quantum of residential provision than 450. ○ suggest that the over-prescriptive wording of the Plan is amended to: <ul style="list-style-type: none"> ▪ State that York Central could provide between 1000 and 1500 dwellings. ▪ Acknowledge that approximately 400 homes would be delivered in the initial phase of development, ▪ Reflect the overlap between predominantly residential and mixed-use should not be considered precise, to safeguard future flexibility. ▪ Refer to an anticipated new bridge from Holgate Road over the railway lines to serve the development, with secondary bridge options available (if needed) ▪ Remove the reference to seeking to deliver standards for Eco-Towns for York Central ○ Vehicle trips generated by commercial space are likely to place a greater burden on the network than residential properties. 	<ul style="list-style-type: none"> •

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues

Body	Representation	Outcome
NYCC	<ul style="list-style-type: none"> • In large part, these potential changes would not seem to present significant strategic cross-boundary issues for the County Council. However, it does have specific comments in relation to Site Reference 183, Land to the North of Escrick Village: <ul style="list-style-type: none"> ○ A development of the scale supported by Site Reference 183 has the potential to change the nature of Escrick village and its role as a Designated Service Village within Selby District’s settlement hierarchy. It is not clear how the proposed allocations are intended to relate to the policy context for Escrick as defined within the Selby Core Strategy. ○ It is imperative that before these two site allocations [Site Reference 183 and a safeguarded site for up to an additional 63 dwellings] are confirmed, there is clarity and agreement with Selby District Council through appropriate cross-boundary discussions. These discussions and agreement should include whether it is intended that the allocations are to help meet some of Selby’s housing needs within the locality. The County Council strongly urges the City have full regard to SDC’s representations in relation to this matter. ○ As the Local Highway Authority (LHA), NYCC has been in discussions with SDC and the City of York regarding necessary evidence to demonstrate the cumulative impact that the proposed future development will have on the local highway network. Where the proposed development has a detrimental impact on an identified junction mitigation measures and details of the delivery of such measures must be demonstrated to satisfy the LHA. Where it is clear the development will have a material impact on North Yorkshire’s local highway network the LHA will want to be included in agreeing the scoping for the Transport Assessment and Travel Plan ○ Whilst Site Reference 183 lies within the CYC 	<ul style="list-style-type: none"> •

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>administrative area it simultaneously falls with the Escrick School catchment area. It is considered that the pupil yield arising from the development of the proposed allocation could be accommodated by on-site expansion of the existing school. The local education authority would seek a developer contribution of £258,000.</p> <ul style="list-style-type: none"> ○ The LHA will continue to liaise with York to ensure a satisfactory evidence base is developed to identify appropriate and acceptable impact on the local highway network. 	
SDC	<ul style="list-style-type: none"> ●ST15 - SDC's position unchanged but would like more information regarding the proposed highway access to the site before commenting further. ●Site 91 - Escrick is a Designated Service Village in the Selby Core Strategy Local Plan. SDC envisages, in principle, that some development may be appropriate to meet some of the District's assessed housing need. Selby District, Escrick is constrained by the defined York Green Belt in the Selby District and by the Draft Green Belt in the York UA area. Selby is considering a review of the Green Belt and this may be done in advance of any allocations. At this stage SDC not objecting to this site, but is pending its position pending further information and discussion. Any proposals for substantial additional growth needs to be thoroughly jointly assessed to ensure that these numbers are proportionate, reasonable and the village and its services can cope with such a level of growth. Before making further comments SDC would welcome further discussion to clarify a number of matters, as follows: <ul style="list-style-type: none"> ○ SDC considers that under the Duty to Cooperate, Escrick should be addressed comprehensively as a settlement, rather than treating it separately in two Local Plans. Therefore further discussion regarding all of the available land around Escrick should be had before any allocation is made in either Local Authority's Local Plan 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<ul style="list-style-type: none"> ○ SDC would be concerned to avoid double allocation in the village. Therefore SDC would like to explore options for appropriate growth that would satisfy the needs of both Local Authorities in terms of housing growth being met by development at Escrick. ○ SDC is concerned about the impacts of the proposed scale of growth on social and physical infrastructure. SDC would like to understand the methodology CYC has used to establish <ul style="list-style-type: none"> a. the appropriateness of Escrick village for growth in principle; b. the proposed figure of 128 units c. available infrastructure capacity to support growth (principally highways, education, water and drainage as these are issues highlighted in Selby's Infrastructure Delivery Plan. 	
York Teaching Hospital NHS Foundation Trust	<ul style="list-style-type: none"> ● Ask that as the proposals develop, a clear impact assessment is undertaken and associated measures implemented through S106 agreements to apply countermeasures. ● Additional houses to the extent that is being planned will have a serious impact on Wigginton Road, upon which the main hospital is situated, and the Trust asks that consideration be given to the impact on transport. ● The impact on local health services both primary and secondary care will need to be considered as part of the planning process. ● Urge that engagement with health and emergency services is commenced as soon as is practicable. ● There will be an impact on the acute (York Hospital) sector that will need to be recognised ● NHS Property Services own the Bootham Hospital site and the Trust supports the redevelopment of this site as is not fit for its current purpose. ● Willing to meet again to consider the impact of the Plan on the Hospital Trust and wishes to be kept informed of progress. 	<ul style="list-style-type: none"> ●

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
Preferred Sites Consultation (2016)		
The Coal Planning Authority (CPA)	<ul style="list-style-type: none"> • The issue of unstable land due to former coal mining activity should be fully considered, using the latest data-set, prior to the final site selection being made. 	
ERC	<ul style="list-style-type: none"> • Recommends further consideration of A64 / A1079 Grimston Bar Interchange. 	<ul style="list-style-type: none"> • Developer / promoter of Strategic Site ST15 has proposed widening of slip roads and enhanced capacity at Grimston Bar under a later phase of the development.
EA	<ul style="list-style-type: none"> • Welcome that this further review of sites has been undertaken to ensure that a sequential approach to the allocation of sites has been used. • The CYC SFRA update should be used to inform the site selection process • Flood risk comments relating to particular sites: <ul style="list-style-type: none"> ○ H25, H37 and H50 – pleased to see these have been removed with flood risk cited as one of the main reasons for removal ○ ST5 <ul style="list-style-type: none"> ▪ Sequential approach should be taken ▪ No development should take place in Flood Zone 3b and compensatory storage required for development in Flood Zone 3 ▪ Valuable opportunity to de-culvert Holgate Beck ○ ST15 - A sequential approach to development should be taken with all development in Flood Zone 1, with Flood Zones 2 and 3 being left as green open space. ○ ST32 – The site lies mostly within Flood Zone 3, albeit benefitting from defences. ○ (selected) Water quality / WFD Comments relating to particular sites 	<ul style="list-style-type: none"> •

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
HDC	<ul style="list-style-type: none"> • Expressed concern about deliverability of chosen sites causing overspill if cannot be fulfilled. 	
Harrogate Borough Council (HBC)	<ul style="list-style-type: none"> • Acknowledge that CYC used same consultant as HBC to provide advice on Objectively Assessed Need for housing • Expressed concerns regarding: <ul style="list-style-type: none"> ○ Housing requirement <ul style="list-style-type: none"> ▪ may be an underestimate beyond the Plan Period ▪ May have less flexibility and end of Plan period than expected ○ Green Belt review <ul style="list-style-type: none"> ▪ approach may be unsound and runs contrary to CYC's Counsel advice given in 2015 ▪ In the absence of safeguarded land it is inevitable that Green Belt boundaries will need to be reviewed at the end of the plan period or York will seek to export development needs to neighbouring authorities 	
HisE	<ul style="list-style-type: none"> • Would like to take York's Plan to its national Advisory Committee. • Welcome the reduction in the amount of growth which is proposed around the periphery of the built-up area of the City. • While the development of York Central (ST5) and the two freestanding settlements (ST14 and ST15) may provide part of the solution to safeguarding a number of important elements identified in the Heritage Topic Paper Update, their development could also, potentially, harm other aspects that contribute to York's special Character. • Remain to be convinced that the quantum of development proposed at ST5 is actually deliverable. • There is considerable merit in continuing to explore the potential offered by new settlements. The degree of harm could be far less than would be caused should the housing in those settlements be located, instead, on the edge of the existing built-up area of the City or in its 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>surrounding settlements. It appears evident that the size of these settlements and their location has been designed to take account of the relationship which York has with its existing surrounding villages. Any support to new settlements is given on the basis that it can be demonstrated they are a key component of a wider strategy designed to achieve the protection of key elements which contribute to the special historic character and setting of York and that they will be delivered in a manner which will minimise any harm to the rural setting of the City.</p> <ul style="list-style-type: none"> •It is not clear what impact the infrastructure requirement necessary to deliver these new settlements will have upon York’s character and setting. For example, a grade-separated junction on the A64 to the south of the University to access ST15 could cause considerable harm to the setting of the City in this location. •Have particular concerns about the area identified for future expansion of the University •Essential to publish the latest version of the Heritage Impact Assessment alongside this current consultation. •Detailed comments on sites <ul style="list-style-type: none"> ○ Sites ST6 and ST31 - would result in serious harm to SA Objective 14 (Historic Environment) and should be deleted ○ Sites ST14 and ST15 – have potential to result in serious harm to SA Objective 14 ○ Sites ST7, H57, ST8 ST19 and ST27 are likely to result in serious harm to Objective 14, but have mitigation is suggested 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
Highways England (HighE)	<ul style="list-style-type: none"> • Reserves its overall position until the results of analysis are available. • Require that the capacity enhancements and infrastructure needed to deliver strategic growth is identified at the plan making stage to allow it time to assess the suitability, viability and deliverability of such proposals on the strategic road network (SRN). • Not yet in a position to consider if the Spatial Distribution of the preferred sites is acceptable. • The spatial distribution, particularly the development of land opportunities in the south and eastern parts of York, should be dependent upon agreement of a Management strategy for the A64 and its junctions with the local primary road network by HighE and the Council. • ST15 - A new access has been agreed in principle One of the provisos of this agreement is that there is no through route into York. • The impact of Site ST15, Site ST27, housing sites in Dunnington and Wheldrake, potential employment allocations at Elvington airfield, Wheldrake Industrial Estate and Elvington Industrial Estate and sites along Hull Road upon the A64 Grimston Bar junction must be considered. HighE's initial modelling of Local Plan aspirations identifies issues in future years at this location. • Further work is required to establish the impact of development in Area 4 at Hopgrove • The sites at Haxby, Land west of Wigginton Road and Land North of Monks Cross will impact on Hopgrove junction. • Requested a copy of the Local Model Validation Report (LMVR) once available.. • Proposes to work in partnership with City of York Council to establish the implications of the preferred sites on the SRN 	
Internal Drainage Board	<ul style="list-style-type: none"> • Always seeking, where possible, that the risk of flooding should be reduced as far as is practicable. • In an area where drainage problems exist, development should not be allowed at any 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>location until the Authority is satisfied that the surface water drainage has been satisfactorily provided for.</p> <ul style="list-style-type: none"> • Does not consider development in Flood Zone 3 is desirable or sustainable in the longer term. • If CYC would like to provide details of the areas selected for development, that fall within the Board's drainage district, it would consider them and provide comment, as appropriate. 	
NG	<ul style="list-style-type: none"> • No comment to make in response to the consultation • National Grid wishes to be involved in the preparation, alteration and review of plans and strategies that may affect its assets. • Reminded CYC to consult National Grid on any Development Plan Document or site-specific proposals that could affect its infrastructure. 	
NGP	<ul style="list-style-type: none"> • Support allocation H1 (for 336 dwellings) 	
NE	<ul style="list-style-type: none"> • Welcome the use of Green Belt principles to buffer biodiversity from inappropriate development as well as the protection of landscape character where appropriate. • Offers advice, including : <ul style="list-style-type: none"> ○ Site ST15 <ul style="list-style-type: none"> ▪ Due to the scale and proximity to the SSSI encourage the Council to consider fully alternative sites through the SA. ▪ If the Council decides to retain this allocation it would be necessary to locate new housing a minimum of 400m from the SSSI and put in place (and secure in perpetuity) a) the measures which will be necessary [to] manage visitor numbers and disturbance on the SSSI b) alternative green spaces within the settlement which will attract residents away from the SSSI and c) funding methods for long term management of these mitigation measures. ▪ The Site could have less impact upon the SSSI than the previous iteration of ST15, but reiterate advice that alternative locations for less sensitive areas be fully explored before 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>any allocation is made in the Local Plan.</p> <ul style="list-style-type: none"> ▪ The site requirements or site policy for ST15 should include the requirement to mitigate for, or as a last resort, compensate for impacts on Elington Airfield SINC. ○ ST31 <ul style="list-style-type: none"> ▪ poses less risk than ST10 	
NYCC	<ul style="list-style-type: none"> • No cross boundary issues arising from the strategic sites • Request further consultation to review the results of further transport evidence work and discuss any implications relative to the sites selected – has a particular interest in the A59 • Agrees with the importance of both upgrading the A1237 through dualling and appropriate junction improvements; and maximising of the significant opportunities presented by the redevelopment of the York Central Site. 	
North Yorkshire Police (NYP)	<ul style="list-style-type: none"> • New housing and business development place additional demands on policing and police infrastructure. • NYP investing significantly in information and communications technology. • NYP reviewing its estate strategy from an operational and corporate point of view. • Would welcome the opportunity to provide a specific response when the Publication Draft Local Plan is issued in 2017 as it is clear that all of the proposed allocations listed within the Plan will have an impact on policing in the City of York. 	
RDC	<ul style="list-style-type: none"> • No strategic sites or site specific proposals for different land uses that would have significant implications for this District.' 	
SDC	<ul style="list-style-type: none"> • Looking forward to further dialogue and strong DTC relations with York, resulting in both Councils supporting the others approach. 	
Tees, Esk and Wear Valleys NHS Foundation	<ul style="list-style-type: none"> • The Trust is developing plans for a new build development which could provide 60 inpatient mental health beds in York – 11 locations under consideration - seeking acknowledgement of the 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
Trust	potential health use of the locations.	
York, North Yorkshire and East Riding Local Enterprise Partnership	<ul style="list-style-type: none"> • Response focused on three key issues <ul style="list-style-type: none"> ○ York as an economic driver for the wider York, North Yorkshire and East Riding economy ○ The importance of delivering York Central ○ The importance of a positive collaborative relationship with neighbouring authorities • City of York occupies a unique position within the York, North Yorkshire & East Riding economy acting as a driver of both the economy and sitting at the heart of functional housing, travel to work and travel to learn geographies. • The success of York directly impacts on its neighbours and proximity to the City is a key driver for its rural hinterland. • Endorse the progress made by City of York in establishing a much needed local plan and fully support further work to ensure the viability and deliverability of the plan and to strengthen partnership working with its neighbouring authorities. • Delivering flagship strategic sites such as York Central alongside critical infrastructure such as A1237 York Ring road must be enabled through this Local Plan which supports and enables high value private sector growth and will provide business and investors with the confidence they need to boost the economy of York, North Yorkshire & East Riding. The LEP will work closely with CYC and partners to assist this process. • In addition to protecting the special character of York, which is a major economic driver and asset for the LEP area, there are some major infrastructure challenges to accommodating growth in and around the city. In particular the dualling of the A1237 outer ring road to improve east-west connectivity is vital for the future success of York and the LEP area. The LEP is committed to working with City of York Council and other partners to achieve this at the earliest opportunity. • The LEP remains committed to supporting 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	<p>delivery of these strategic priorities for York and will fully support a Local Plan which provides for these ambitions.</p> <ul style="list-style-type: none"> • fully support York Central within the City of York Local Plan: <ul style="list-style-type: none"> ○ York Central is an ideal location for Grade A office space. ○ Early delivery of York Central, though the enabling infrastructure should be a priority for City of York Council. • The relationship between City of York and its neighbouring authorities is crucial. • Joint working, long term planning and collaboration is the only way to truly deliver on the economic potential of the region. Business decisions, together with travel to work patterns all span well beyond individual Local Authority boundaries and accommodating both the employment and housing needs for the wider region requires all parties to work together. 	
Yorkshire Ambulance Service	<ul style="list-style-type: none"> • YAS has revised the way in which it locates its vehicles in order to meet the more stringent national NHS response targets. This has led to the development of a more time and cost efficient service that is response-led, based upon a 'Hub and Spoke' system. • The 'Hub and Spoke' system has satellite ambulance response teams at key points on the edge of the urban area in close proximity to both densely populated areas and key highway networks. These response locations (Stand-By points) are located away from the Hub in a spoke-like manner and are positioned in locations where they can meet government response time targets at all times of the day. • City of York Council has created new settlements in the form of villages that sit outside the main urban area. These new settlements are not currently catered for in the ambulance service's current response locations. These new settlements therefore generate a challenge for the ambulance service in responding to the Government target response times which cannot 	

Table 4.4 Summary of Prescribed Body (and other relevant body) Responses to City of York Local Plan consultation documents (up to Preferred Sites Consultation (2016)) pertaining to strategic cross boundary issues		
Body	Representation	Outcome
	be met from the existing Hub and Spoke strategy that operates within the City of York. •The Yorkshire Ambulance Service request for those five large new stand-alone proposals (ST7, 8 , 9, 15 and 16) that specific text is included within each of those allocations to make provision for a spoke facility The spoke facility needs to be located in each of those strategic sites at a point with immediate access to the main highway network. The above needs to be clearly worded in each allocation and appropriately costed for in the work being undertaken by City of York Council on viability.	

4.41 In addition to the more formal approaches for cooperating with prescribed bodies and other relevant organisations, City of York Council has engaged on an on-going basis through an extensive series of informal (but recorded) meetings with such bodies and organisations, on a largely one-to-one basis, in relation to the Duty for preparing the City of York Local Plan. Table 4.5 is a summary (index) of this ongoing engagement and an example ‘Record of Engagement’ is contained at **Annex 6**.

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan			
Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
Prior to consultation on Local Plan Preferred Options (LPPO)			
Director of Public Health, City of York Council.	Gather general information about the reorganisation of healthcare and public health	26/09/12	<ul style="list-style-type: none"> • None
East Coast	Discuss the strategic role of York Station	08/03/13	<ol style="list-style-type: none"> 1. Transport Modelling of Chantry Rise (the Fox PH) access into York Central 2. Prepare specific policy for York Station in York Local Plan
East Riding of Yorkshire Council (ERC)	Discuss traffic data for A1079 junctions at Dunnington	29/11/12	<ol style="list-style-type: none"> 1. Enquiries to be made with CYC traffic modelling team to establish turning counts etc. and status of junction improvement proposals.
Highways Agency (HA) & North Yorkshire County Council (NYCC)	Investigate how the respective body's transport model can be better integrated with those of the other bodies to assess the impacts of proposed development along the A64	27/11/12	<ol style="list-style-type: none"> 1 Investigate various issues around modelling should the need arise following initial comparison of model outputs 2 Determine whether NYCC's consultant is to undertake any further work to integrate NYCC's county-wide and local models
HA & ERC	<ul style="list-style-type: none"> • Discuss A64 Grimston Bar junction 	21/05/13	<ol style="list-style-type: none"> 1 Discuss progress on University of York S278 works with CYC Network Management. 2 Discuss the optimum position for 'loading' a large residential site (potential CYC LP allocation) to the SE of the A64 onto the A64 with CYC's modelling team 3 Discuss the emerging/new HA policy for development along the A64 with HA

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan			
Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
HA	<ul style="list-style-type: none"> • Discuss HA's view of new large scale residential development adjacent to the A64 	21/03/13	<ul style="list-style-type: none"> • None
NYCC and North York Moors National Park Authority (NYMPA)	<ul style="list-style-type: none"> • North Yorkshire, York and North York Moors Minerals and Waste Joint Plan (JMWP) officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. 	05/12/12 09/01/13 16/01/13 22/01/13 17/04/13 14/05/13 20/05/13	Work/actions necessary to prepare a Joint plan
During consultation on LPPO			
ERC	Discuss cross boundary issues prior to Local Government North Yorkshire and York (LGNYY) Spatial Planning and Transport Board (also on 02/07/13) and prior to ERC sending consultation response	02/07/13	1. Provide ERC with information in response to Issues 1-4 ASAP 2. Consider rephrasing paragraph referred to in Issue 5 to provide more coordinated policy with ERC. 3. Investigate Issues 6 and 7
Harrogate Borough Council (HBC)	Discuss cross boundary issues	24/07/13	1 Keep under review in respective DtC matrices
HA	Further discussion of growth targets in the plan, the potential impacts on the A64 and potential mitigation measures..	29/07/13	1 HA to have more regular meetings and with CoYC and involvement in the process as work on the Plan continues.
Leeds and York Partnership NHS Trust	General information, discussion regarding infrastructure needs and request for consultation feedback	24/07/13	1 Changes to Policy CF4 required, where it relates to Bootham Park.

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
LGNYY Spatial Planning and Transport Technical Officers Group (TOG), Extraordinary meeting	Round table discussion to discuss CoYC's compliance with the DtC in preparing the Local plan Preferred Options, general information, discussion and request for consultation feedback.	31/07/13	<ol style="list-style-type: none"> 1 Next steps / Joint working opportunities to next meeting 2 Next TOG meeting to be arranged for 4-6 weeks time and Highways Agency (HA) to be invited to attend 3 HA response to CYC Local Plan Preferred Options to be circulated 4 Future evidence to be gathered on a sub regional basis, as required.
North Yorkshire Police	General information, discussion regarding infrastructure needs and request for consultation feedback	28/06/13	<ul style="list-style-type: none"> • Liaise with the Architectural Liaison Officer re. Gypsies and Travellers
Selby District Council (SDC)	Discuss cross boundary issues	08/07/13	<ol style="list-style-type: none"> 1 Advise SDC as to why Site ST15 is proposed where it is and not elsewhere 2 Advise SDC as to why SF7 has a proposed leisure allocation
Stakeholder Workshop	Delivering Strategic Sites, facilitated by Atlas	04/07/13	
Without Walls (WoW) Board	General information / presentation of Local Plan Preferred Options, Q & A and request for consultation feedback	26/06/13	<ul style="list-style-type: none"> • Liaise with each Partnership Support Officer
Yorkshire Water (YW)	General information, discussion regarding infrastructure needs and request for consultation feedback	10/07/13	<ul style="list-style-type: none"> • Make enquiries regarding 'Headroom' in Elvington and find out whether anything is included in YW's Periodic Review 14
York Teaching Hospital NHS Foundation Trust (via email).	The need to modernise York District Hospital over the next few years	29/07/13	<ul style="list-style-type: none"> • None

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan			
Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
During 2 week extension to consultation period			
HA & ERC	Discuss further growth impacts on A64 (in particular Grimston Bar junction) and potential mitigation measures.	09/08/13	<ol style="list-style-type: none"> 1 Discuss (internally) whether possible to release WSP's trip generation note [for Whinthorpe] to ERC 2 ERC to reassess trip rates generated by development in Pocklington
Post LPPO			
HA	Discuss progress on devising a more sustainable approach to development of strategic sites to minimise impacts on the A64 and coordinate with HA's new transport model for the A64 around York	23/09/13	<ul style="list-style-type: none"> • For any issues relating to the Dynameq modelling contact EY at JMP (cc AS (JMP) / SJ (Highways Agency)) and for any issues relating to transport strategy contact AS/SJ (cc EY)
Environment Agency (EA)	to discuss EA response to LPPO, with particular focus the Water Framework Directive and Flood Risk	30/09/13	<ol style="list-style-type: none"> 1 Review EA's representation and amend Local Plan and supporting documents as appropriate 2 Consider flood risk, water environment and biodiversity as 'strategic issues' under the Duty to Cooperate 3 EA to send through examples of how other local authorities have incorporated the WFD into their local plans. 4 EA to send relevant and contemporary information from EA's database of reasons for failure to CoYC (AC) 5 EA to liaise with CoYC (AC) to ensure supply of contemporary information for updating the Local Plan Sustainability Appraisal

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
Planning Advisory Service commissioned DtC Workshop 1	Facilitated by ARUP to deliver the 'Incorporating Strategic Issues into Local Plans' module. The workshop was attended by representatives from neighbouring local authorities, HA, LEPs and Network Rail. The focus of this workshop was 'Identifying Strategic Issues'	24/10/13	
Department for Transport (DfT) Rail and NYCC	Discuss various rail planning and scheme delivery issues, including: Haxby Station, York Station (+HS2), York-Harrogate-Leeds line, Access to Leeds Bradford International Airport (LBIA), Rail Devolution and Re-Franchising.	31/10/13	<ul style="list-style-type: none"> DfT to forward details of an appropriate (DfT?) contact for York Station
Delivering Strategic Sites-Panel Review Workshops –	Presentations by developer design teams to a 'Design and Environment Panel' and an 'Infrastructure Panel', both comprising representatives of various CoYC departments and numerous statutory/prescribed bodies, to inform the panels of the scope and scale of the proposed development and offer the opportunity for the panel to ask questions and provide appropriate guidance to the design teams. - (overview and write-up available)	06/11/13, 13/11/13 and 15/11/13	
HA	to discuss assumptions (e.g. trip generation rates) used for modelling the local traffic impacts of the proposed allocations and the cumulative impacts of development in York overall. Also to discuss the tie-in with HA's modelling of the A64 around York.	18/11/13	<ol style="list-style-type: none"> JMP (EY) to liaise with CYC (SP) re coordination and integration of CYC / HA traffic models. Liaise with East Riding Council (ERC) regarding progress on identifying the traffic impacts of ERC's Local Plan at Grimston Bar junction

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
Local Plan Viability Workshop	Presentation by Peter Brett Associates to strategic site developer design teams, representatives from COYC and other statutory/prescribed bodies such as the HA to give an overview of local plan site viability work, including assumptions made, and provide the opportunity for feedback. This was followed by a broadly similar presentation by Parsons Brinckerhoff to outline the work being undertaken on the Local Plan Transport Infrastructure Investment Requirements study	22/11/13	
HA	to discuss assumptions (e.g. trip generation rates) used for modelling the local traffic impacts of the proposed allocations and the cumulative impacts of development in York overall, with a particular focus on devising/using trip rates that are more in accord with HA's trip rates derived through its GraHAM tool, as HA had written to express its concerns regarding the trip rates used in CoYC's latest modelling.	16/12/13	<ul style="list-style-type: none"> • None
Planning Advisory Service commissioned DtC Workshop 2	Facilitated by ARUP to deliver the 'Incorporating Strategic Issues into Local Plans' module. The workshop was attended by representatives from neighbouring local authorities, HA, LEPs and Network Rail. This workshop discussed toolkits (tables) as means to identify evidence gaps, strategic (DtC) issues and undertake actions to produce better outcomes	20/01/14	

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
HA	To discuss: <ul style="list-style-type: none"> • CoYC latest modelling outputs and HA's initial modelling outputs • The impacts of new sites proposed in representations on the Local Plan Preferred Options consultation • How CoYC will consider planning applications for strategic sites in advance of the adoption of a Local Plan • Timescales for preparing and adopting the City of York Local Plan 	31/01/14	1 CYC to ascertain traffic flows on A59 arising from local Plan growth to assess impact on A1M Junction 47 and discuss potential mitigation with HA and NYCC. 2 CYC meet with developers of strategic sites, together with the HA, as and when appropriate 3 CYC / HA to agree traffic flows coming off the north end of the A1237 onto the A64, (more modelling work required before this can be done) 4 Ascertain whether a CYC 'constrained trip matrix' is available for JMP to use
HA, NYCC, Ryedale District Council (RDC) and Scarborough Borough Council (SBC)	to discuss HA Route-Based Strategies Risk Register to demonstrate closer involvement with the HA for Priority schemes that impact on the Strategic Road Network (SRN) and develop an action plan.	25/02/14	<ul style="list-style-type: none"> • CYC to ascertain traffic flows on A59 arising from local Plan growth and forward to NYCC (PJ).
NYCC and NYMPA	<ul style="list-style-type: none"> • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. 	21/10/13 06/11/13 08/01/14 20/01/14	<ul style="list-style-type: none"> • Work/actions necessary to prepare a Joint plan
Pre-Submission (Publication, 2014) including Further Sites Consultation			
Authorities that form part of York's Sub-Area	Discuss York's housing market area, with a focus on either confirming current assumptions or identifying any changes to what has already been assumed.	17/03/14	

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
HA and Systra	Discuss the potential for third party use of CoYC' strategic transport model to model various access options to a proposed major development site adjacent to the SRN.	03/04/14	<ul style="list-style-type: none"> • CYC / Parsons Brinckerhoff need to agree how to proceed (i.e. whether to allow use of the CYC transport model by the developers transport consultant
HA, NYCC the York North Yorkshire and East riding Local Enterprise Partnership and JMP	Discuss the HA's feasibility study for improvements to the A64 under the HA's Route Strategy programme	15/08/14	<ol style="list-style-type: none"> 1 Determine whether CYC Local Plan trajectory can be sent to JMP ccd to the HA. 2 Check and confirm no. of dwellings South of Cayton in SBC consultation (4500) and advise JMP
HA, JMP and ERC	Discuss the harmonisation of CoYC's and HA's transport models and how the outcomes of these show the transport impacts of CoYC's and ERC's Local Plans on the A64 and its junctions, particularly the Grimston Bar junction.	19/08/14	<ul style="list-style-type: none"> • Send latest trip matrices to JMP.
Harrogate District Core Strategy Review - Transport Workshop.	Establish: <ol style="list-style-type: none"> 1. What are the key transport constraints and opportunities for delivering the infrastructure required to support new homes and jobs up to 2035? 2. Broadly what future development options should be investigated and why? 3. What transport evidence base work is required to support future development options? 4. How can we ensure that the transport infrastructure necessary to support development is funded? 	09/04/14	

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan			
Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
NYCC	General discussion following the issue of the City of York Council Local Plan Further Sites Consultation on 4 June 2014, with primary focus on transport.	10/06/14	<ol style="list-style-type: none"> 1 Resend traffic flows on A59 arising from CYC Local Plan to NYCC (PJ and MB), the Highways Agency (SJ) and its consultant JMP (AS) 2 SW (CYC) to liaise with MY (NYCC) regarding flooding outside York's boundaries.
NYCC and NYMPA	<ul style="list-style-type: none"> • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. • JMWP officer meeting. 	05/03/14 12/03/14 06/05/14 27/05/14 16/07/14 04/08/14 30/09/14	<ul style="list-style-type: none"> • Work/actions necessary to prepare a Joint plan
SDC	Discuss joint approach to setting allocations in Escrick	30/06/14	<ul style="list-style-type: none"> • Meeting to be arranged between CYC Portfolio Holder Environmental Services, Planning & Sustainability and NYCC Lead Member for Place-shaping to discuss at a 'political level'.
Pre-Preferred Sites Consultation			
ERC	Community Infrastructure Levy (CIL) viability workshop to test/query assumptions used in CIL viability assessment	14/09/15	
HA	Discuss the impacts of the city of York local plan on the A64	08/10/14	<ul style="list-style-type: none"> • Send latest 'full-dualling' cordon data, plus 'unmitigated' data to JMP.
Hambleton district Council (HDC)	For CoYC to inform HDC of the latest position regarding its Local Plan and vice versa and discuss potential cross-boundary issues.	11/05/15	<ul style="list-style-type: none"> • Forward Hambleton-York travel to work movements as extracted from 2011 Census data

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan			
Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
Hambleton district Council (HDC)	CoYC to inform HDC of the latest position regarding its Local Plan and vice-versa and discuss potential cross-boundary issues.	11/05/16	<ul style="list-style-type: none"> • Forward CYC's draft community infrastructure standards matrix
Hambleton district Council (HDC)	Retail and Leisure Study Workshop to provide a general update on the Hambleton Retail and Leisure Study which will feed-in to HDC's Local Plan Preferred Options Document	24/05/16	
HBC	Written comments offered by CYC on Harrogate BC's emerging Strategic Housing Market Assessment.	22/01/15	
	Further written comments offered by CoYC, on the assumptions in the draft SHMA about commuting flows between York and Harrogate	03/02/15	
	(with Atkins acting on behalf of HBC) Written comments offered by CYC on Atkins' Draft analysis of the Harrogate Functional Economic Area.	05/02/15	
	Discuss the issues that will inform CYC's response to Harrogate BC's Harrogate District Local Plan: Issues and Options Consultation.	27/07/15	<ol style="list-style-type: none"> 1 CYC to send in a representation on Harrogate District Local Plan: Issues and Options Consultation 2 CYC to dovetail its Local Plan work with HBC as each authority's respective plans are progressed.
	Community Infrastructure Levy (CIL) and Local Plan viability workshop to test/query assumptions used in CIL /LP viability assessment	28/06/16	
Highways England (HE)	Regional Stakeholder Briefing to inform stakeholders about HE, its 5-year strategy, investment plan and work programme for the Yorkshire and North-East region.	21/07/15	

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
NYCC and NYMPA	JMWP Member Working Group Meeting JMWP officer meeting. JMWP Member Working Group Meeting JMWJP officer meeting JMWJP Member Working group meeting	11/11/14 02/12/14 23/01/15 23/02/15 24/03/15	<ul style="list-style-type: none"> • Work/actions necessary to prepare a Joint plan
NHS	Discuss S106 contributions for Strategic site ST1 and wider discussion on future NHS infrastructure/service provision requirements.	24/02/15	<ul style="list-style-type: none"> • NHS team to undertake an audit of its current healthcare provision and the ability of existing practices to accommodate additional demand for premises. This would inform an assessment of potential provision-gaps arising from the policies and site allocations in the Local Plan Publication Draft
	Present latest position on the Local Plan and discuss future NHS infrastructure / service provision requirements.	07/04/15	<ol style="list-style-type: none"> 1 CYC to send relevant extracts of the Plan, (Key Diagram and housing nos. for each strategic site), to NHS for them to offer comment. 2 NHS to undertake a gap-analysis of current healthcare provision once the above information has been received. 3 NHS to forward relevant and appropriate information regarding the York Hospital Masterplan to CYC 4 CYC to arrange further quarterly meeting 5 CYC to meet with CCG once contact details have been supplied by NHS
	Discuss future NHS infrastructure / service provision requirements.	03/06/15	<ol style="list-style-type: none"> 1 Investigate NHS guidelines for GP provision) 2 Prepare a map of all healthcare facilities.

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
NHS	Present the latest position on the Local Plan, discuss progress on actions from meeting on 24/02/15, and determine future actions.	30/07/15	<ol style="list-style-type: none"> 1 NHS to forward York Primary care property dataset to CYC 2 NHS to forward optom, dental and pharmacy premises info to CYC so it has a full picture of the primary care estate 3 CYC to prepare suitable Mapping using dataset received 4 CYC to check receipt of York Hospital Masterplan and NHS resend if necessary 5 CYC arrange a meeting between NHS and CYC Development Management team 6 CYC /NHS to pursue Workshop for York Hospital Masterplan (CYC to check 'fit' with Local Plan preparation timescale) 7 NHS to search for York Hospital Catchment Plan and forward to CYC
Ryedale District Council (RDC)	CYC to inform RDC of the latest position regarding the City of York Local Plan, and to request a response from RDC with regard to whether it would consider absorbing some of CYC's housing requirement within its local authority area.	15/01/15	IS did not attend this meeting. Need to find records of this.
	CoYC and RDC to update each other of the latest position regarding their respective local plans and discuss cross-boundary issues	10/12/15	<ol style="list-style-type: none"> 1 Confirm whether opportunity for RDC to observe or Piggy-back CYC's work updating Gypsy and Traveller evidence to be taken-up 2 RDC to liaise with CYC regarding potential peer-to-peer support / advice in undertaking SA/SEA work

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
SDC	CoYC To update SDC re. the CYC Local Plan, understand the current position re. the SDC Local Plan, and discuss the proposed allocation(s) in Escrick.	12/01/15	<ul style="list-style-type: none"> • SDC to seek to issue a Member (Portfolio Holder)-backed view on the allocation of land North of Escrick within the next two weeks..
	CoYC and SDC to update each other of the latest position regarding their respective local plans and discuss cross-boundary cooperation with regard to allocations in Escrick and adopting a more sub-regional approach to delivering housing in the York Housing Market Area.	10/09/15	<ul style="list-style-type: none"> • CYC to arrange a series of further meetings to discuss allocations in Escrick
	CoYC and SDC to update each other of the latest position regarding their respective local plans and discuss cross-boundary cooperation with regard to allocations in Escrick.	21/04/16	<ol style="list-style-type: none"> 1 SDC to offer its view on CYC de-allocating a site in Escrick for residential development and allocating it as Green Belt 2 SDC to reply to CYC letter drafted 09/02/16 3 CYC / SDC to identify areas of work and their respective timescales where the potential for cross-boundary cross-over exists
West Yorkshire Plus Transport Fund Partners and HE	Workshop to share ambitions, visions and objectives to maximise efficiency and prevent abortive work	22/06/15	
York North Yorkshire and East Riding Local Enterprise Partnership Area	Transport Meeting for discussion around developing a prioritisation methodology for major transport schemes across the York/North Yorkshire and East Riding area.	01/02/16	

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
York, North Yorkshire and East Riding Transport Body	Meeting to establish the (transport) infrastructure investment priorities across the YNYER area.	28/09/15	
YW	Confirm that there are not likely to be any water supply or waste water treatment 'showstoppers', establish Yorkshire Water's infrastructure investment plans, and discuss specific issues raised by Haxby Town Council	04/02/15	<ol style="list-style-type: none"> 1 CYC to amend the City of York Local Plan Infrastructure Delivery Plan (IDP) paragraph 4.88 to read 'limited capacity at Rawcliffe'. Also to check which version of the IDP is the most up to date and amend the appropriate paragraph, if not Paragraph 4.88. 2 CYC to update IDP to include AMP6 instead of AMP5
Preferred Sites Consultation (PSC)			
ERC	Discuss City of York Local Plan Preferred Sites Consultation Document and potential cross-boundary issues.	26/07/16	<ul style="list-style-type: none"> • ERC to forward to CYC Highways England's revised response to ERC Local Plan Allocations Document
The Environment Agency (EA)	Discuss potential flood alleviation schemes	01/09/16	<ol style="list-style-type: none"> 1 EA to share new flood zones with CYC in mid-September ahead of full issue? 2 CYC to arrange further meeting with EA for end of September / early October 2016 3 CYC to set up a meeting with the York Central Project Team for early October 2016
HBC	CoYC and HBC to update each other of the latest position regarding their respective local plans and discuss cross-boundary issues. Also discuss the need for HBC to be consulted on the Poppleton Neighbourhood Plan HRA.	25/04/17	

Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
HE	Discuss City of York Local Plan Preferred Sites Consultation (PSC) Document and strategic issues	18/07/16	<ol style="list-style-type: none"> 1 CYC to prepare a project plan for transport modelling / viability testing and issue to HE 2 CYC to liaise with HE's consultant 3 HE to offer feedback on Local Plan Preferred Sites Consultation document
NYCC	Discuss City of York Local Plan PSC Document and potential cross-boundary issues.	31/08/16	<ul style="list-style-type: none"> • None
SDC	Discuss City of York Local Plan PSC Document and potential cross-boundary issues.	29/09/16	<ol style="list-style-type: none"> 1 CYC to arrange further meeting With SDC at SDC's offices to take place ASAP 2 SDC to forward to CYC SDC's timetable for preparing Plan Selby 3 CYC to review SDC Economic Strategy and offer comment to SDC ASAP
York, North Yorkshire and East Riding Local Enterprise Partnership (LEP)	LEP-chaired workshop to enable CYC's officers to receive / discuss views from the officers attending representing prescribed bodies to help CYC show that cooperation under the duty can or will lead to improved outcomes as the CYC Local Plan progresses from 'Preferred Sites' to 'Publication Draft'. (detailed notes available)	13/10/16	<ul style="list-style-type: none"> • All agreed that this workshop had been useful • Action CYC / LEP to arrange 2nd workshop (with additional specialist officers as necessary) specifically to discuss infrastructure should take place in 4-5 weeks time. The LEP agreed to host it (Feedback on the YNYER Spatial Framework was requested for this 2nd workshop)
YW	Confirm that there are not likely to be any water supply or waste water treatment 'showstoppers' and discuss Yorkshire Water's infrastructure investment plans.	12/08/16	<ul style="list-style-type: none"> • None

Table 4.5 Index of discussions with Prescribed body or other organisation in preparing the City of York Local Plan			
Prescribed body (or other organisation)	Purpose / Topic	Date(s)	Action / Outcome
Pre-Publication draft Local Plan (Regulation 18 Consultation, Sept 2017) To be added following consultation			

Notes

- 1 This table excludes regular sub-regional or sub-area meetings, and meetings for specific projects, where formal minutes or notes are otherwise available, as follows:
 - Leeds City Region (LCR) Strategic Planning Duty to Cooperate Group
 - LCR Community Infrastructure Working Group
 - Local Government North Yorkshire and York (LGNYY) Spatial Planning and Transport Board
 - LGNYY Spatial Planning and Transport Technical Officers Group (TOG)
 - York Sub-area Joint Infrastructure Working Forum (YSAJIWF)
 - North Yorkshire Development Plans Forum
 - East Coast Mainline Authorities group (ECMA)
 - ECMA Technical Officers Group
 - Rail North (potential Rail Franchisor under decentralisation)
 - Business Case for improving the York-Harrogate-Leeds line
 - TransPennine Electrification
 - Asset Board
 - A64 Officer's Group
- 2 This table excludes meetings between CoYC and developer design teams for the Strategic Sites.

4.42 In addition to the formal and informal routes for cooperating with prescribed bodies and other organisations, as contained in Table 4.1, Table 4.3, Table 4.4 and Table 4.5, links to the relevant City of York Council's Local Plan Working Group (LPWG - a Member advisory group) and Executive meeting agenda(s) where the City of York Local Plan was an item thereon and in the public domain (i.e. on CYC's website) were sent, via email, to officers in the Leeds City Region Strategic Planning (Duty to cooperate) Group and the North Yorkshire and York Spatial Planning and Technical Officer Group. This was to enable respective authorities and organisations with officers on those groups to make representations, should they wish to do so, to be put to the LPWG or Executive when considering the corresponding local plan item.

Demonstrating the resultant positive outcomes

4.43 The Duty to co-operate Matrix at Annex 2 contains a comprehensive list of the main positive outcomes that will be achieved through fulfilling the Duty. Below are some key areas where cooperating to achieve positive outcomes is most advanced.

Housing

4.44 On the whole, the general direction and purpose of the work undertaken by City of York to analyse the extent of the York housing market area (HMA) and information on housing land supply across the market area are all supported by prescribed bodies and adjacent authorities.

4.45 Leeds City Region (LCR) has sought to consider how a common start-point and methodology for the objective assessment of housing need, might be applied across its constituent authorities. In the latter part of 2013 the LCR commissioned consultancy services provider Edge analytics to produce a report which provides a macro, LCR-level analysis of the scale of new housing development that is required to meet the economic ambition set out in the Strategic Economic Plan (SEP) and the Housing and Regeneration Plan.

4.46 This analysis reviewed methodologies, data inputs, assumptions and resulting scenario outcomes that have informed the objective assessment of need. All districts have derived a housing growth target based on the evidence available.

4.47 In regard to objectively assessed need and the Duty, the report:

- Stated '*For any local authority area, there is no single, definitive view on the likely level of future growth, with a mix of economic, demographic and national/local policy issues ultimately determining the speed and scale of change. For local planning purposes, it is necessary to evaluate a range of growth alternatives to establish the most 'appropriate' basis for determining future housing provision.*';
- stated '*The process of cooperation between neighbouring authorities can be better facilitated if approaches and methods used for evidence generation and plan formulation are comparable and if data sources and assumptions that have been used are consistent*', and

- recommended '*LCR authorities give due consideration to the methodological framework that is presented [in the report] as they seek to achieve consensus through collective scrutiny and review of their respective Local Plans.*'

Is there a need to refer to the Edge Analytics Stage report and recommendations therein?

Gypsy and Travellers

4.48 There are no pressing cross border issues reported with other Yorkshire authorities, but neighbouring areas and the City of York have started working together to share the methodologies and findings from their Gypsy Traveller Accommodation Assessments, establish a greater understanding of travelling patterns, regularly exchange information, share best practice on site management, and develop a common protocol for managing unauthorised encampments. This work is already underway with Wakefield and York leading on a project to develop a common methodology to identify sites for the Leeds City region strategic planning (duty to cooperate) group.

Transport

4.49 Transport is one of the major cross-boundary issues identified. Specific parts of the Strategic Road Network and public transport routes are highlighted as showing the most potential for cross-boundary cooperation.

- *A64 Memorandum of Understanding (MoU)*

4.50 For many years, Ryedale District Council has worked in partnership with North Yorkshire County Council, Scarborough Borough Council, the City of York Council and the Highways Agency to promote the improvement of the A64 between York and Scarborough. In 2011, a study funded by the authorities identified a range of potential measures to improve safety and journey reliability on the trunk road and to improve connectivity between York, Malton and Scarborough. The total cost of the various measures was £315m.

4.51 In May 2012, the Highways Agency (HA) wrote to the York Sub-Area Joint Infrastructure Working Forum to request that '*local authorities whose development impacts along the A64, along with North Yorkshire County Council, make a commitment towards reducing the impact of development on the A64 and work in partnership with to develop and implement a holistic package of solutions to reduce and mitigate the impact of development along the A64. We suggest that this commitment could take the form of a MoU. A MoU would provide us with more confidence in the local authorities' commitment to improvements along the A64 and would provide a structured approach to identifying solutions.*'

4.52 In October 2013, an informal A64 Officers Group was established comprising relevant officers from all the interested local authorities and the HA. The purpose of the group is to speak with a single, strategic voice to promote the improvement of the A64 and transport in the A64 corridor to the LEP, Government, MPs etc. The prime output from this group has been the production of the 'Memorandum of

Understanding for A64 Trunk Road, York - Scarborough Improvement Strategy' (see also Annex 7) , to establish a framework for effective co-operation to enable the development and implementation of a long term programme of improvements for the A64 trunk road between York and Scarborough. All the interested authorities, as listed in Annex 7, have signed-up to as 'Parties' to the MoU.

- *A64 Group Funded feasibility Studies*

4.53 The Highways has been undertaking a series of Route Based Studies (RBS) for the Strategic Road Network. One of these - South Pennines RBS - includes the A64. The HA is now taking the RBSs into a series of Route Strategies, and under this programme it is working up options for the A64 to assess for feasibility, with a view to them being implemented by 2021. Local authorities, as parties to the A64 MoU, are continuing to promote the potential improvements to the A64 and will work with the Highways Agency on the Route Strategy for the A64, to help prioritise funding bids and future investment. They have also come together to commission a study to identify and carry out sufficient preliminary design on a series of schemes on the A64 trunk road between York and Scarborough, to allow them to take advantage of potential funding opportunities from central Government as they arise.

- *Harmonisation of Strategic Models for determining the effects of development on the A64.*

4.54 In November 2012 officers from City of York Council met with officers from the HA and North Yorkshire County Council (NYCC) to investigate how each of the respective body's transport model can be better integrated with those of the other bodies to assess the impacts of proposed development along the A64. Since this inaugural meeting, the HA has developed a new 'Dynamec' model which it has used, previously, to test the impact of the Local Development Framework Developments on the SRN in the North East, North West and West Yorkshire. City of York Council has been working with the HA to achieve convergence of its SATURN model with the HA's Dynamec model. The latest situation is that full convergence has not been achieved. However, a degree of convergence has been reached such that the traffic demands predicted on the A64, using SATURN are not unreasonably dissimilar to those predicted using Dynamec, and that these technical differences can be reasonably explained. Ultimately, The HA will use the Dynamec output to 'test' the impacts of growth in the City of York Local Plan on the A64, to determine whether the impacts are acceptable to it.

- *A64/A1079/A166 Grimston Bar*

4.55 The outputs from transport modelling undertaken by City of York Council, and the HA (see para. 5.42 above) will also be used to assess the traffic impacts on the A64/A1079/A166 Grimston Bar taking into account the projected growth in traffic arising from the Plan and the East Riding of Yorkshire Local Plan. Once these impacts have been determined, City of York Council will continue to work with East Riding of Yorkshire Council and the HA to determine the overall scale of improvement needed at this junction to mitigate the impacts, and, where possible, apportion costs for the design and construction of the improvement.

- *Leeds-Harrogate-York Rail Line Improvements*

4.56 City of York Council has been a member of the Harrogate Rail Group Officers Meeting (formerly the Leeds-Harrogate York Rail Group) for more than 10 years. The group membership comprises City of York Council, Harrogate Borough Council, Harrogate Chamber of Trade & Commerce, Network Rail and North Yorkshire County Council. The primary purpose of the group is to seek the necessary improvements to the line to help deliver economic prosperity in the authority areas through which the line runs. In 2012 the group jointly funded the commission of the 'Leeds-Harrogate-York line Improvements, Outline Transport Business Case. The key conclusion from this commission, which was presented in 2013, is that 'Increasing the capacity of the line will offer opportunity for rail services to accommodate an increased number of passengers with associated revenue, with the service capacity increase able to support economic development along [the] rail line corridor.' The Business Case presented a set of 'conditional outputs' required to provide the service capacity increases (and journey time reductions), which were broadly estimated at £93m to deliver.

4.57 Consequent to this business case, North Yorkshire County Council included dualling sections of the York-Harrogate line as a major scheme within its bid to the North Yorkshire and York Local Transport Body in 2013 and the line is one of many being evaluated for electrification by the Electrification Task Force. City of York Council will continue to work with partner organisations to pursue improvements to services on the line.

- *York Station*

4.58 City of York Council is working in equal partnership with Network Rail on a development framework for York Station, the objectives of which include:

- Improve interchange
- Reduce conflict between modes at the station frontage
- Improve pedestrian movement within and around the station

Energy

4.59 Concerns were raised regarding the impact of renewable energy schemes in York affecting neighbouring authorities. The Plan encourages renewable and low-carbon energy generation development, and states that significant weight that will be given to the way schemes contribute to the York Climate Change Framework and Action Plan targets to reduce carbon dioxide emissions in York by 40% by 2020 and 80% by 2050, in line with the 2008 Climate Change Act. It also contains criteria for how applications for renewable and low-carbon energy generation development should consider the impact the scheme may have upon several aspects, including the sensitivity of the scheme to local communities and residential amenity; the surrounding landscape and other sensitive land use. **Policy CC1 will need to be amended to include a reference to cross boundary impacts and the need for discussion with relevant neighbouring authorities.**

4.60 The issue of the potential areas of search for renewable energy (namely wind turbines) and the areas close proximity to areas of nature conservation, specifically the River Derwent Corridor was raised. The revised Renewable Energy Study (2014)

introduces additional constraints and therefore identifies revised areas of search for wind energy which excludes the River Derwent Corridor.

Flood Risk

- *City of York Local Flood Risk Management Strategy*

4.61 Under the Flood and Water Management Act 2010 (FWMA), introduced to provide legislation for the management of risks associated with flooding and coastal erosion, City of York Council has major new responsibilities as the Lead Local Flood Authority (LLFA), to “develop, maintain, apply and monitor a strategy for local flood risk management in its area”. The Council adopted its Local Flood Risk Management Strategy (LFRMS) in March 2015. The aim of the LFRMS is to understand flood risk from all sources in the city, reduce its likelihood and impact on residents and visitors and take the opportunity to improve the city environment. The LFRMS also contains a Strategic Action Plan, being the programme of actions and measures, for all Risk Management Authorities that are required to deliver the aims of the strategy.

4.62 Responsibility for the management of flood risk from main rivers, the sea and reservoirs remains with the Environment Agency (EA), which has published its national flood risk management strategy for England. The Council will work in partnership with the EA and other flood Risk Management Authorities (RMAs) in the delivery of the measures detailed in the Strategic Action Plan.

- *how we're reducing the risk of flooding for York: Our 5-year plan*

4.63 Following the flooding in December 2015, the Government allocated £17 million of funding to improve and upgrade the Foss Barrier. In addition to this, the Government committed a further £45 million to reduce the risk of flooding and increase the level of protection to at least 2,000 homes in York's city centre over the next five years. Since receiving this additional funding, the EA has assessed what changes could be made to the existing flood defences within the city and what new defences could be built. The results of this have been summarised within the EA's publication '*how we're reducing the risk of flooding for York: Our 5-year plan*'. The EA will use this to guide its work in York over the next 5 years to achieve a consistent standard of flood protection across the city. This plan outlines the work across 10 York communities, looking at a range of potential flood reduction measures including:

- creating storage areas
- increasing pumping capacity
- raising and building new walls
- raising land
- building embankments

4.64 The EA has recognised there is a need for a long-term plan to better prepare York for the risk of future flooding and to mitigate the effects of climate change. To achieve this, the EA needs to look at the catchment as a whole and understand the risks of flooding beyond the city of York. It has started to develop a plan of action, working with a wide range of partners across the city and the surrounding area to prepare York for the future. The plan will focus on:

- Enhancing the way the development planning system can reduce the risk and impacts of flooding to new and existing developments.
- Improving flood forecasting tools and technology to provide more timely and targeted flood warnings.
- Upstream storage and natural flood management techniques that can slow the flow and help regulate the flow of water into the city.

4.65 Another measure to be undertaken in the prevention of flood risk is for City of York Council supported by the EA, internal drainage boards and Yorkshire Water Services to input into strategic planning and strategic development sites to identify sustainable flood risk and drainage solutions.

5 Continuing Compliance with the Duty into the future

5.01 The nature of many of the positive outcomes identified above demonstrates that City of York Council will continue to comply with the Duty in the future. In order to ensure this compliance, the Council will continue to meet with other authorities in the region.

5.02 Footnote 1 to Table 4.1 shows that from 2016 onwards, responsibilities for reporting to the North Yorkshire and York Spatial Planning and Transport Board (the Board - an elected member group) passed from the from the North Yorkshire and York Technical Officer Group (ToG) to the York North Yorkshire and East Riding (YNYER) Heads of Planning (HoP), (if necessary, via the YNYER Directors of Development (DoD)). Constituent authorities within the YNYER can propose issues to be considered by the Board through HoP (and Dod). City of York Council retains its role as the Secretariat to the Board and will arrange Board meetings and submit papers etc., as advised by HoP.

5.03 Table 4.1 also lists the North Yorkshire Development Plans Forum (NYDPF) as an officer group. This group has met regularly since 2004 to share, in a relatively informal way, information relating to the progress of local development documents (including development plan documents) and any other matter that may be of relevance or interest to officers preparing local development documents. Following the transfer of responsibilities away from ToG for reporting to the North Yorkshire and York Spatial Planning and Transport Board, there has been a move towards combining the previously separate NYDPF and ToG group meetings to form a NY&Y Strategic Planning (Duty to Cooperate) Group, similar to the Leeds City Region, Strategic Planning (Duty to Cooperate) Group. The meeting dates for the combined NYDPF/ToG for the year ahead are as follows:

- 15 August 2017, 10am – 1pm, NYCC, County Hall, Northallerton
- 21 November 2017, Harrogate Borough Council offices
- February 2018, Hambleton District Council
- May 2018, City of York Council

5.03 It is likely that the combined NYDPF/ToG group will act as a task/finish group to undertake work on behalf of the Board (as advised through HoP), as well as considering strategic issues under the Duty to co-operate.

5.04 City of York Council intends to present the Plan (and the subsequent Publication Draft Local Plan) to the relevant officer and Member groups within the Leeds City Region and the York North Yorkshire and East Riding sub-area, for their consideration and agreement that CYC is meeting the requirements of the Duty in preparing the Plan.

Annexes

Annex 1: Leeds City Region Statement of Cooperation for Local Planning



Statement of Cooperation for Local
Planning Leeds City Region

Final Version

March 2016

Revision 4

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Executive Summary

Leeds City Region Planning Portfolios Board has prepared this Statement of Cooperation for Local Planning to outline the practical steps that are being taken to meet the Duty to Cooperate; the purpose of the Statement is twofold:

- To set out processes and practical steps to be followed going forward, that will strengthen the Leeds City Region authorities' approach to collaborative working on planning;
- To outline the current collaborative work on strategic, cross-boundary planning issues ongoing within the Leeds City Region.

The Leeds City Region authorities, WYCA and the LEP have identified the following high level principles that will influence a joint approach to meeting the Duty to Cooperate:

- **Cooperation throughout the development plan process;**
- **Going beyond consultation;**
- **Taking a pragmatic approach;**
- **Responding to all requests to engage.**

The Planning Portfolios Board is committed to partnership working to ensure a joined-up approach to spatial planning including tackling cross-boundary issues and agreeing strategic priorities; the Portfolios Board has identified long-term priorities in an ambitious work programme.

This is the second revision of the Statement, the first was endorsed by the Leeds City Region Leaders Board at their meeting on the 1st July 2014 and by the WYCA at their meeting on the 18th September 2014. It is proposed that this Statement be revised annually.

1. Introduction

- 1.1 The Duty to Cooperate became a statutory requirement on the 15th November 2011; it is a legal duty on Local Planning Authorities and certain public bodies¹ to engage constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation relating to strategic cross boundary matters.
- 1.2 The Leeds City Region is the functional economic area made up of the local authority districts of Barnsley, Bradford, Calderdale, Craven, Harrogate, Kirklees, Leeds, Selby, Wakefield, York and North Yorkshire County Council². The Leeds City Region partnership of local authorities has a long history of collaboration on spatial planning and economic issues and has well-established partnership arrangements; formerly through the wider Yorkshire and Humber Regional Assembly partnership which informed the development of the Regional Spatial Strategy for Yorkshire and the Humber (RSS) and currently through voluntary arrangements between the Leeds City Region authorities (such as the Strategic planning Duty to Cooperate Group) and through governance arrangements which incorporate the West Yorkshire Combined Authority (WYCA), Leeds City Region Partnership Committee and Leeds City Region Enterprise Partnership (LEP).
- 1.3 Leeds City Region Planning Portfolios Board has prepared this Statement of Cooperation for Local Planning to outline the practical steps that are being taken to meet the Duty to Cooperate; the purpose of the Statement is twofold:
- To set out processes and practical steps to be followed going forward, that will strengthen the Leeds City Region authorities' approach to collaborative working on strategic planning;
 - To outline the current collaborative work on strategic, cross-boundary issues that is ongoing within the Leeds City Region on strategic planning.

¹ Environment Agency, Historic England, Natural England, Civil Aviation Authority, Homes and Communities Agency, Clinical commissioning groups, National Health Service Commissioning Board, Office of Rail Regulation, Integrated Transport Authority, Highways England (including the Secretary of State).

² NYCC, the eleventh local authority, is a planning authority in respect of minerals and waste only, but also a strategic infrastructure provider in relation to the District Councils of Craven, Harrogate and Selby.

- 1.4 This Statement of Cooperation sets out the legislation and guidance relating to the Duty to Cooperate. It outlines the Leeds City Region Duty to Cooperate process including best practice examples. The Statement also provides details of the current governance structures in place within the Leeds City Region to support collaborative working; it includes details of the Leeds City Region strategic context and the current agreed priorities.

2. Legislation and Guidance

- 2.1 The Localism Act (2011) and the National Planning Policy Framework requires local planning authorities specifically to cooperate with other planning authorities, public bodies and stakeholders on strategic matters affecting two or more planning areas.

The Localism Act 2011

- 2.2 The key legislation governing the Duty to Cooperate is the Planning and Compulsory Purchase Act 2004 as amended by the Localism Act 2011. Section 33A of the 2004 Act requires local planning authorities to “.....engage constructively, actively and on an on-going basis.....” with other local planning authorities, County Councils and other prescribed public bodies when preparing development plan documents and other local development plan documents. The Duty to Cooperate also includes supporting activities, such as the preparation of the evidence base.
- 2.3 The Duty to Cooperate should be applied to any “*strategic matter*” related to the preparation of the document. A strategic matter is defined as “*sustainable development or use of land that has or would have a significant impact on at least 2 planning areas including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas*” (section 33A (4) (a)). The aim of such cooperation is to maximise the effectiveness of the documents. It is worth noting that whilst Combined Authorities are not specified as organisations to which the duty applies, they would undoubtedly fall within the definition of “*other bodies*” carrying out the activities in ss33A relating to “*strategic matters*”.
- 2.4 Regard must also be had, under section 33A (9) and regulation 4(2), to the activities of Local Enterprise Partnerships as they relate to the Local Plan and supporting activities. Local Enterprise Partnership means a body, designated by the Secretary of State, which is established for the purpose of creating or improving the conditions for economic growth in an area. As a LEPs is not an incorporated body, it is difficult to see how the legislation could be

applied to it or enforced against it, albeit there is no reason why its members would not endeavour to abide by the principles of the duty.

The National Planning Policy Framework

2.5 Paragraphs 178-181 of the National Planning Policy Framework (NPPF) provide guidance on planning strategically across local boundaries. Paragraph 181 states that:

“Local planning authorities will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. Cooperation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development”.

2.6 Section 33A (6) of the Act adds legal weight to this guidance, requiring the Council to consider whether to prepare agreements on joint approaches to strategic planning, including whether to prepare joint local development documents with neighbouring local planning authorities.

2.7 Paragraph 178 of the NPPF also states that *“public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities ...”* The NPPF (paragraph 156) states that such priorities should include strategic priorities to deliver:

- the homes and jobs needed in the area;
- the provision of retail, leisure and other commercial development;
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);
- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

However the NPPF makes it clear that this list is not exhaustive.

NPPF applies to both local planning authorities and to the West Yorkshire Combined Authority as both have statutory functions and duties relating to priorities as listed above.

National Planning Policy Guidance

2.8 On March 6th 2014 the Government published the National Planning Policy Guidance (NPPG); it is available at the following link: [National Planning Practice Guidance](#). NPPG replaces a number of older guidance notes and complements the National Planning Policy Framework (NPPF). With regard to the Duty to Cooperate, NPPG confirms that the duty is the responsibility of local planning authority councillors and officers; leading discussion, negotiation and action to ensure effective planning for strategic matters in their Local Plans. The guidance also reiterates that it is not a duty to agree but that every effort should be made to secure the necessary cooperation on strategic cross boundary matters before a Local Plan is submitted for examination. Further guidance is also provided on circumstances where an authority will not cooperate.

Other Guidance Documents

2.9 As well as the PAS ‘Doing your Duty’ early practice paper (2013), other useful guidance documents include *‘A Simple Guide to Strategic Planning and the Duty to Cooperate’* (2011) produced by the Planning Advisory Service and in *‘Transition to the Localism Act and the NPPF’* (2012) produced by the Planning Officers Society. The processes described in this Statement make reference to the guidance, including directly addressing the following key messages from the PAS guidance.

PAS Guidance	Leeds City Region Approach
Utilise existing mechanisms / governance structures if they are useful vehicles which will help demonstrate cooperation.	Use of Leeds City Region Heads of Planning and Planning Portfolios Board established to provide a forum for discussion and agreement on strategic priorities / issues and now established as advisory groups of the WYCA and the LEP.
For key strategic issues, look to produce joint evidence with neighbouring authorities and / or prescribed bodies.	Examples of joint evidence that has been prepared includes the Kirklees, Wakefield and Calderdale Joint Strategic Flood Risk Assessment (see p21) and work on planning for housing including shared evidence relating to housing forecasts and projections

<p>Keep good and easily accessible (transparent) records of your engagement with neighbouring authorities and prescribed bodies so that it is easy to demonstrate cooperation.</p>	<p>Tools to demonstrate cooperation, to be used as appropriate, include the Duty to Cooperate Table, Duty to Cooperate Statements, the Strategic Economic Plan (SEP) Self-Assessment, Statements of Common Ground and Memorandums of Understanding (MoU).</p>
<p>The responsibility to respond to the Duty is not confined to Examination and cannot be 'retro-fitted'. It necessitates co-ordination and cooperation throughout all stages of plan preparation, planning for strategic projects and on to delivery and implementation.</p>	<p>Joint-working on strategic, cross-boundary issues will be undertaken throughout the development plan preparation process from early engagement through to consultation on draft plans and throughout implementation. As a minimum the Leeds City Region Planning Portfolios Board will be consulted at the draft plan stage to ensure democratic oversight and endorsement of Duty to Cooperate outcomes (see Figures 1 and 2).</p>

3 Leeds City Region Duty to Cooperate Process

- 3.1 The introduction of the Duty to Cooperate was an important change to the methodology of preparing Local Plans, it requires more than consultation with adjacent Councils; it requires cooperation in the preparation of plans and in the way in which plan provisions are arrived at in order to ensure that sustainable strategies are adopted and strategic issues are properly addressed; it is outcome focused. The National Planning Policy Framework (NPPF) makes clear that cooperation should be a continuous process of engagement from initial thinking through to implementation. NPPG states that *“LPAs should bear in mind that effective cooperation is likely to require sustained joint working with concrete actions and outcomes. It is unlikely to be met by an exchange of correspondence, conversations or consultations between authorities alone”*. In determining whether the Duty to Cooperate has been fulfilled it is necessary to consider both the process that has been gone through and the outcomes. The objective is effective plan-making that recognises and responds effectively to matters identified in evidence that have implications both within and beyond the Plan area.
- 3.2 Since it became a statutory requirement on 15th November 2011, the Duty to Cooperate has been tested through the examination of Core Strategies and Local Plans nationally which have now progressed through to adoption; for examples of early practice on the Duty to Cooperate

PAS has produced a guide which is available at the following [link](#). For information on the status of Core Strategies and Local Plans within the Leeds City Region refer to Appendix B.

- 3.3 There is no definitive list of actions that constitute effective cooperation under the Duty to Cooperate as the actions will depend on local needs. NPPG states that, *“Cooperation should produce effective policies on cross boundary strategic matters. This is what local planning authorities and other public bodies should focus on when they are considering how to meet the duty.”* The issues that authorities choose to cooperate on and the method by which cooperation is undertaken is therefore at the discretion of the Local Planning Authority. This section of the Statement provides some high level principles on how Leeds City Region planning authorities intend to cooperate on strategic, cross-boundary issues and considers some of the options for documenting the process. All authorities will find methods of cooperation and documentation that are appropriate to their local circumstances.
- 3.4 Cooperation at different levels will be required (city region, county and district), the level at which engagement is required will be determined by the strategic issues identified. Local planning authorities are likely to be required to work in different groupings for different strategic matters.

High Level Principles

- 3.5 The Leeds City Region authorities, the WYCA and the LEP have identified the following high level principles that will influence a joint approach to meeting the Duty to Cooperate:
- **Cooperation throughout the development plan process:** the Duty to Cooperate is a statutory requirement for Local Plan preparation, implementation, ongoing monitoring and review; the Duty to Cooperate therefore applies throughout the development planning process.
 - **Going beyond consultation:** effective cooperation requires sustained joint working, identifying actions and achieving outcomes. Correspondence, conversations and consultations alone are not sufficient.
 - **Taking a pragmatic approach:** not all issues will require cross-boundary cooperation and the scale at which cooperation needs to take place to achieve the most effective outcomes will be dependent on the nature of the strategic matter.

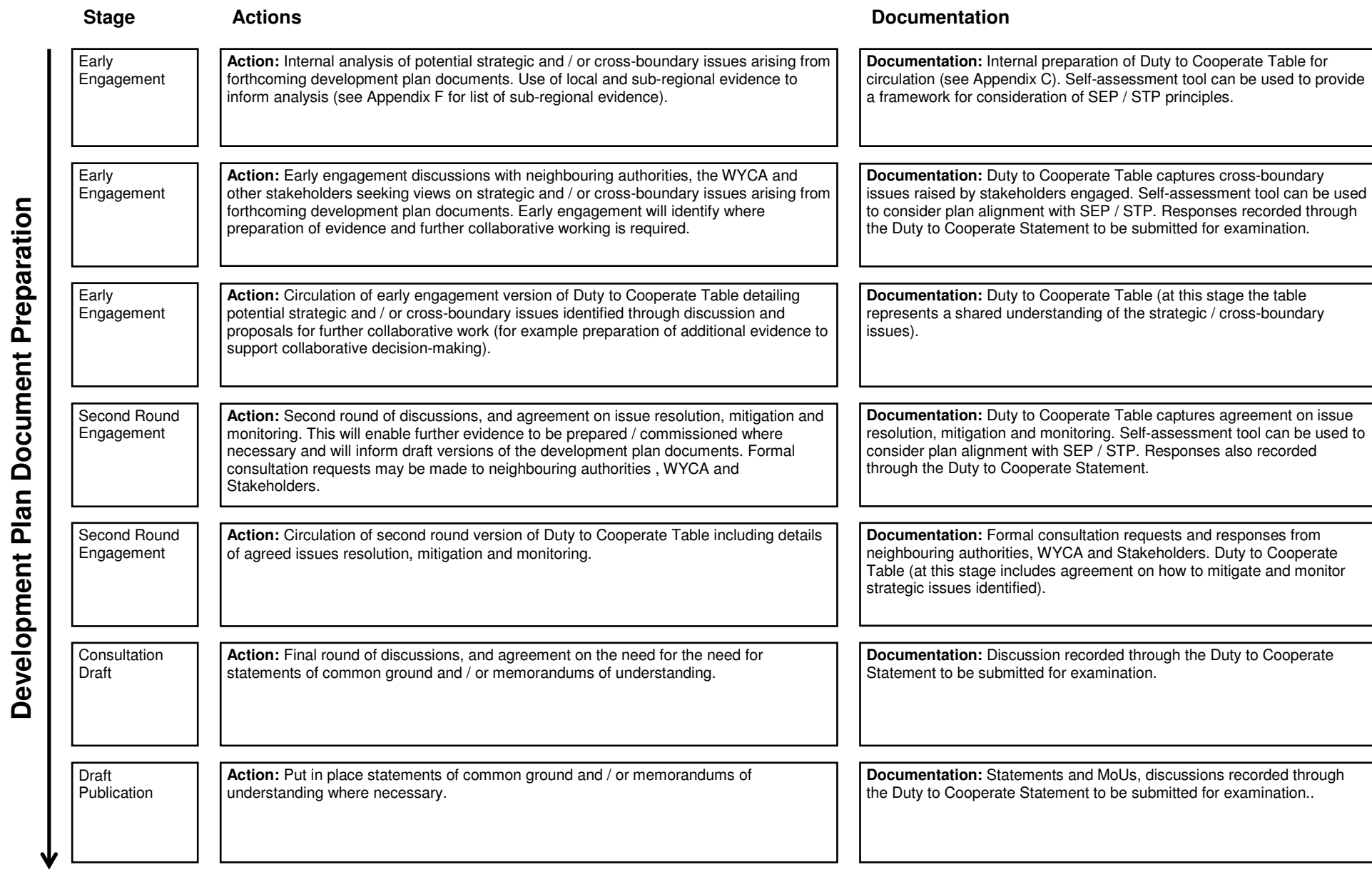
- **Responding to all requests to engage:** at a local level where planning authorities within the Leeds City Region partnership request input into their development plan process a response will be provided from other authorities in the partnership. It is acknowledged that a ‘no comment’ response is more valuable than no response.

The Leeds City Region Authorities, the WYCA and the LEP will apply these high level principles in the preparation of local and strategic plans.

Identifying and Addressing Strategic, Cross boundary Issues (officer led)

- 3.6 Figure 1 below captures key stages that planning authorities may go through to identify and address cross-boundary, strategic issues in preparing development plan documents. The diagram represents an outline example, intended to be used as a guide only, as the nature of collaboration will depend on the circumstances of the authority.
- 3.7 The process diagram illustrates that collaboration needs to be undertaken throughout the development plan process, it is important not to confine cooperation to any one point in the process. It also identifies that engagement in the early stages is essential in identifying the strategic cross-boundary issues. The activities that fall within the Duty to Cooperate include activities that prepare the way for or support the preparation of Local Plans this might involve joint research and evidence gathering to define the scope of the Local Plan, assess policy impacts and assemble the necessary material to support policy choices. The diagram identifies a series of actions that may be appropriate at different stages of plan preparation and for each stage possible methods of documenting collaborative working are identified.
- 3.8 It is important to note that the diagram only represents the collaboration through the plan making period, monitoring and reviewing progress on cross-boundary, strategic issues will be an on-going process beyond adoption of local development plans and throughout the policy implementation period.

Figure 1: Process Diagram - Identifying and addressing cross-boundary, strategic issues



Duty to Cooperate Tools

- 3.9 The list of strategic priorities included in NPPF is not exhaustive; it is therefore at the discretion of the Local Planning Authority to determine which issues they consider to have cross-boundary, strategic implications. The Leeds City Region planning authorities have developed a Duty to Cooperate Table (template) to be used as a tool in identifying strategic, cross-boundary issues and in addressing these issues; the template includes a list of policy areas where cross-boundary issues are most likely to arise. The recommendation is that all of these policy areas are considered, in addition to any additional local priorities identified. The table can be used as a tool to assist with high-level scoping of strategic, cross-boundary issues, for the collation of responses when engaging stakeholders and to track issues throughout the plan preparation process; the tables are therefore live until the point of final submission of the development plan.
- 3.10 This Duty to Cooperate Table template was endorsed by the Leeds City Region Leaders' Board on the 6th December 2012. A copy of this template is included as Appendix C; the template has been used by Leeds City Council, Wakefield Council, Selby Council, Bradford Council and Kirklees Council and has been adapted by each planning authority to meet local needs.
- 3.11 Documentation of the actions undertaken to fulfil the Duty to Cooperate is essential as local planning authorities must demonstrate how they have complied with the duty at the independent examination of their Local Plans. NNPG states that authorities should submit robust evidence and that this could be in the form of a statement submitted to the examination. Evidence should include details about who the authority has cooperated with, the nature and timing of cooperation and how it has influenced the Local Plan.
- 3.12 Also included in Figure 1 as examples of documenting collaboration are Statements of Common Ground and Memorandums of Understanding (MoU). An example MoU is provided as Appendix I; the example is a framework for cooperation between South Pennine local authorities (including Kirklees, Calderdale and Barnsley within the Leeds City Region) with respect to strategic planning and development issues relating to renewable energy, in particular wind energy.³ The MoU provides a good example of joint working to cover a strategic issue dominated by the geography of the landscape rather than administrative

³ The MoU has been signed by the following authorities: Barnsley, Burnley, Bury, Calderdale, High Peak, Hyndburn, Kirklees, Lancashire CC, Pendle, Rochdale and Rossendale.

boundaries. Authorities also report on on-going Duty to Cooperate compliance in their Annual Monitoring Reports.

Application of the Duty to Cooperate in the Leeds City Region

Wakefield Council: Site Allocations Document Preparation

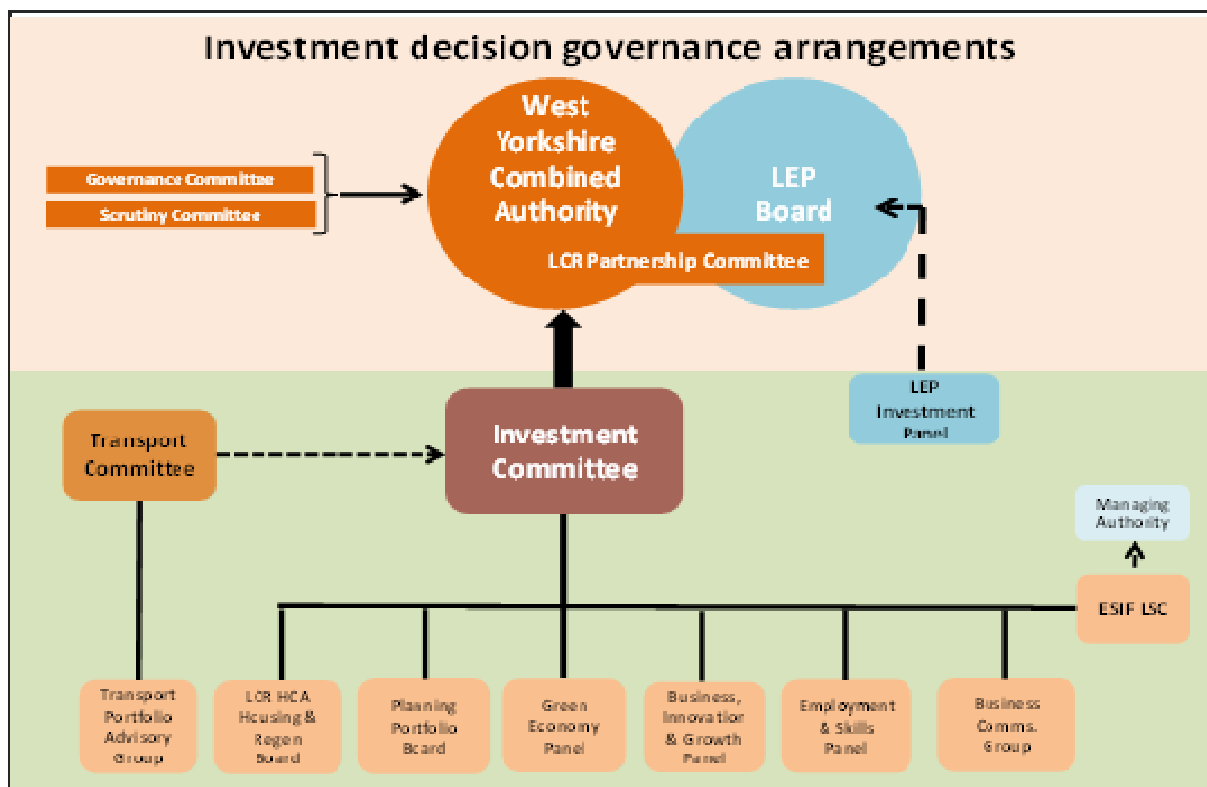
It was predicted at an early stage that there might be significant cumulative impacts on the strategic road network from the development of sites. Consultation with the Highways Agency on their preferred options indicated particular pressures on the motorway junctions along the M62. A joined up approach was agreed to model the potential impacts on the strategic road network using Wakefield's site allocations data and assumed growth from early versions of adjoining authorities' Core Strategies. This modelling indicated pressure on some motorway junctions which would need significant mitigation measures – the delivery and timing of which might represent essential infrastructure if growth in Wakefield was to be realised.

Further modelling on more refined options at a later stage of the Plan allowed the Council to take on board the issues evidenced by the modelling and also allowed the Highway Agency to consider their position in determining their priorities for improvements to the motorway junctions to increase capacity. The end result was an agreed position of impact, demonstrated by robust evidence, which led to agreed mitigation measures. These measures were then written into Wakefield's Development Plan and the Highways Agency were able to confirm that their document was sound.

Democratic Oversight and Endorsement of Duty to Cooperate Outcomes (member led)

- 3.13 The sub-regional partnership arrangements have an important role to play in supporting Local Planning Authorities in meeting the Duty to Cooperate. Planning authorities are required to engage in a co-ordinated process for securing sustainable development and resolving strategic issues, the Leeds City Region structures and activities support this process.

3.14 The Planning Portfolios Board is one of a series of advisory panels and boards within the sub-regional governance structure, a diagram of the structure and descriptions of the function of the boards and panels is provided at Appendix E. The Planning Portfolios Board has Councillor representation from each Local Planning Authority (and Senior Officer support), it also includes a Chief Executive lead. It was established specifically to provide political oversight on strategic planning matters⁴ and the Duty to Cooperate, advising the WYCA Partnership Committee and Leeds City Region Enterprise Board on appropriate actions that could / should be taken in respect of these planning matters. Appendix F provides the full Terms of Reference for the Planning Portfolios Board.



3.15 Collaboration on planning matters is currently supported at three specific levels through the following key groups:

- Leeds City Region Planning Portfolios Board (Members and Chief Officers)
- Leeds City Region Heads of Planning (Chief Officer Level)
- Strategic Planning (DTC) Group (Local Plan Lead Officer Level)

⁴ Strategic Planning is defined as ‘sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas’ (Localism Act, 2011).

Leeds City Region spatial planning matters are also reported to the Leeds City Region Directors of Development Group and Leeds City Region Chief Executives' Group as required.

3.16 As the core function of the Planning Portfolios Board is to provide political oversight on strategic planning matters the Board is well-positioned to advise on strategic, cross-boundary issues within local development plans. The Planning Portfolios Board was established November 2013 and a number of development plans have been presented to the Board for discussion. These arrangements have been formalised and all Leeds City Region authorities now formally consult the Planning Portfolios Board at draft plan stage as a minimum.

3.17 In addition to Local Authorities Both the WYCA and the LEP have a role to play in the Duty to Cooperate:

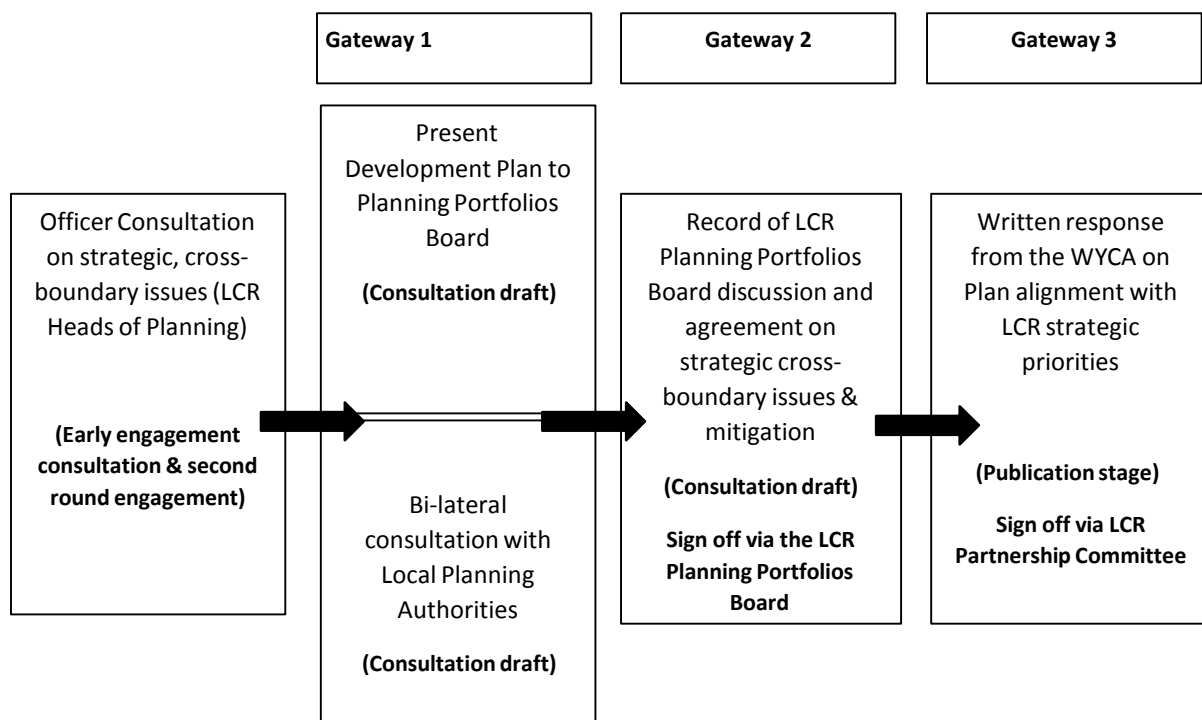
The WYCA:

- The WYCA prepares strategic plans, for example the SEP and the Single Transport Plan. The formulation and implementation of the WYCA's statutory Single Transport Plan represents cooperation at a high level on strategic schemes between the five West Yorkshire Districts and WYCA. This is a process that has evolved since 2008.
- As noted in paragraph 2.3 Combined Authorities are not specified as organisations to which the duty applies, but they fall within the definition of "*other bodies*" carrying out the activities relating to "*strategic matters*". The WYCA will continue to follow current guidance in the preparation of strategic plans and will apply the high level principles of this Statement. The WYCA will also liaise with neighbouring sub-regional bodies on cross boundary issues and issues of strategic importance.
- The WYCA will engage with all Leeds City Region authorities in plan preparation on both economic development and transport matters, where an authority does not fall within West Yorkshire this will be undertaken under the remit of the Leeds City Region Partnership Committee. Engagement will include both informal consultation at early engagement and consultation draft stages, a self-assessment form is available as a tool to support this process, see appendix D. At publication draft stage, following receipt of a self-assessment template and at the request of the LPA, a formal written response can be provided from WYCA on alignment with strategic priorities (both transport and economic development matters).

The LEP:

- The LEP prepares strategic plans, for example the Strategic Economic Plan (SEP), therefore as noted in paragraph 2.4 the LEP is not an incorporated body but there is no reason why its members would not endeavour to abide by the principles of the duty in preparing strategic plans. It has been agreed that the Leeds City Region LEP will continue to follow current guidance in the preparation of strategic plans and will apply the high level principles of this Statement. The LEP will also liaise with neighbouring sub-regional bodies including LEPs on cross boundary issues and issues of strategic importance.
- Local Planning Authorities and others are required to have regard to the activities of Local Enterprise Partnerships as they relate to the Local Plan and supporting activities, a tool has therefore been developed to support authorities in assessing Local Plan alignment with the SEP (see appendix D).
- As the LEP includes private sector representation the LEP will not engage in Local Plan preparation to maintain independence from the local planning process and to ensure there is no conflict of interest. (The WYCA will engage with all Leeds City Region authorities in plan preparation on both economic development and transport matters).

Figure 2: Process Diagram – Democratic Oversight and Endorsement of DtC Outcomes



- 3.18 The diagram above illustrates current process in place, they including both officer and member engagement and ensure that Leeds City Region level engagement is complementary to bi-lateral engagement.

Application of the Duty to Cooperate in the Leeds City Region

Leeds City Region: DtC Officer Group

The Duty to Cooperate Officers Group was original convened in 2012 to enable an opportunity for planning issues to be raised at an early stage that may have cross boundary implications. Authorities are encouraged to liaise and share information in the meetings but also outside the formal meetings as well. These have continued to be a regular and ongoing series of meetings with agendas prepared and agreed in advance. The meetings are formally minuted and are timed to coincide with Leeds City Region Heads of Planning meetings and Leeds City Region Leaders Board and more recently Leeds City Region Planning Portfolio Board meetings, in order to enable matters to be escalated at the appropriate time if required.

The meetings provide an opportunity for joint authority working on specific evidence – through topics being raised at an early stage and the scope of the work to be undertaken. Through this process Leeds City Council for example, has been able to demonstrate compliance with the DtC legal requirement. As part of the Council’s evidence submitted for Core Strategy Examination, the City Council submitted a DtC background paper. This included a matrix schedule encapsulating comments received on the plan and the mitigation put in place. This provided a basis for comparison with the earlier DtC material presented at Pre-submission stage, documenting the influence on the DtC process through the changes subsequently presented.

4 Leeds City Region Strategic Cooperation

- 4.1 There is a history of collaboration on spatial planning issues across the city region particularly since 2004 when work began on the Regional Spatial Strategy (RSS) for Yorkshire and Humber; the Yorkshire and Humber Plan was adopted in 2008. Following the revocation of the RSS

collaboration has continued between authorities on strategic planning in part to meet the requirements of the Duty to Cooperate, but more practically because collaboration is considered locally to be good practice and to result in better planning and planning outcomes. Leeds City Region level collaboration is undertaken for a number of reasons:

- The main functional trends and drivers for change that affect places operate at a spatial scale above local authority level. Housing markets, commercial property markets, labour markets, business agglomeration effects and supply chains, travel to work areas, utilities networks and water catchments for example do not stop at local authority boundaries. In the context of the Duty to Cooperate, understanding these greater-than-local trends and engaging with partners to identify and resolve issues is essential.
- There is a collective interest across local authorities in the success of the most important places of growth, regeneration and change that will drive the city region's economy. Local policy development cannot be undertaken in isolation, authorities within the Leeds City Region are actively engaged in identifying and promoting / delivering strategic priorities.
- There is a clear value in using strategic spatial analysis to develop a policy framework that will support the process for the prioritisation and integration of investment in places across different funding streams and policy areas addressing the strategic aspects of what the Local Government Association has described as 'place based budgeting'. This will be particularly important in the context of significant reductions in funding over the next 3-5 years and as the City Region Enterprise Partnership and WYCA continue to more effectively join up its investment priorities across economic development, skills, innovation, transport and housing.
- Finally, planning policy at the district level relies to some extent on an evidence base and technical work developed across local authority boundaries because the matters being considered have cross boundary implications. Examples of this include economic forecasts, population and household projections, transport, renewable energy, waste and minerals. Some of these areas of technical work will benefit from technical work based on a geography that is wider than the city region. The preparation of joint plans and evidence is an integral part of meeting the Duty to Cooperate.

The Leeds City Region Interim Strategy Statement

- 4.2 Following the revocation of the RSS the Leeds City Region authorities produced an Interim Strategy Statement. The purpose of the 2011 Statement was to provide an interim strategic context for both plan making and major development proposals. The Statement (2011) set out

that *'the authorities in the partnership continue to support the broad policy thrust of the former RSS and the principles of urban transformation contained in the Plan' [The Yorkshire and Humber Plan, 2008]*'. The Statement identifies a list of policies that authorities propose to adhere to from the approved RSS to ensure that the above principles were retained. The full Interim Strategy Statement is provided at Appendix A including the list of policies. The Statement was endorsed at the Leeds City Region Leaders Board meeting on Thursday 21st April 2011. This strategy is being kept under review.

The Leeds City Region Planning Charter and Consultation on Major Applications

4.3 In addition to collaboration on plan making the Leeds City Region is also working together on plan implementation. There are a number of processes in place relating to consultation on major planning applications:

- Leeds City Region Authorities will consult neighbouring authorities on major planning applications of cross-boundary significance, this includes consultation at pre-application stage where appropriate. This will be undertaken on an exceptions basis but consideration is being given to whether a threshold should be applied.
- The WYCA will provide consultation responses to planning applications relating to transport matters to West Yorkshire Authorities and to non-West Yorkshire authorities in the Leeds City Region where applications would have an impact on West Yorkshire.⁵ Responses will provide comments and practical guidance (including recommendations relating to planning gain) to ensure that development proposals are aligned to and contribute to meeting the objectives of the Local Transport Plan / emerging Single Transport Plan and LPA transport policy.
- The WYCA will provide consultation responses on planning applications relating to economic development matters to all Leeds City Region authorities. Responses will

⁵ The WYCA has requested that LPAs consult on all major applications. In addition, WYCA has an interest in applications where development is:

- within 200 metres of the NGT alignment,
- adjacent to a bus or rail station;
- requiring the re-location of a bus stop or shelter;
- requiring the introduction of, or changes to, traffic signals;
- proposing the alteration or removal of existing bus priority infrastructure; or
- involving a new secondary school.

provide an assessment of alignment with the Strategic Economic Plan⁶ WYCA / LEP investments or policy positions⁷. Responses will only be provided to Local Planning Authorities and on an exceptions basis such as at the request of a Local Planning Authority on applications of sub-regional or national significance.

- Consideration is being given to the WYCA becoming a statutory consultee on major planning applications.

4.4 A further example of collaborative work on implementation is the development of the Leeds City Region Planning Charter. This Charter sets out how the Local Planning Authorities and developers will work together to ensure that proposals for major new investments will be dealt with in an efficient and effective way throughout the city region. The Charter represents the first step towards creating a seamless service for investors wherever they choose to locate in the city region. The Charter was refreshed and re-launched in 2015. The current Charter is included at Appendix H.

Strategic Context and Agreed Priorities

4.5 The commitment of local planning authorities to work collaboratively with Combined Authorities and Local Enterprise Partnerships across their area is considered to be vital for the successful delivery of policies for strategic growth in Local Plans. An effective policy framework for strategic planning matters, including joint or aligned planning policies, is a fundamental requirement to support Local Planning Authorities in getting local plans in place and to support delivery. There is an existing policy framework in place in the Leeds City Region through the SEP; the economic plan of the LEP and WYCA, the vision and priorities of the SEP are summarised below.

4.6 The following is a summary of the Leeds City Region strategic policy framework.

The Leeds City Region Strategic Economic Plan (SEP)

⁶ E.g. Alignment with strategic priority locations: (Strategic Growth Centres, Strategic Housing Growth Areas, and Strategic Employment Sites) and priority sectors: (innovative manufacturing, financial and professional services, health and life sciences, low carbon and environmental industries, digital and creative industries and food and drink).

⁷ Note: The Leeds City Region Enterprise Partnership will not provide consultation responses or letters of support on planning applications to maintain independence from the development management process and to ensure there are no conflicts of interest. As noted above, the WYCA will provide responses in relation to the SEP.

The Leeds City Region Strategic Economic Plan was influenced by emerging local development plan strategies and priorities. The Strategic Economic Plan updated the four LEP plan investment priorities (now referred to as the four strategic pillars):

1. Supporting growing businesses;
2. Developing a skilled and flexible workforce;
3. Building a resource smart city region;
4. Delivering the infrastructure for growth;

The Strategic Economic Plan also sets out complementary strategic targets to be achieved by 2021:

1. £5.2bn additional economic output beyond current projections
2. 62,000 extra jobs
3. £675m in benefits savings
4. Making the City Region a net contributor to the national economy

4.7 Priority 4 of the Leeds City Region Enterprise Partnership Plan and Strategic Economic Plan: Delivering the infrastructure for growth, provides the main context for collaborative work on spatial planning within the Leeds City Region. The long term ambition is: *“To build a 21st Century physical and digital infrastructure that enables us to reach our growth potential.”* The following key action areas are identified in the Plan:

- Ensure that **transport connectivity** provides the engine for growth by implementing our delivery plan from 2015-16. This includes:
 - **West Yorkshire plus Transport Fund** – 32 prioritised schemes delivered over 10 years to increase employment opportunities and economic growth, creating 20,000 jobs and increasing economic output by £2.4bn each year;
 - **DfT legacy schemes** – three ongoing major schemes: New Generation Transport, Leeds Inner Ring Road and Leeds Rail Growth Package for 2015-16 and beyond;
 - **Accelerated Growth programmes** – quickwin transport interventions targeted at strategic growth areas and network connectivity enhancements to generate additional GVA and jobs, and prepare the Leeds City Region to be HS2-ready;
- **Double house-building** particularly in strategic housing and employment growth areas, and deliver new affordable homes;

- **Bring forward development sites** that commercial investors will not currently finance through site decontamination, clearance and other upfront infrastructure works;
 - **Deliver improvements to digital and green infrastructure** to accelerate further growth and investment.
- 4.8 There is however an ambition to further develop this policy framework. A Strategic Planning Review has been undertaken, the objectives of which were to:
- Support the 11 LCR authorities in developing and applying the Statement of Cooperation on local planning;
 - Provide clarity on the role of CA / LEP on planning matters (important for transparency and for partners and the public to engage on strategic planning matters);
 - Identify opportunities to strengthen joint-working arrangements and shared resources on planning matters including identifying potential cost savings and efficiencies;
 - Identify whether there are gaps in our strategic planning approach in the LCR and recommend a way forward to address these gaps if required.
- 4.9 This review has made the following recommendations specifically relating to strategic planning policy:
- That a diagrammatic representation of Leeds City Region strategic spatial priorities to be prepared as a priority. This will illustrate the alignment between employment and housing growth opportunities and committed transport infrastructure investments to 2030.
 - That at an appropriate time to reflect local plan cycles, a non-statutory joint investment framework / infrastructure plan be prepared that reflects emerging local plans across the city region. The framework should focus on growth opportunities, where to direct investment and safeguarding the environment.

5 Strategic Issues (thematic)

- 5.1 As recommended in the Interim Strategy Statement further work is being undertaken at a city region level to establish joint policy positions on spatial planning issues as a strategic context for emerging Local Plans. Both the strategies and plans being taken forward in the city region, as well as the research and analysis on a city-region-wide scale will provide a robust strategic framework upon which local planning authorities can draw in the preparation of local plans and can be used in demonstrating co-operation between neighbouring authorities. An overview of work (complete and proposed) on key areas of activity (transport, housing and

minerals and waste) is provided below, also included are a number of case study examples demonstrating collaborative working.

Transport Infrastructure

- 5.2 The Leeds City Region has a strong history of collaboration on transport priorities; the following is a summary of the current partnership priorities and programmes. There are a number of strategic plans and programmes that set out transport's contribution to the economic well-being of the Leeds City Region, as well as impacts on the environment and people's quality of life. These plans and programmes include:
- Strategic Economic Plan (SEP);
 - Leeds City Region Transport Strategy;
 - Local Transport Plans (the statutory plans for transport in West Yorkshire, York, North Yorkshire and South Yorkshire);
 - West Yorkshire plus York Transport Fund.
- 5.3 The West Yorkshire Combined Authority is the Local Transport Authority (LTA) for West Yorkshire, City of York Council is the LTA for York, Barnsley falls within the South Yorkshire Transport Authority area and Selby, Craven and Harrogate within the North Yorkshire Transport Authority area. For West Yorkshire, the third Local Transport Plan (2011-26) was developed through extensive public and stakeholder engagement by the former Integrated Transport Authority, working with the five constituent District Councils. The 15 year Plan was adopted by all the partners in March 2011 and by the WYCA on 1 April 2014.
- 5.4 There have been significant developments since the West Yorkshire LTP 2011 – 2026 was adopted in 2011. The most significant of these are:
- The establishment of the WYCA on 1 April 2014;
 - West Yorkshire plus York Transport Fund 2014-24 – a £1.6bn programme of transport interventions;
 - The development of the Strategic Economic Plan 2015-21 as a bid to the Local Growth Fund. IP2 will need to be reviewed following the outcome of the Strategic Economic Plan bid in July 2014;
 - Development of High Speed 2 proposals and the need to ensure that benefits are spread across the wider city region area.

In view of these developments in West Yorkshire a Single Transport Plan (STP) is being developed that sets a clear strategy and context for future interventions. Under the Localism Act, 2011 the West Yorkshire Combined Authority has to comply with the Duty to Cooperate, the WYCA is applying the high level principles of this Statement and is using existing officer and member groups to address the Duty.

Housing

- 5.5 Meeting housing needs is one of the most important functions of Local Plans. Failure to deal with it properly can have wide-ranging implications for the whole plan and can render the whole document unsound, this is a key issue for constituent Local Planning Authorities in the Leeds City Region who are seeking to progress their local plans to significantly boost housing supply to meet needs and support economic growth.
- 5.6 The NPPF requires that Councils should positively seek opportunities to meet the development needs of their area and that Local Plans should meet objectively assessed needs unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits. It states that every effort should be made objectively to identify and then meet housing needs, setting out a clear strategy for allocating sufficient land, taking account of the needs of the residential community. It is clear from national guidance that the Government places considerable importance on the need to encourage house-building to meet the national shortage⁸.
- 5.7 In this context the following work has been undertaken in Leeds City Region to provide a strategic context for LPAs and to provide shared, up-to-date evidence for local plan preparation:
- Three key pieces of work were commissioned in the latter part of 2013 to support the work of individual authorities on planning for housing specifically and to help in addressing the requirements of the Duty to Cooperate. The first addressed a common methodology for defining the objectively assessed need for housing and the second considered cross-boundary implications of housing markets and the third looked to establish a strategic position on housing growth. These pieces of work are complete but these documents will be kept under review to ensure the LCR shared evidence base remains up to date.

⁸ Extract from the Letter from the Planning Inspectorate to Kirklees Council, 26th April 2013.

- An updated Leeds City Region Housing and Regeneration Plan was completed in 2014 to inform the Leeds City Region Strategic Economic Plan submission and to update the housing and regeneration context and policy and investment priorities.
- Research was commissioned in 2013/14 to strengthen the Leeds City Region evidence base on housing affordability. The research sets out what affordability means in the city region in relation to a variety of income levels in different locations and provide an understanding of the strategic affordability needs and potential interventions required to meet these needs.
- A Housing Market Monitoring Report has been prepared (final report will be available summer 2015).

Application of the Duty to Cooperate in the Leeds City Region

Kirklees, Wakefield & Calderdale Councils: Joint Strategic Flood Risk Assessment

Wakefield's Core Strategy or Sites Allocation documents both needed to be informed by a robust assessment of flood risk, particularly as it this was needed to inform whether Wakefield was able to deliver strategic levels of growth or not. The major river catchment for Wakefield which could potentially prevent growth is the River Calder, and recognising the wider catchment of the river, work was commissioned alongside Kirklees and Calderdale Councils on a joint Strategic Flood Risk Assessment. The preparation of this closely involved the Environment Agency and the findings of the study were able to be agreed between all parties.

Wakefield Council used this data in their site selection process to avoid as far as possible development within the areas of highest probability of flooding. A positive outcome of this joint working was reflected in that consequently, little or no objections were raised to the Wakefield's Core Strategy or Sites Allocation documents on flood risk grounds.

Waste and Minerals

- 5.8 Advice and guidance produced by the Government seeks to move towards enhanced working between local authorities on areas of common interest to achieve sustainable development. The nature of minerals and waste developments mean that often there are implications beyond individual planning authorities' boundaries. Each of the unitary Local Authorities in the

region is a Minerals and Waste Planning Authority and is required to prepare minerals and waste plans, the high level principles of this Statement will be applied in preparing these plans.

5.9 As minerals and waste planning authorities, North Yorkshire County Council, the City of York Council and the North York Moors National Park Authority are producing a minerals and waste joint plan. The minerals and waste joint plan sets out planning policies for minerals and waste developments across all three areas which will guide decisions on planning applications up to 2030. It is estimated that the plan will be adopted October 2015.

5.10 In addition to minerals and waste plans:

- North Yorkshire County Council produced a position statement on waste in 2014, covering the Yorkshire and Humber area, this position statement is currently under review as there are significant cross-boundary issues associated with planning for waste in the Yorkshire and Humber region.
- The NPPF requires every mineral planning authority to carry out a Local Aggregate Assessment each year. A West Yorkshire Local Aggregates Assessment was prepared in 2014 and an update is currently being finalised in consultation with neighbouring Mineral Planning Authorities. A Local Aggregate Assessment for the North Yorkshire Sub-region was finalised in 2014. The LAA was prepared by North Yorkshire County Council, the City of York Council, the Yorkshire Dales National Park Authority, and the North York Moors National Park Authority.
- A Marine Aggregates Assessment was jointly commissioned by LCR authorities in 2013 to assess the potential to import marine sand and gravel from the North Sea into the region for distribution into all parts but especially the conurbation of west and south Yorkshire. The report was finalised in 2014 and forms part of the LCR shared evidence base. It includes a number of recommendations including safeguarding of rail sidings and wharves of relevance in plan preparation.

5.11 As referred to in paragraph 4.8 a Strategic Planning Review has been undertaken, two of the aims of this review were identify opportunities to strengthen joint-working arrangements and shared resources on planning matters including identifying potential cost savings and efficiencies and to identify whether there are gaps in our strategic planning approach in the LCR and recommend a way forward to address these gaps if required.

5.12 The following have been identified as further areas for joint working (including the preparation of joint policy positions and shared evidence):

- West Yorkshire authorities work towards a common methodology for accessibility assessments on transport, this would form an appendix to the Single Transport Plan.
- Leeds City Region authorities to use the Health Impact Checklist where it meets local need, with a longer-term ambition to develop a full Health Impact Assessment framework (HIA) that is fit for purpose (relating to development management).
- West Yorkshire authorities explore the potential opportunities and efficiencies of preparing Joint Waste and Minerals Plans.
- Leeds City Region authorities continue to prepare joint evidence on housing requirements and housing markets, and explore the opportunity to prepare joint strategic housing market assessments where appropriate.
- Leeds City Region authorities explore opportunities for enhanced joint working on flood risk and SUDs.
- Leeds City Region Authorities and the WYCA to consider further opportunities for preparing joint evidence to support local plans and potentially inform strategic policy positions, taking advantage of cost-efficiencies and aligning evidence. Planning policy areas that have been initially suggested include waste and minerals, fracking, retail and transport.

5.13 The following have been identified as further areas for resource-sharing:

- Explore the potential for West Yorkshire/ Leeds City Region wide procurement frameworks to support cost savings and efficiencies (e.g. framework relating to commissioning of local evidence, such as for retail, viability and housing market area assessments).
- West Yorkshire authorities to put in place and implement a partnership agreement relating to sharing of resources for planning applications and appeals on minerals and waste matters.
- Continue to explore formalised joint working arrangements relating to Building Control in the Leeds City Region, cross-boundary working has commenced and is in a trial period offering support and operational capability to ensure service resilience particularly during busy periods.

- Continue to jointly fund major cross boundary studies and evidence gathering, where appropriate.

These commitments will be taken forward by the LCR Planning Portfolios Board and Transport Portfolios Advisory Group as appropriate.

Appendix A: Interim Strategy Statement

LEEDS CITY REGION INTERIM STRATEGY STATEMENT

21 April 2011

Background

In July 2010 the government revoked the approved Regional Spatial Strategy for Yorkshire and the Humber. This decision has been contested through the courts with the result that currently, the RSS remains part of the Development Plan albeit with some uncertainty regarding the weight to be attached to it in decision making. In these circumstances there is considerable uncertainty surrounding the strategic policy framework for spatial planning in the Leeds City Region which addresses those matters that are 'bigger than local' and require collaboration between the Planning Authorities in the City Region.

The Government published the Localism Bill in December 2010 this includes a number of changes to the operation of planning legislation. As expected the Bill includes a 'duty to cooperate' on these strategic issues however this part of the Bill is likely to be subject to amendments and its operation will only become clear once the secondary legislation that gives effect to the duty is published. The Bill also deals with the revocation of regional strategies and associated with this in Clause 89 of the Bill is the revocation of orders that have saved policies from existing development plans (the revocation of saved policies may only apply to Structure Plan policy, a clarification is being sought on this). This will particularly affect those authorities who have yet to complete work on their Core Strategies. It is expected that this Bill will become an Act sometime later in 2011.

In the period before the Localism Bill becomes an Act there is a need for an interim strategy position to help manage the uncertainty on strategic policy and to make clear the continuing support for the policy principles in the RSS that support shared objectives across the City Region. Furthermore depending on the eventual content of the Act there may well be a longer period of time before the Local Planning Authorities can give effect to what ever procedures are put in place in the Act and to address the duty to cooperate and the potential gap created by the loss of previously saved policies

The City Region Partnership had been working on a city region strand for the wider Yorkshire and Humber Strategy that was being prepared by the Yorkshire and Humber Joint Board. This Yorkshire and Humber Joint Board was dissolved and its strategy work ceased following the general election. However the City Region decided that it is important to continue work across the city region on a strategy and investment plan that would bring greater coherence to policy and investment activities of the City Region Partnership and would support the development of the City Region Local Enterprise Partnership. The development of the interim strategy statement for spatial planning is seen as part of this wider strategy development activity.

Proposed Interim Strategy Statement

The 10 Local Planning Authorities in the City Region Partnership that are required to prepare LDF Core Strategies (NYCC the eleventh local authority is a planning authority in respect of minerals and

waste only) have all used the RSS as a starting point for their Core Strategies and support the urban transformation ambition that is at the core of the RSS. Where there are adopted Core Strategies (Harrogate and Wakefield) those documents have a strong policy relationship with the RSS. Authorities who have not yet reached that stage are reviewing the relevance of the RSS approach in their ongoing work on Core Strategies. All authorities recognise that the policies in the former RSS which articulate the urban transformation ambition, should provide the start point for an interim strategy statement. Along with policies that safeguard the environmental assets of the city region and the key spatial investment priorities that are set out in the already agreed city region strategies.

Policy approach in the strategy

The authorities in the partnership continue to support the broad policy thrust of the former RSS and the principles of urban transformation contained in the Plan. To ensure these principles are retained the authorities propose to include the following policies from the approved RSS that address spatial principles in a City Region Interim Strategy Statement.

Spatial Principles

Policy YH1 Overall approach and key spatial priorities (as these apply to the Leeds City Region)

Policy YH2 Climate Change and Resource use

Policy YH3 Working Together (as this applies to the Leeds City Region)

Policy YH4 Regional Cities and sub-regional cities and towns

Policy YH5 Principal Towns

Policy YH6 Local service centres and rural (and coastal) areas (as these apply to the Leeds City Region)

Policy YH7 Location of Development

Policy YH8 Green Infrastructure

Policy YH9 Green Belt (as this applies to Leeds City Region)

Thematic Policies

To ensure that the city region's environmental assets are effectively safeguarded the following thematic policies from the RSS will be included in the City Region Interim Policy Statement.

ENV1 Development and Flood Risk

ENV2 Water Resources

ENV3 Water Quality

ENV6 Forestry, Trees and Woodland

ENV7 Agricultural Land

ENV8 Biodiversity

ENV9 Historic Environment

ENV10 Landscape

H4 Affordable housing

City Region thematic strategies

The strategy statement also captures the spatial implications of key strategic investment priorities in the city region, set out below. These priorities should be reflected in Core Strategies and other Development Plan Documents.

Housing and Regeneration Strategy and Investment Plan - This strategy and investment Plan has four Key Priorities for Investment:

- Accelerated strategic growth where investment will support the growth areas in Barnsley Wakefield and Calderdale
- Promoting eco living where investment will support the delivery of:
 - the four Urban Eco Settlements: Aire Valley Leeds, York Northwest, Bradford-Shipley Canal Road Corridor, and North Kirklees / South Dewsbury; and
 - the Leeds City Region Domestic Energy Efficiency Programme to eco-retrofit the existing housing stock across the city region.
- Delivering strategic urban renewal which will support the growth and regeneration ambitions in the Leeds-Bradford Corridor, Green Corridor and Kirklees A62 Corridor.
- Supporting rural economic renaissance in the Colne and Calder Valleys

Leeds City Region Transport Strategy - This strategy describes three broad spatial priorities for transport investment:

- Priority A transport links beyond the city region
- Priority B developing the roles of the sub regional cities and towns and priority areas for regeneration and housing growth
- Priority C strengthening the service roles of principal towns

Leeds City Region Green Infrastructure Strategy -The strategy:

- Identifies the value of green infrastructure assets and the case for investing in them
- Ensures green infrastructure complements other city region investment priorities
- Establishes the current priorities for green infrastructure investment
- Impels planning and housing policy work to support widespread improvements in green infrastructure

Further Work to develop the Strategy

Clearly, what is set out is an interim position and there will need to be further work in the context of the commitment to produce a broadly based but economic-led City Region Strategy and Investment Plan.

The RSS included policies on the quantum and distribution of development, which have not been addressed in the interim strategy statement. The local authorities within the city region partnership have all undertaken reviews of the evidence that underpins these policies as part of their plan-making activities. Those authorities that have undertaken reviews in the past 12-18 months have taken account of the local implications of the range of factors that have led to a dramatic slow down in rates of development. These local reviews have led to different conclusions regarding the

capacity of an area to deliver development. The partnership will work with individual authorities to help develop our collective understanding of the social and economic factors that are driving the need and demand for development, and the financial, economic and delivery factors that are restricting the ability to meet the need and demand for development. We will use our improved understanding of these factors in the development of a second iteration of the strategy statement that will examine quantum and distribution of development and is expected to form part of the wider economic led city region strategy.

All this work will contribute to a more rounded Strategy Statement

Leeds City Region Secretariat

Regional Policy Team

Leeds City Council

Civic Hall

Leeds

LS1 1UR

Appendix B: Leeds City Region Development Plans' Status (February 2016)

Barnsley	Core Strategy	Adopted Sept 2011
	Combined Local Plan	Additional consultation Autumn 2015, Publication Summer 2016
Bradford	Core Strategy	Publication Draft approved by Council Dec 2013
		Published for Representations Feb/March 2014
		Submission 2014, EIP March 2015, Main Mods Nov 15, Main Mods (2 nd Consultation) 20 th Jan
		CIL progressing to full Council.
	Site Allocations DPD	Process commencing in 2016.
Calderdale	Local Plan	Consultation on "Potential Sites and Other Aspects of the Local Plan" from Nov 2015 to end Feb 2016;
		Further ongoing engagement through 2016;
		Publication Draft for approval by end 2016;
		Submission and Examination early 2017;
		Adoption early 2018;
	CIL	CIL – PDCS consultation Nov-Dec 2015;
		CIL – DCS consultation mid 2016
		Submission later in 2016 – Adoption by end 2016 – date for binging into effect not determined
Craven	Local Plan	Early engagement June / July 2013
		Consultation from 3 rd Nov on pre-publication draft
		Draft Local Plan 2016
Harrogate	Core Strategy	Adopted Feb 2009
	Sites & Policies DPD	Examination April 2014
	Local Plan	Summer 2015 consultation strategy for growth, consultation on sites early 2016, 3 year timetable (EIP 2016/17)
Kirklees	Local Plan	Early engagement and evidence gathering ongoing
		Early engagement period Dec 2014
		Draft Local Plan and CIL consultation November 2015 to 1 st Feb 2016 (extended), Publication expected Autumn 2016
	CIL	CIL consultation November 2015 to 1 st Feb 2016 (extended). Draft Charging Schedule expected Autumn 2016.
Leeds	Core Strategy	Examination Oct 2013 / May 2014
		Adopted Nov 2014
	Site Allocations	Exec Board July 2015, Consultation Autumn 2015
	CIL	Adopted Nov 2014, Implementation 6 th April 2015
	Natural Resources & Waste DPD	Minerals & Waste Plan adopted January 2013
Selby	Core Strategy	Adopted October 2013
		Legal challenge dismissed, case judge dismissed appeal, decision pending regarding seeking leave to Court of Appeal. Progressing to Supreme Court – Date TBC.
	PLAN Selby - Site Allocations and Policies Plan	Proceeding to Preferred Options consultation June 2016
	CIL	Adopted Jan 2016

Wakefield	Core Strategy & Dev. Policies	Adopted April 2009
	Central Wakefield Area Action Plan	Adopted 2009
	Waste	Adopted 2009
	Sites Specific Policies	Adopted Sept 2012
	Retail & Town Centre Local Plan	Early Engagement Consultation 2013; Draft Plan Consultation February 2015; Publication October 2015; Submission February 2016.
	Leisure, Recreation & Open Space Plan	Early Engagement Consultation 2013; Draft Plan Consultation February 2015; Publication October 2015; Submission February 2016.
	CIL	Draft charging schedule February 2015; Examination 6 October; Examiner's report November 2015; Adoption April 2016.
York	Local Plan	Publication draft consultation summer / autumn 2016
		Submission to the Secretary of State prior to Examination end of 2016 /early 2017
		Examination spring / summer 2017
		Adoption late 2017 / early 2018
North Yorks	Joint Minerals & Waste Plan NYCC NYNP & CYC	Preferred Options consultation completed January 2016. Publication draft expected Autumn 2016; Submission end 2016
	Marine Aggregates Study	Draft Nov 2013, Finalised May 14

Appendix C: Duty to Cooperate Table Template

Ref	Strategic Issue	Impact	Areas affected	Evidence	Resolution / Mitigation	Monitoring	Actions / Response	NPPF Para 156 link
<i>Ref</i>	<i>Summary of the issue (the topics below all should be considered along with any other locally identified strategic priorities).</i>	<i>Description of why it is an issue for neighbouring authorities / stakeholders.</i>	<i>Details of the authorities / stakeholders affected by the issue.</i>	<i>Evidence to show there is an issue (including links to source documents)</i>	<i>Details of how the issue can be overcome or managed.</i>	<i>How the issue will be monitored including key indicators and trigger points</i>	<i>Agreed actions (including who lead & timescale).</i>	<i>Relevant strategic priority in para 156</i>
	Housing							
	Employment							
	Retail leisure commercial							
	Physical Infrastructure: Transport							
	Physical Infrastructure: other							
	Minerals							
	Energy							
	Social Infrastructure							
	Climate Change							
	Natural Environment							
	Gypsies and Travellers							
	Waste							

Appendix D: Strategic Economic Plan (SEP) Self-Assessment Template

Self-Assessment – Local Plan Alignment with the Strategic Economic Plan and other relevant strategic documents

1. The SEP has 2 purposes:
 - A growth plan – how best to use public and other funds, together with devolved powers, to promote growth, based on a strong and clear analysis of the local economy and the barriers/opportunities we face;
 - An implementation and delivery plan – detailed proposals and information on projects/programmes, funding, management, monitoring and evaluation.

2. The 4 SEP strategic investment priorities are (see para 3.5 of the SEP, Part A, March 2014):
 1. Supporting growing businesses
 2. Developing a skilled and flexible workforce
 3. Building a resource smart City Region
 4. Delivering the infrastructure for growth

SEP ALIGNMENT (ALL LEEDS CITY REGION AUTHORITIES)

Strategic Priority	SEP Aspiration	SEP reference	Plan alignment with SEP	Local Plan reference	Comments / Further information
1. Supporting growing businesses	Enable private sector growth, based on innovation and exports	Section 3.6 P50			
	Attract inward investment into the Leeds City Region	Section 3.6 P10 & 50			
	Support and provide growth opportunities for priority sectors	Section 3.6 P26 & 50			

2. Developing a skilled and flexible workforce	Create more jobs and encourage job creation in better-paid occupations	Section 3.6 P27 & 66			
	Align skills and training investment to growth opportunities and sectors	Section 3.6 P27 & 66			
3. Building a resource smart City Region	Develop new energy infrastructure (including energy efficiency and energy generation)	Section 3.6 P27 & 79			
	Support delivery of low-carbon, decentralised energy generation including heat networks	Section 3.6 P10 & 79			
	Delivery of domestic retrofit, that supports Green Deal	Section 3.6 P10 & 80			
4. Delivering the infrastructure for growth	Accelerate housing growth	Section 3.6 P10 & 91			
	Increase provision of affordable homes	Section 3.6 P10 & 91			
	Upgrade digital infrastructure throughout all LCR (100% coverage)	Section 3.6 P91			
	Deliver a transformed transport system across the north	Section 3.6 P10			
	Capitalise on opportunities presented by HS2	Section 3.6			

		P18			
Spatial Priorities	Strategic Growth Centres	Section 3.4			
	Strategic Housing Growth Areas	Section 3.4			
	Strategic Employment Sites	Section 3.4			

SINGLE TRANSPORT PLAN ALIGNMENT (WY AUTHORITIES ONLY)

STP Core Principle	STP Ambition	STP reference	Plan alignment with STP	Local Plan reference	Comments / Further information
One system, high speed ready	Integration of all transport modes including high speed rail; easy access with quick, convenient connections				
Place shaping	Making towns and cities more attractive with a focus on road safety, air quality, image and health.				
Smart futures	Exploit technology to improve customer experience and assist effective management of the transport system.				
Inclusion	Provide a high level of access to public transport in urban areas with imaginative solutions in rural areas.				
Asset management	Manage the transport system to achieve maximum value for money and meets user needs.				

Smart futures	Exploit technology to improve customer experience and assist effective management of the transport system.			
Inclusion	Provide a high level of access to public transport in urban areas with imaginative solutions in rural areas.			
Asset management	Manage the transport system to achieve maximum value for money and meets user needs.			

Appendix E: Leeds City Region Governance & Operational Groups

The Leeds City Region has worked in Partnership since 2004 when the Leaders of the eleven local authority partners decided that in addition to local economic policy and delivery based on administrative areas strategic economic policy and delivery would be best served by collaborating at the functional economic area level, The Leeds City Region Partnership is founded on collaboration, evidence based policy and implementation.

The establishment of the Leeds City Region Enterprise Partnership (LEP) has had the benefit of strengthening the partnership between the public and private sector. The LEP is an enabling partner with the aim of growing businesses within the City Region, and has provided opportunities by establishing a new relationship with government.

In addition to partnership working at the Leeds City Region Level, there is also a long history of joint working between the five West Yorkshire Authorities, this has now been formalised through the establishment of the West Yorkshire Combined Authority (WYCA). The establishment of the WYCA and the closer alignment of WYCA and LEP activities has seen an increased focus on delivery, focused around the shared economic plan (SEP) and the Growth Deal. The Leeds City Region authorities are all represented by the WYCA through the Leeds City Region Partnership Committee.

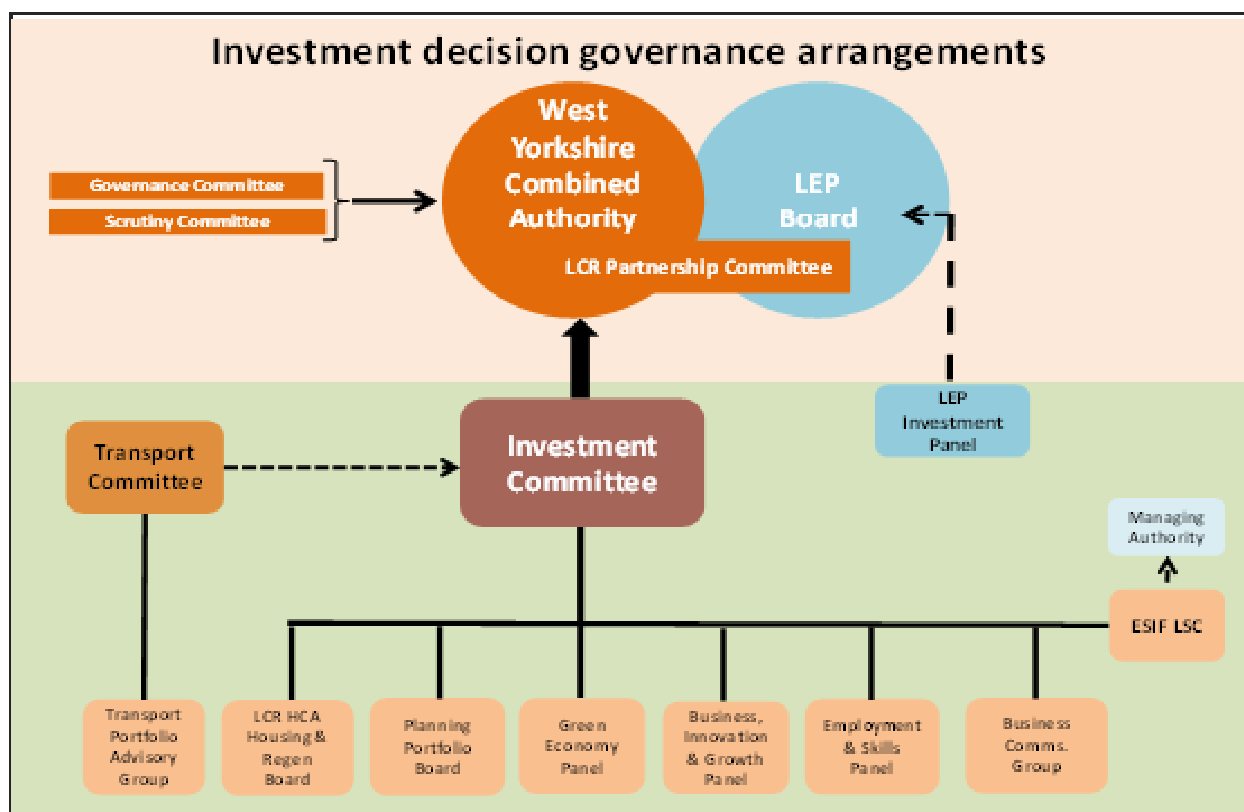
On strategic planning matters the following points are of relevance:

- The 10 local authorities in the Leeds City Region and North Yorkshire County Council are local planning authorities (LPAs). They are therefore empowered by law to exercise statutory planning functions. The WYCA is not an LPA and it is not considered that there is any need to change these current arrangements at this time. Any further consideration of this position will be taken forward in the course of post-election devolution discussions.
- WYCA is the accountable body for the LEP. The WYCA / Leeds City Region Partnership Committee / LEP Board, as appropriate, are the decision-making bodies with regard to non-statutory, joint policy / evidence on strategic planning matters.
- The Leeds City Region Planning Portfolios Board is the advisory group to WYCA and LEP with regard to strategic planning matters and the WY+York Transport Planning Advisory Group (TPAG) remains the transport planning advisory group to WYCA.
- It is not appropriate for the WYCA / LEP advisory groups to include private sector representation due to potential conflict of interest. Therefore, alternative arrangements should continue to be made to ensure private sector input into strategic planning activities at both the local and sub-

regional level. This includes representation on the Planning Reform Group and other private sector groups and organisations, as appropriate.

The following are key milestones for the Leeds City Region Partnership of authorities:

- Leeds City Region Concordat (2004)
- Establishment of the Leeds City Region Leaders Board (2007)
- Leeds City Region Multi Area Agreement with Government (2008)
- Leeds City Region Forerunner agreement with Government (2009)
- Establishment of the Leeds City Region Enterprise Partnership (2011)
- Leeds City Region LEP Plan (2011)
- Leeds City Region City Deal with Government (2012)
- Leeds City Region Enterprise Partnership Strategic Economic Plan (March 2014)



The diagram above provides an illustration of the Leeds City Region Governance Framework as it currently stands.

The WYCA

The West Yorkshire Combined Authority, created on 1st April 2014, is a statutory body corporate for the geographical area which covers the constituent authority districts of Calderdale, Bradford,

Kirklees, Leeds and Wakefield. City of York and the LEP are also members of the Combined Authority as non-constituent members. At the first meeting of the Board on the 1st April 2014, York and the LEP were given significant voting rights. It is proposed that York becomes a constituent authority member of the Combined Authority, subject to the passage of a legislative reform order and local agreement.

The Combined Authority has been put in place by local agreement, and underpinned by local public and business support, in order to deliver the ambition of Councils and the LEP to oversee the long term delivery of public economic and transport investment, including the proposed Leeds City Region Economic Investment Fund set out in the City Deal, which includes the West Yorkshire Plus Transport Fund. Committees of the Combined Authority have been established for both transport and investment to oversee and advise on these two key functions with a view to further collaboration over the wider Leeds City Region area through the Partnership Committee.

The Leeds City Region Partnership Committee

The Leeds City Region Partnership Committee brings together the elected leaders of the 11 partner councils to take strategic decisions on behalf of the Leeds City Region. The Committee replaces the former Leeds City Region Leaders Board which was legally constituted as a Joint Committee since 2007 and governed by an annually agreed set of procedures and protocols, central to which is the principle of 'one member, one vote'. A key role of the Leaders Board has been to provide an overview and a level of continuity for strategic planning. The Partnership Committee will take on this role and will also set the direction of delivery on transport, housing, regeneration and the green economy in partnership with the WYCA and Leeds City Region Enterprise Partnership Board.

The LEP Board

The Leeds City Region LEP Board brings together the private and public sectors in a unique partnership to drive economic growth and competitiveness. The LEP is charged with directing its efforts to facilitating and creating the environment for economic growth. The LEP Plan expressly provides that the LEP and Leaders Board will work together to unlock the growth potential of the City Region economy by providing the cross-sector leadership required and developing a framework for delivery with partners. The LEP Plan provides that activity will be clearly aligned to achievement of the planned growth targets. It will also align with national priorities for sustainable economic growth and will build on local economic priorities. There is therefore a direct and substantive link between the activities of the LEP and strategic planning in the City Region.

The Leeds City Region Enterprise Partnership's recent Strategic Economic Plan submission to Government (March 2014) provides the most recent overarching strategic policy framework and investment priorities to drive and accelerate economic growth and competitiveness across the city region.

Business, Innovation and Growth Panel

The Business, Innovation and Growth (BIG) Panel will act as the designated body, on behalf of the Local Enterprise Partnership, (LEP) to devise objectives, in line with the LEP's economic strategy, to drive business growth in the Leeds City Region, focusing on international trade, inward investment, innovation, and supporting SME growth, to deliver against these objectives by commissioning and overseeing key projects and work programmes and to provide oversight with UKTI to the international trade and investment elements of the Leeds City Region Deal through its additional function as the Leeds City Region Joint Trade and Investment Board.

Employment and Skills Panel

The Employment and Skills Panel brings together policy-makers, delivery partners and employers in key business sectors. It works closely with the Leeds City Region Skills Partnership to achieve the LEP's aims. Research and analysis that has been commissioned by the Panel includes an analysis of the city region labour market (2013), a skills report and a skills plan (2013-15). The Employment and Skills Panel brings together employers in key sectors, skills providers, funding agencies, policymakers and local authority leaders. It works closely with the Leeds City Region Skills Network to better align skills provision to the needs of employers and to support delivery of the LEPs Skills Plan and priorities. The Panel has commissioned significant employer research to identify need in 2012, publishes an annual assessment of the city region labour market and has developed a Skills Plan (2013).

Leeds City Region HCA Board

The Leeds City Region Homes and Communities Agency (Leeds City Region HCA Board) is a joint board between the Leeds City Region Partnership and the Homes and Communities Agency. The Leeds City Region HCA Board oversees the delivery of strategic housing and regeneration policy and delivery of projects and programmes, as set out in the Housing and Regeneration Investment Plan and associated strategies. The Board is responsible for advising the Partnership on levels of housing and regeneration investment needed, and influences the distribution of HCA and other housing and regeneration investments across the City Region.

Business Communications Group (BCG)

The BCG is responsible for communicating information about the LEP's work to the business community, and acts as an advisory group to the LEP Board about barriers to growth. The group includes representation from the Chamber of Commerce and the private sector.

Green Economy Panel

The Leeds City Region Green Economy Panel sets direction and oversees delivery on the Smart Resources agenda, particularly in relation to low carbon and sustainable energy matters. The Panel's core objective is to achieve a substantial and continued decrease in carbon emissions, alongside an increase in GVA and employment. Panel members represent both the public and private sectors.

The Planning Portfolios Board

The Planning Portfolios Board has Councillor representation from each LPA (and Senior Officer support), it was established specifically to provide political oversight on strategic planning matters and the Duty to Cooperate, advising the West Yorkshire Combined Authority, Leeds City Region Partnership Committee and Leeds City Region Enterprise Board on appropriate actions that could / should be taken in respect of these planning matters. The Board is tasked with providing political oversight for matters relating to the Partnership's role in supporting authorities in ensuring compliance with the legal requirements of the Duty to Cooperate.

Transport Portfolio Advisory Group

The Transport Portfolio Advisory Group (TPAG) is made up of a senior Portfolio Members from each of the Transport Fund partner authorities (Bradford, Calderdale, Kirklees, Leeds, York and Wakefield) and the Chair of the Transport Committee.

The TPAG is responsible for advising on the development of the West Yorkshire Plus Transport Fund portfolio of projects and programmes, and ensuring their co-ordinated and prioritised investment. In particular the TPAG has responsibility for providing advice (to direct Officers and to inform the Combined Authority, Transport Committee and/or Investment Committee). The Group will also consider the requirements to carry out co-operation and co-ordination required in preparing District based LDFs. This will include advising on the requirements to consider land use development and transport investment on a cross boundary basis.

Appendix F: Terms of Reference: Planning Portfolios Board

1.0 MEMBERSHIP

- 1.1 The cabinet member who holds the responsibility for Strategic Planning and the Development Plan from each authority within the Partnership (or appropriate substitute).
- 1.2 The Head of Planning from each authority (or an appropriate substitute) may attend meetings in an advisory capacity.
- 1.3 The Chair and Deputy for the group shall be selected from amongst the membership. These roles shall rotate on a yearly basis

2.0 ROLE OF THE GROUP

- 2.1 The proposed role of the Group is:

To provide political oversight on strategic planning matters and the Duty to Cooperate, advising the WYCA, Leeds City Region Partnership Committee and Local Enterprise Board on appropriate actions that could / should be taken in respect of these matters.

- 2.2 Strategic Planning is defined as any matter relating to sustainable development, infrastructure planning and land use planning that affects more than one local authority within the partnership. Some issues may also be reported to the Leeds City Region HCA Board as appropriate.
- 2.3 The group will in particular provide political oversight for matters relating to the Partnership's role in supporting authorities in ensuring compliance with the legal requirements of the *Duty to Cooperate* (S110 of the Localism Act).

3.0 FREQUENCY OF MEETINGS

- 3.1 It is proposed that the group shall meet 4 times a year with meetings timed to enable matters to be taken to the Leaders Board and LEP Board in a timely fashion.

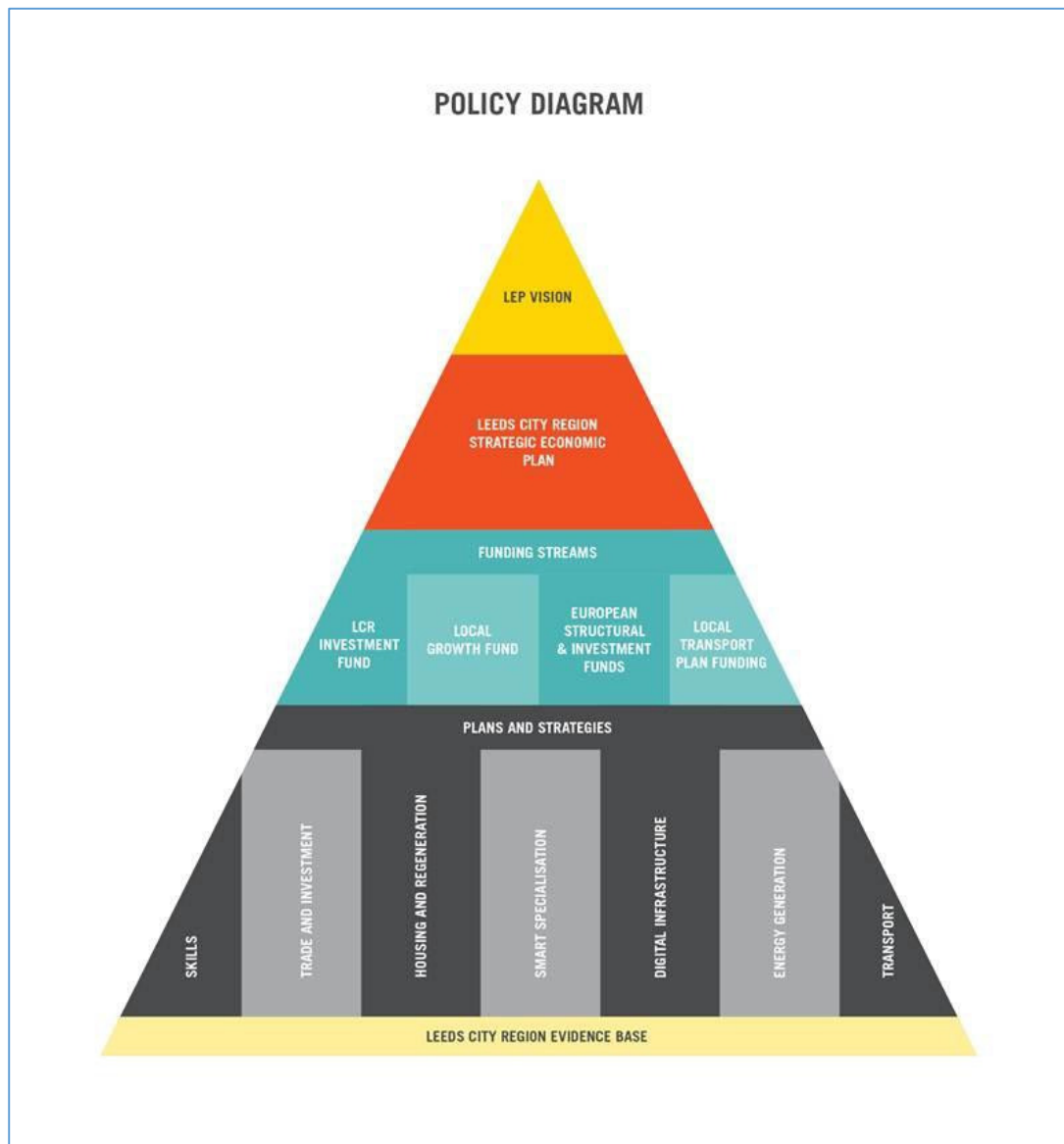
4.0 OFFICER SUPPORT

- 4.1 The Leeds City Region Secretariat shall provide officer support with the lead for this support being the Head of Infrastructure and Investment.
- 4.2 The Leeds City Region Heads of Planning Group will provide the wider officer support undertaking tasks as requested by the Leeds City Region Planning Portfolios Group on strategic planning matters.
- 4.3 Agenda and papers will normally be circulated at least 7 days in advance of the meetings.

Appendix G: Leeds City Region Evidence Base

Introduction

Over the course of the 10 years of the Leeds City Region partnership, a robust and comprehensive evidence base has been produced. This has been continuously updated and refined, and has formed the basis for the suite of strategy documents (e.g. Housing and Regeneration Strategy and Investment Framework; Connectivity Strategy; Green Infrastructure Strategy; Skills Strategy etc.) and plans upon which Leeds City Region policy is based. These strategy and policy documents, summarised in the diagram below, have formed the basis of the interventions proposed in our Strategic Economic Plan.



- Additionally, as part of the Strategic Economic Plan process we have commissioned new work where we felt our evidence needed refreshing, or where there were gaps in our knowledge.
- The list below provides a synopsis of the key LEP policy, strategy and evidence documents and, where available, a link to an online version.

Leeds City Region LEP Policy, Strategy and Evidence Documents

Overarching strategy and policy documents

- [Strategic Economic Plan](#) - in which we set out our long-term vision and ambitions for the City Region economy. It also sets out what support we are asking for from the government to help us achieve this vision, in terms of both funding from the Local Growth Fund, and additional freedoms and flexibilities to give us the power to deliver on our ambition.
- [Leeds City Region European Structural and Investment Funds Strategy \(2014\)](#) - complements our SEP and describes local needs and opportunities, desired outcomes and the rationale for proposed projects and programmes for our ESIF strategy for 2014-20.
- **Leeds City Region Investment Plan (2013, not published)** - sets out the ways in which we envisage that public and private investment will play their part in achieving our vision as set out in the LEP Plan.
- [Leeds City Region City Deal \(2012\)](#) – our landmark deal with government giving the City Region and its partner local authorities greater control over spending and decision-making to ensure interventions are in line with what our economy needs.
- [Leeds City Region LEP Plan \(2011\)](#) - the LEP Board’s vision and strategy for growth across the City Region – was agreed in 2011 and sets the overall strategic parameters for our work.

Thematic policies, strategies and evidence

- [Trade & Investment Plan \(2014, publication forthcoming\)](#) – details how the LEP intends to increase inward investment into and exports from Leeds City Region.
- [Housing & Regeneration Strategy \(2009, refreshed 2014\)](#) – a refresh of our 2009 Housing & Regeneration Strategy – sets the context for future investment decisions by recognising market conditions (where they relate to both challenges and opportunities) and strategy drivers.
- [Housing & Regeneration Investment Framework \(2010\)](#) – sets out the strategic investment priorities for major housing and regeneration schemes across the city region.
- [Leeds City Region Skills Plan \(2013\)](#) – sets out how the LEP intends to achieve its aim of creating a skilled and flexible workforce to support improved productivity and jobs growth.
- [Leeds City Region Labour Market Analysis \(2013\)](#) - presents the state of the City Region labour market within the context of its economy. It shows the key supply and demand side challenges, the strengths and weaknesses and prospects for growth.
- [West Yorkshire plus Transport Fund – a draft prospectus for change \(2013\)](#) - outlines our City Deal and provides a summary of the West Yorkshire plus Transport Fund schemes, explaining their job creation potential and contribution towards economic growth.
- [Digital Infrastructure Plan \(2012\)](#) – sets out how over the next 20 years the City Region intends to develop its digital infrastructure to maximise exploitation of digital communications technology and boost its economic competitiveness.
- [Advanced Manufacturing in Leeds City Region \(2012\)](#) - analysis of the advanced manufacturing sector in the City Region detailing the size and characteristics of the sector, and its prospects for growth.
- [Beyond Borders: Report on Leeds City Region Exports \(2012\)](#) – joint report with local Chambers of Commerce considering how to encourage more businesses to start exporting and support existing exporters in targeting new international markets. It includes the identification of potential new markets, and analysis of the barriers to exporting.

- [My Journey: West Yorkshire Local Transport Plan 2011-2026 \(2012\)](#) - outlines the West Yorkshire Local Transport Plan (LTP) for 2011 to 2026. The LTP is the statutory plan for transport in West Yorkshire and sets out the needs, ambitions and strategy over a relatively long period of time as well as detailed spending proposals in the first three years.
- [City of York Local Transport Plan 2011 – 2031 \(2011\)](#) - sets out the transport policies and measures that will contribute to the city's economic prosperity over the next 20 years, whilst meeting challenging national and local targets for reducing emissions.
- [Leeds City Region Mini-Stern Review \(2011\)](#) - reviews the cost and carbon effectiveness of a wide range of low carbon options. Explores the scope for their deployment, their associated investment needs, financial returns and carbon savings, and the implications for the economy and employment.
- [Leeds City Region Green Jobs report \(2011\)](#) - analysis of the green jobs sector in the City Region, including a summary of regional assets, renewable & low carbon energy capacity projections, existing green jobs, higher & further education sectors, growth opportunities and vulnerable sectors.
- [Leeds City Region Business Survey \(2011\)](#) – locally-commissioned survey of businesses across the City Region, providing analysis of business attitudes consistent with the National Business Survey.
- [Green Infrastructure Strategy \(2010\)](#) - analysis of the City Region's green infrastructure and natural assets, presenting a strategy focusing on how this green infrastructure can deliver our sustainable urban growth agenda.
- [Leeds City Region Transport Strategy \(2009\)](#) – identifies the main issues and priority challenges for transport in Leeds City Region, the wider policy and spatial outcomes that transport needs to support, and a framework for developing interventions.
- [Leeds City Region Key Sector Strategy \(2014, publication forthcoming\)](#) - identifies the key sectors which can play an important role in driving growth within the City Region, and the assets, leading businesses and opportunities within them.
- [Leeds City Region Smart Specialisation Strategy \(2014, publication forthcoming\)](#) - analysis of the City Region's innovation assets, strengths, weaknesses and opportunities, and sets out the City Region's strategy to drive greater levels of innovation and implement smart specialisation across the City Region.
- [Leeds City Region low carbon energy investment roadmap \(forthcoming\)](#) – analysis of the opportunities for low carbon energy generation in the City Region to define the LEP's investment priorities.
- [Leeds City Region Economic Assessment \(2014, publication forthcoming\)](#) – assessment of the economic situation across Leeds City Region, including analysis of trends over the past decade and comparison of economic performance against England and other areas.
- [West Yorkshire Local Aggregates Assessment \(2014\)](#) – Local Aggregate Assessment for West Yorkshire
- [North Yorkshire and York Local Aggregates Assessment \(2014\)](#) - Local Aggregate Assessment for the North Yorkshire Sub-region was also finalised and submitted to the (regional) Aggregates Working Party in May 2014.

***Appendix H: Leeds City Region Planning Charter for Major Investment Proposals
(2015)***

LEEDS CITY REGION
PLANNING CHARTER
FOR MAJOR
INVESTMENT
PROPOSALS

MARCH 2016



THE CHARTER PLEDGE

The Leeds City Region Enterprise Partnership (the LEP) has developed this charter which sets out how the local planning authorities and developers will work together to ensure that proposals for major new investments will be dealt with in an efficient and effective way throughout the Leeds City Region. The Charter represents the first step towards creating a seamless service for investors wherever they choose to locate in the City Region.

Local authorities will:

- Work together to ensure and maintain a comprehensive and up to date Development Plan. This will:
 - Enable the delivery of the priorities in the Local Development Plan and the Strategic Economic Plan;
 - Provide certainty over development opportunities; and
 - Help inform investment decisions.
- The local authority will nominate a project co-ordinator to lead the process in conjunction with the developer. The local authority nominee will:
 - Agree with the developer a timetable and milestones for the application to deliver a decision in the shortest period of time practicable;
 - Set out requirements for consultation (internal and external) and work with the developer to ensure appropriate pre-application public consultation takes place;
 - Set out the local authority's aspirations for any legal agreement and land transactions;
 - Maintain a regular dialogue with the developer and ensure changes required by either the local authority or the developer are made promptly;
 - Work in partnership with customers and stakeholders to bring forward successful applications that deliver high quality sustainable development;
 - Work with customers to understand their business needs and development proposals to ensure that everyone involved understands scheme viability and deliverability; and
 - Undertake regular reviews, led by the local authorities, of the service we deliver in conjunction with customers giving all involved opportunity to shape future delivery.

90% of major applications were approved in the Leeds City Region in 2014 (English average 85%)



THE CHARTER PLEDGE

Developers will:

- Agree a project plan, including key stages and milestones, which take into account the need for discussion and review to take place, keeping the council informed of progress at all key stages;
- Undertake an urban design analysis to inform the evolution of the scheme and the subsequent development of the design and access statement;
- Engage in meaningful pre-application discussions, with adequate time allowed for the preparation of essential information and assessment proposals, including appropriate community consultation;
- Respond within the agreed timescales to requests for further information and/or revisions;
- Attend project meetings with relevant persons; and
- Submit a complete planning application with appropriate supporting information as agreed with the council, including a draft legal agreement where appropriate.

The LEP Board will receive regular reports on the performance of the agreement and will review it as required.

For further information please contact the LEP:

Colin Blackburn (Head of Infrastructure and Investment)
colin.blackburn@westyorks-ca.gov.uk

Justin Wilson (Spatial Planning Lead)
justin.wilson@westyorks-ca.gov.uk

0113 348 1819



DEFINITIONS AND CONTACTS

What is a major investment proposal?

1. They are of major strategic significance in terms of one or more of the following; job growth, investment value and regeneration. Clearly the scale of this will be different in different parts of the City Region, for instance the scale of proposal that is strategically significant in Bradford or Harrogate would be different. Each authority will set out which applications will be subject to the charter; or
2. They are proposals that are eligible for large scale, time limited, public funds.

Leeds City Region local authorities and lead officers for implementing the charter:

- Barnsley Joe Jenkinson, Head of Planning and Building Control E: joejenkinson@barnsley.gov.uk / T: 01226 774731
- Bradford John Eyles, Major Developments Manager E: john.eyles@bradford.gov.uk / T: 01274 432484
- Calderdale Richard Seaman, Development Manager E: richard.seaman@calderdale.gov.uk / T: 01422 392241
- Craven Ian Swain, Development Control Manager E: iswain@cravenc.gov.uk / T: 01756 706465
- Harrogate Gary Bell, Chief Planner E: Gary.Bell@harrogate.gov.uk / T: 01423 556542
- Kirklees Simon Taylor, Head of Development Management E: Simon.Taylor@kirklees.gov.uk / T: 01484 225006
- Leeds Martin Sellens, Head of Planning Services E: martin.sellens@leeds.gov.uk / T: 0113 2478172
- Selby Richard Sunter, Lead Officer (Planning) E: risunter@selby.gov.uk / T: 01757 705101
- Wakefield Judy Jones, Development Manager E: jjones@wakefield.gov.uk / T: 01924 306621
- York Jonathan Carr, Head of Development Services and Regeneration E: jonathan.carr@york.gov.uk / T: 01904 551303 or 01904 551553

Appendix I: South Pennine Memorandum of Understanding on Renewable Technologies

PURPOSE

This Memorandum of Understanding establishes a framework for cooperation between South Pennine local authorities with respect to strategic planning and development issues relating to renewable energy, in particular wind energy. It is framed within the context of the Section 110 of the Localism Act 2011 and the duty to cooperate in relation to the planning of sustainable development. It sets out the way in which the authorities have, and will continue to, consult one another and work together on matters which affect the South Pennine area.

In line with the National Planning Policy Framework, particularly paragraphs 97 and 98, Planning Authorities will seek to take a positive approach to renewable energy development both in development planning and management. This will include taking opportunities to maximise strategic cross-border benefits as well as ensuring that any potential negative impacts are minimised or avoided.

PARTIES TO THE MEMORANDUM

The Memorandum is agreed by the following Local Authorities:

Insert names

OBJECTIVES

The Memorandum has the following broad objectives:

- To help secure a process and framework enabling a consistent strategic approach particularly to Wind Energy and also to other Renewable Energy issues as appropriate; including development management, strategic planning and monitoring between neighbouring local authorities
- To enable a sharing of information and views and, where appropriate, to facilitate joint working on strategic issues which affect more than one local authority area
- To facilitate joint research and procurement between neighbouring authorities
- To facilitate strategic cooperation and partnership on issues of shared interest with statutory consultees such as the Environment Agency, Natural England and English Heritage and other key consultees including planning, delivering, managing and mitigating renewable energy and its impacts

TOPIC ISSUES

The principal topics where cooperation are considered to be valuable are:

- Effective and timely consultation on planning applications, EIA Screening Opinions and Environmental Scoping Reports of cross-border significance in the South Pennines and related areas
- Development of mutually consistent databases on planning applications to enable “cumulative impact” issues to be addressed particularly on wind energy but also other technologies
- Consistent application of landscape character assessments such as the “Julie Martin Study” (or successor documents); the Peak District National Park Landscape Strategy and Action Plan and,

as appropriate, other evidence base documents or cross-border landscape studies, when assessing planning proposals

- Joint procurement of evidence base documents and professional expertise where this would bring economies of scale and be mutually beneficial
- An approach to Planning Policy development and Development Management that takes into account as appropriate cross border effects on:
 - Landscape and visual impact
 - Cumulative impact
 - Historic landscape character
 - Ecology including flora, fauna and peat
 - Water supply, hydrogeology and flood risk
 - Recreational assets, bridleways and footpaths
 - Green infrastructure
 - Noise
 - Cultural and built heritage
 - Shadow Flicker
 - Socio-economic benefits
 - Access and grid connections
 - Telecommunications and radar
- Cooperation on planning issues relating to the implementation of renewable networks such as District Heating schemes; energy from waste or biomass particularly where these are identified in studies such as the Greater Manchester, Yorkshire and Humber, Lancashire and East Midlands Renewable and Low Energy Studies and have clear cross-border affects
- Joint working as appropriate on policy development and implementation relating to low carbon development including Allowable Solutions and Zero Carbon development
- Consultation on Local Plan policies and SPD's on renewable energy beyond immediate neighbours where proposals are innovative or of wider interest
- Support as appropriate at Planning Inquiries
- Information sharing on current "good practice" at local and sub-regional level

MECHANISMS FOR COOPERATION

- Regular meetings will be held (at least 3 times per year) with special meetings if necessary, such as when triggered by an application of major cross-border significance or other specific issues of common interest
- Renewable energy databases will be regularly updated and circulated in particular to inform Local Authority Monitoring Reports
- Consultations on wind energy planning applications, Screening Opinions and Environmental Scoping opinions with neighbouring planning authorities will occur in the following circumstances:
 - Affected neighbouring authorities where the Zone of Visual Influence shows an impact on land outside the host authority area
 - Where there are significant impacts on Recreational Trails of sub-regional or greater significance

- Consultations on non-wind renewable energy applications and Environmental Scoping Opinions will be considered on a case by case basis
- Liaison on development of Planning Policy documents and SPD's
- Sharing of development management policies and validation requirements to facilitate a standardised approach to planning applications across the South Pennines

LIMITATIONS

The Local Authorities recognise that there will not always be full agreement with respect to all of the issues on which they have agreed to cooperate. For the avoidance of doubt, this Memorandum shall not fetter the discretion of any of the local authorities in the determination of any planning application, participation in evidence base studies or in the exercise of any of its statutory powers and duties.

Signed:

Organisation:

Position:

Date:

Annex One – Background Context

BACKGROUND

The South Pennine landscape straddles the borders of Greater Manchester, Derbyshire, Lancashire and North, West and South Yorkshire. Upland areas are particularly attractive for wind energy developments, ranging from very large wind farms to small individual turbines. While parts of the area such as the Peak District National Park, Forest of Bowland Area of Outstanding Natural Beauty and the South Pennine Special Protection Area/Special Area of Conservation are subject to national landscape or conservation designations substantial areas are not. Issues of cumulative visual impact from wind energy proposals are the major cross-border issue and were clearly identified in the "Landscape Capacity Study for Wind Energy Developments in the South Pennines" (2010) commissioned jointly from Julie Martin Associates by a number of authorities. There is a history of cross-border consultation on renewable energy dating back to the early 1990's through the Standing Conference of South Pennine Authorities (SCOSPA).

While wind power is the dominant cross-border energy issue other forms of renewable energy that are being developed in the area include solar power, biomass and small scale hydro. These can have localised cross-border impacts. Opportunities for development were identified in the jointly commissioned "Renewable and Low Carbon Energy Study" (Maslen 2010). Other separate studies exist for the East Midlands (LUC, CSE and SQW 2011) Greater Manchester (Aecom 2009), Lancashire (SQW/Maslen 2011/12) and Yorkshire and Humber Low Carbon and Renewable Energy Capacity Study (Aecom 2011).

Annex 2: City of York Local Plan Duty to co-operate Matrix

City of York Pre-Publication draft Local Plan (Regulation 18 Consultation, Sept 2017) Demonstrating the Duty to co-operate (Interim Statement)

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
Ref	Summary of the issue (the topics below all should be considered along with any other locally identified strategic priority)	Description of why it is an issue for neighbouring authorities	Details of the authorities affected by the issue	Evidence to show there is an issue (including links to source documents)	Details of where or how the issue was discussed (see also index of discussions with prescribed bodies and individual records of engagement)	Details of how the issue can be overcome or managed	How the issue will be monitored including key indicators and trigger points	Agreed actions (including who lead & timescale)	Expected positive outcome from agreed actions
NPPF Para 156 link -Homes and jobs needed in the area									
1	Scale of housing growth (Minimum of 867 dwellings per annum (dpa) + 56 dpa extra for shortfall from 2012 to start of plan, over the plan period)	<ul style="list-style-type: none"> Higher levels of housing in York are coordinated with those of other authorities to meet overall requirements of the Objectively Assessed need within the SHMA and York Sub-area. There is a potential pressure on surrounding Districts to provide more housing Potential pressure on house prices in surrounding districts if objectively assessed needs are not fully met in York's Local Plan , or delivery is lower than trajectory 	<ul style="list-style-type: none"> SHMA geography York Sub-area (Part) comprising the City of York and parts of the following: <ul style="list-style-type: none"> Harrogate Borough Ryedale District East Riding of Yorkshire Selby District Hambleton District NYMNP 	<ul style="list-style-type: none"> The SHMA (2016) shows that the York housing market area (HMA) is largely self-contained within the City of York local authority boundary but extends into Selby district. However, although the HMA that covers York extends into Selby District the housing need assessment is confined to the City of York unitary authority area. The travel to work analysis indicates very high levels of self-containment in York, with lower rates in Hambleton and Ryedale. The western parts of Ryedale are linked to York but the balance of evidence suggests Ryedale is a HMA in its own right 	<ul style="list-style-type: none"> 1-2-1 meetings <ul style="list-style-type: none"> East Riding of Yorkshire Council 02/07/13 26/07/16 Harrogate Borough Council 24/07/13 25/04/17 Hambleton District Council 11/05/16 Highways Agency 29/07/13 Ryedale District Council 15/01/15 Selby District Council 08/07/13 30/06/14 12/01/15 10/09/15 21/04/16 29/09/16 North Yorkshire County Council 10/06/14 31/08/16 	<ul style="list-style-type: none"> Evidence and constraint mapping to determine coordinated housing levels that enable each authority to develop sustainably and address concerns relating to the potential for increased inward commuting. Supporting a more balanced provision of jobs and homes. (need to identify mechanism to monitor ensure this within Plan) Identifying impacts of specific allocations on adjacent authorities within the SHMA geography and York Sub-area 	<ul style="list-style-type: none"> Annual housing completions 5-year completions to trigger review of development targets Commuting patterns and traffic flows Public transport patronage data 	<ul style="list-style-type: none"> City of York Council is progressing with the production of Local Plan in order to ensure sufficient suitable sites available within its local authority area boundary to meet the needs of an increasing population. (demographic-based OAHN). Further consultation prior to issue of Publication draft plan 	<ul style="list-style-type: none"> The analysis, the general direction and purpose of the work undertaken by City of York to analyse the extent of the York housing market area (HMA) and information on housing land supply across the market area are all supported. General consensus that York will meet its objectively assessed housing and employment needs without adding any undue pressure on the ability of neighbouring authorities to meet their own assessed needs

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		<ul style="list-style-type: none"> • • • 	<ul style="list-style-type: none"> • • • 	<ul style="list-style-type: none"> • The updated SHMA (2017) recommended a demographic baseline of 867 dpa, adding that on balance, the market signals are quite strong and there is a notable affordable housing need, warranting a 10% (87 dpa) uplift. • Representations to Preferred Options, Further Sites and Preferred Sites consultations by <ul style="list-style-type: none"> o East Riding of Yorkshire Council o English Heritage / Historic England o Environment Agency o Hambleton District Council o Harrogate Borough Council o Ryedale District Council • 	<ul style="list-style-type: none"> • NY&Y Spatial Planning & Transport Technical Officer Group 31/07/17 'round table' discussion on CYC's compliance with the DtC in preparing the Local Plan Preferred Options, general information and request for consultation feedback • Technical Meeting on 17/03/14 with neighbouring authorities in the York Sub-area to discuss York's housing market area with a focus on either confirming current assumptions or identifying any changes to what has already been assumed • Technical Meeting on 29/07/14 with neighbouring authorities to share the emerging evidence that will inform the housing requirement and policy approach to provision of housing in the publication draft of the York Local Plan 	<ul style="list-style-type: none"> • • • 	<ul style="list-style-type: none"> • • • 	<ul style="list-style-type: none"> • Reduction in the amount of growth around the periphery of the built-up area of the city • <i>Outcome of viability study showing the local plan is viable overall</i> • • 	

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2	Scale of employment growth (650 new jobs per annum over the plan period 221,500m ² B1–B8 and 13,200m ² other)	<ul style="list-style-type: none"> Potential to increase inward commuting from adjacent authorities 	<ul style="list-style-type: none"> Leeds City Region (part) North Yorkshire and York Sub-Region (part) York Sub-area (part) comprising the City of York and parts of the following: <ul style="list-style-type: none"> Harrogate Borough Ryedale District East Riding of Yorkshire Selby District Hambleton District 	<ul style="list-style-type: none"> York/ North Yorkshire/ East Riding LEP: Strategic Economic Plan Consultation Draft (Dec. 2013) Full (Mar. 2014) City of York Council Economic and Retailing Growth Analysis and Visioning Work (2013) indicates York's economy could support on average approximately 1000 jobs per year Oxford Economics (OE) job growth forecasts (2015) indicate jobs growth to be 650 jobs per annum over the plan period. Experian economic forecasts used within the Regional Econometric Model (REM) have been used for sensitivity testing and these broadly support the original growth projections included in the OE 2015 model. The Employment Land Review (2016) states that the Experian REM forecast demonstrates that the forecast of job growth and consequent land requirements for York aligns with the forecasts of adjoining authorities within the Functional Economic Area. Work with other (adjoining) authorities to gather evidence on the diversion of trade from other centres 	<ul style="list-style-type: none"> York North Yorkshire and East Riding LEP – chaired Strategic Planning and Infrastructure workshop (13/10/17) York's economy and economic strategy is important for meeting the aspirations for more higher value jobs 	<ul style="list-style-type: none"> City of York Local Plan will focus economic development in the city centre and other sustainable locations and support a more balanced provision of jobs and homes. The emerging East Riding strategy includes supporting economic growth in the area immediately to the east of York so as to reduce out commuting and improve the overall sustainability of the area. Flexibility in site release to meet 5yr supply requirements 	<ul style="list-style-type: none"> Annual monitoring of employment permissions / completions Annual job growth figures Annual traffic counts Commuting patterns and traffic flows Public transport patronage data Links between employment growth and housing growth 	<ul style="list-style-type: none"> The City of York Local Plan seeks to ensure sufficient employment land is available to foster and enhance the economic base that already exists and enable York to continue as a 'Sub-Regional City' and a driver for the sub-Area's economy. The City of York Local Plan seeks to provide sufficient residential site allocations within its local authority area boundary to enable people to live and work in York, thereby minimising any increase in inward or outward commuting. 	<ul style="list-style-type: none"> Alignment of York's economic forecast with that of adjoining authorities enables a coherent assessment of any strategic issues identified through activity under the Duty to Co-operate on strategic planning matters. More provision to give a wider choice of sites and ensure flexibility of supply. Minimising the increase in inward or outward commuting

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NPPF Para 156 link - Provision of retail, leisure and other commercial development									
3	Retail growth	<ul style="list-style-type: none"> • Draw of York's city centre and its other retail areas extending the retail catchment beyond its local authority boundaries • Potential to increase inward retail trips from adjacent authorities • Potential negative impact upon vitality and health of the centres of surrounding settlements. 	<ul style="list-style-type: none"> • North Yorkshire and York Sub-Region (part) • York Sub-area (part) comprising the City of York and parts of the following: <ul style="list-style-type: none"> ○ Ryedale District ○ East Riding of Yorkshire ○ Selby District ○ Hambleton District ○ Scarborough Borough 	<ul style="list-style-type: none"> • City of York Council Economic and Retailing Growth Analysis and Visioning Work (2013) indicates that positive growth in retail shown in the economic forecasts demonstrate there is an opportunity to expand the retail sector in York. Based on long-term trend (2012-20) analysis, , total city centre floorspace requirements (need) including the commitment at Monks Cross could be up to 34,000m² (more if based on short term trend) • The Retail Study Update 2014 shows that: <ul style="list-style-type: none"> • By 2030, in York City the convenience floorspace net requirement ranges from 9,800m² to 16,600m² and the comparison net floorspace requirement (with Huntington Stadium fully trading) ranges from 21,200m² to 35,400m². Also In this scenario the market share for York City increases to 47.5% but declines from 22.8% (2013) in the city centre (a 2.5 percentage point decline, which would represent an 11.0% impact thereon) 	Not Raised in Discussions	<ul style="list-style-type: none"> • City Centre, district and local centres to form the focal point for uses, services and facilities. • To maintain the vitality and viability of the City Centre through its function as a Primary Shopping Area (PSA) • The designation of Castle Gateway as an area of opportunity, promoted for high quality mixed use development, including main town centre uses to support and enhance the offer within the PSA • Reduce travel by private car and increase use of more sustainable forms of travel (walk, cycle and public transport) 	<ul style="list-style-type: none"> • Annual monitoring of new net retail floorspace in York. • Annual retail sector job growth figures • Annual traffic counts • Public transport patronage data • Monitoring of retail trends in surrounding districts and settlements. 	<ul style="list-style-type: none"> • The City of York Local Plan establishes a retail hierarchy policy and more specific policies relating to City Centre retail, Out of Centre retail and district centres, local centres and neighbourhood parades. • The Local Plan also contains policies to reduce travel by private car and increase use of more sustainable forms of travel (walk, cycle and public transport) 	<ul style="list-style-type: none"> • Maximising the use of more sustainable forms of transport for shopping trips. • Subject to the outcome of consultation and further work as appropriate

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4	Leisure	<ul style="list-style-type: none"> • International, National and Regional draw of York as a leisure (tourism) destination • York as the 'Gateway to Yorkshire' • Potential to increase inward leisure trips • Wider benefits to surrounding areas with linked leisure trips, tourist accommodation offer in neighbouring areas and need for wider tourism promotion / coordination 	<ul style="list-style-type: none"> • Leeds City Region (part) • North Yorkshire and York Sub-Region (part) • York Sub-area comprising the City of York and parts of the following: <ul style="list-style-type: none"> ○ Ryedale District ○ East Riding of Yorkshire ○ Selby District ○ Hambleton District ○ Harrogate Borough • Scarborough Borough 	<ul style="list-style-type: none"> • York is one of the UK's most attractive places to live in and visit. • 'Economic Impact of Tourism, Yorkshire 2008' stated York attracted 7 million visitors per year (5.9 million tourist and 1.1 million business) 	Not Raised in Discussions	<ul style="list-style-type: none"> • The reduction of through traffic, and improving the public transport offer, coordinated with public transport provision nationally, regionally, sub-regionally and in the York Sub-area. 	<ul style="list-style-type: none"> • Visitor surveys (for York and Yorkshire) • Annual traffic counts • Public transport patronage data 	<ul style="list-style-type: none"> • The City of York Local Plan contains a policy relating to Leisure employment use (D2) at Naburn Designer Outlet (12,000m²) • The Local Plan also supports the reduction of through traffic, improving the public transport offer (through the delivery of strategic public transport improvements) and the delivery of a bus interchange at York Railway Station 	<ul style="list-style-type: none"> • Maximising the use of more sustainable forms of transport for leisure trips. • Subject to the outcome of consultation and further work as appropriate
5	Other commercial development	<ul style="list-style-type: none"> • None identified 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	Not raised in Discussions	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> •

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NPPF Para 156 link - the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)									
6a	Physical infrastructure Transport	<ul style="list-style-type: none"> • More traffic (and potentially increased congestion) on: <ul style="list-style-type: none"> o The Strategic Road Network (SRN) (principally the A64) o Radial routes - A19 N&S; A59 and B1224 etc.. o York ORR 	<ul style="list-style-type: none"> • A64 between its junction with the A1(M) and Scarborough • Leeds City Region (part) • North Yorkshire and York Sub-Region (part) • York Sub-area comprising the City of York and parts of the following: <ul style="list-style-type: none"> o Ryedale District o East Riding of Yorkshire o Selby District o Hambleton District o Harrogate Borough o Scarborough Borough 	<ul style="list-style-type: none"> • City of York Local Plan Transport Infrastructure Investment Requirements Study Update shows that for the City of York Local Preferred Sites (2016): <ul style="list-style-type: none"> o Total trips increase by approximately 20% o Total travel time increases by approximately 30% o Total delay increases by approximately 50% • Highways England modelling outputs • Specific junction modelling outputs (e.g. A64 Grimston Bar) • A64 Corridor Connectivity Study Final Report (2011) states that significant increases in traffic flows are forecast on the western section of the A64 towards York. Forecast flows to the east of Malton are comparatively low. • Highway England's A64 Hopgrove Feasibility Study Summary document (2017) states that: <ul style="list-style-type: none"> o The current capacity at Hopgrove Roundabout is sufficient for the current observed flows at the junction. The delays that are observed on the approaches to the junction can be attributed to the blocking back from the merge from dual to single 	<ul style="list-style-type: none"> • Local Government North Yorkshire and York Spatial Planning and Transport Board meetings • Local Government North Yorkshire and York Spatial Planning and Transport Technical Officer Group meetings • Leeds City Region Strategic Planning (Duty to Cooperate) Group Meetings • A64 Officers Group • Meetings between City of York Council and the HA (plus East Riding Council and NYCC as appropriate) on: <ul style="list-style-type: none"> o 27/11/12 o 21/05/13 o 23/09/13 o 18/11/13 o 16/12/13 o 30/01/14 o 15/08/14 o 19/08/14 	<ul style="list-style-type: none"> • Transport Assessments, Travel Planning and promotion of more sustainable forms of transport to reduce future traffic growth. • Strategic public transport improvements (e.g. Haxby Rail Station) • Strategic highway network improvements (e.g. A64/A1079/A166/Elvington Lane junction improvements at Grimston Bar • 'softer measures' to encourage modal shift to forms of transport more sustainable than private motorised transport (car) 	<ul style="list-style-type: none"> • Annual traffic counts • Commuting patterns and traffic flows • Public transport patronage data • Number and performance of Travel Plans implemented • Completions of required infrastructure 	<p>The City of York Local Plan contains a policies relating to :</p> <ul style="list-style-type: none"> • Permitting development in accessible locations • Implementing strategic public transport improvements (including Haxby Rail Station) • Minimising and accommodating trips • Demand Management • A64 Growth Partnership launched on 7 July 2017 • City of York Council is working in partnership with East Riding of Yorkshire Council and the Highways Agency to determine improvements needed at A64/A1079/A166/Elvington Lane junction. • Work with HA: NYCC:SBC:RDC&ERY C on A64 through the A64 Officers Group • Work with SDC HDC & HBC on A19 & A59. 	<ul style="list-style-type: none"> • It is envisaged Local Plan policies and investment in public transport will enable 15% of trips from the strategic sites to be undertaken using public transport • Memorandum of Understanding for A64 Trunk Road York - Scarborough Improvement Strategy • HA undertaking route strategy feasibility studies for A64 • A64 Officers Group constituent local authorities are contributing to a complement-ary feasibility study for improving a section of the A64. • Indicative assessment of the scale of improvements required (and costs) to the A64/A1079/A166/ Elvington Lane junction improvements at Grimston Bar • Sufficient investment in local transport infrastructure to achieve a lower level of delay on the A64 than may have been realised, otherwise.

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				<p>carriageway on the A64 approximately 500m north east of the Hopgrove junction</p> <ul style="list-style-type: none"> o The single carriageway section of the [A64] route is significantly stressed and is particularly congested during holiday periods and summer weekends [...]. o The single carriageway section of the route between Hopgrove and Barton-le-Willows is currently at its operational capacity during identified peak periods (weekends and holiday periods) • Traffic counts on A64 commissioned by the Highways Agency • Traffic Counts at the A64/A1079 Grimston Bar interchange (including A166 and Elvington Lane) commissioned by East Riding Of Yorkshire Council (2013) • Outputs of traffic modelling undertaken for the 'Transport Implications of the Local Plan Preferred Options (June 2013)' indicates there could be significant increases in demand on the A64 					

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Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
6b	Physical infrastructure Transport	<ul style="list-style-type: none"> Increased congestion in and around York (more than 15 - 20% of traffic on the A1237 has an origin and destination outside the York local authority area) 		<ul style="list-style-type: none"> City of York Local Plan Transport Infrastructure Investment Requirements Study Update <i>shows that</i> for the City of York Local Preferred Sites (2016): <ul style="list-style-type: none"> Total trips increase by approximately 20% Total travel time increases by approximately 30% Total delay increases by approximately 50% Without substantial investment in transport infrastructure many of York's key radial and circulatory routes will experience a decrease in traffic speed, with a corresponding increase in journey time) 		<ul style="list-style-type: none"> Transport Assessments, Travel Planning and promotion of more sustainable forms of transport to reduce future traffic growth. Strategic Public transport improvements (e.g. enhanced Park & Ride and improved bus turn-around and interchange at York Station) Strategic highway network improvements (e.g. improvements to 7 no. junctions on the A1237 and pursuit of dualling the A1237 in the longer-term) Strategic cycling/pedestrian network links and improvements 'softer measures' to encourage modal shift to forms of transport more sustainable than private motorised transport (car) 	<ul style="list-style-type: none"> As above 	<ul style="list-style-type: none"> The City of York Local Plan contains a policies relating to : <ul style="list-style-type: none"> Permitting development in accessible locations Implementing strategic public transport improvements (including Access York Phase I and improved bus turn-around and interchange at York Station) Implementing strategic highway network capacity improvements (e.g. improvements to 7 no. junctions on the A1237) Minimising and accommodating trips Demand Management 	<ul style="list-style-type: none"> Sufficient investment in local transport infrastructure to achieve a lower level of delay on the network than may have been realised, otherwise
6c	Physical infrastructure Transport	<ul style="list-style-type: none"> Increased traffic on the locally strategic road network (principally the A1237 York Outer Ring Road (northern section)) 	<ul style="list-style-type: none"> Leeds City Region (part) North Yorkshire and York Sub-Region (part) York Sub-area (part) 	<ul style="list-style-type: none"> Outputs of traffic modelling undertaken for the 'Transport Implications of the Local Plan Preferred Options (June 2013)' indicates there could be significant increases in demand on the A1237 City of York's Local Transport Plan 2011-2031 (LTP3) states that 'Most out-of-town 	<ul style="list-style-type: none"> York North Yorkshire and East Riding LEP – chaired Strategic Planning and Infrastructure workshop (13/10/17) <ul style="list-style-type: none"> Dualling the A1237 is a high priority for the LEP 	<ul style="list-style-type: none"> Transport Assessments, Travel Planning and promotion of more sustainable forms of transport to reduce future traffic growth. Strategic Public transport improvements (e.g. enhanced Park & Ride) 	<ul style="list-style-type: none"> As Above 	<ul style="list-style-type: none"> The City of York Local Plan contains a policies relating to : <ul style="list-style-type: none"> Permitting development in accessible locations Implementing strategic public transport improvements Implementing strategic highway network capacity 	<ul style="list-style-type: none"> Sufficient investment in local transport infrastructure to achieve a lower level of delay on the network than may have been realised, otherwise £295,000 West Yorkshire Combined Authority (WYCA)

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				<p>development is located on the northern ring road (A1237), which also serves as a connecting road for other traffic. This road is single carriageway with twelve roundabouts over 10 miles, which restricts its capacity and increases conflict'...such that 'Journey times on sections of the A1237 Outer Ring Road are long and unreliable at busy times of day.'</p> <ul style="list-style-type: none"> • City of York Local Plan Transport Infrastructure Investment Requirements Study Update shows that for the City of York Local Preferred Sites (2016): <ul style="list-style-type: none"> o Total trips increase by 20% approx. o Total travel time increases by 30% approx. o Total delay increases by 50% approx. o Travel times on radial and circumferential routes that could be deemed to be representative of 'typical' trips on the network generally increased 		<ul style="list-style-type: none"> • Strategic highway network improvements (e.g. improvements to 7 no. junctions on the A1237 and pursuit of dualling the A1237 in the longer-term) • Strategic cycling/pedestrian network links and improvements • 'softer measures' to encourage modal shift to forms of transport more sustainable than private motorised transport (car) 		<ul style="list-style-type: none"> o improvements (e.g. Carriageway and junction capacity enhancements on the A1237) o Minimising and accommodating trips o Demand Management 	<p>funding secured for a pre-feasibility study to identify and evaluate options for upgrading the A1237 between the A64 at Askham Bar and A64 at Hopgrove to a dual carriageway.</p>
			<p>NYCC agrees that York ORR dualling route is protected.</p> <ul style="list-style-type: none"> • Need strategic vision do not want piecemeal development • Consider "ringmaster" approach to <ul style="list-style-type: none"> o identifying the extent to which each development site has an impact beyond its local environs o establishing the cumulative impacts of multiple developments city-wide and within more specific zones o devising the mitigation required • Consider adjacent Plans 					<ul style="list-style-type: none"> • NYCC suggest that York ORR sites are not accessible due to congestion. Consider circular P&R 	

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6d	Physical infrastructure Transport	<ul style="list-style-type: none"> Connectivity between York, Harrogate and Leeds Connectivity across wider NY Sub-Region including Selby, Ryedale, Hambleton, Harrogate, Scarborough etc.... 	<ul style="list-style-type: none"> City of York Harrogate Borough Leeds City NY sub-region 	<ul style="list-style-type: none"> Leeds – Harrogate – York Rail Line Improvements, Outline Transport Business Case states <i>'Increasing the capacity of the line will offer opportunity for rail services to accommodate an increased number of passengers with associated revenue, with the service capacity increase able to support economic development along [the] rail line corridor.'</i> 	<ul style="list-style-type: none"> Harrogate Line Rail Officers Group Meetings throughout 2012 and 2013 (Meeting notes available) <ul style="list-style-type: none"> published Conditional Outputs for improved services on the line. 	<ul style="list-style-type: none"> Improved Rail services between York, Harrogate and Leeds – 15 minute frequency Leeds - Knaresborough services to be introduced in December 2017 timetable 	<ul style="list-style-type: none"> Completion of measures recommended in Leeds – Harrogate – York Rail Line Improvements, Outline Transport Business Case 	<ul style="list-style-type: none"> The adopted Harrogate Core Strategy includes significant improvement to rail services between Harrogate, Knaresborough and York In its vision City of York Local Plan contains a policy relating to the pursuit, in the long-term, of the introduction of tram/train technology or other technology applications on appropriate rail routes and new rail stations/halts for heavy or light rail services 	<ul style="list-style-type: none"> Agreement between City of York Council, Harrogate Borough Council and NYCC for improved Rail services between York, Harrogate and Leeds. NYCC intention to fund sections of double-tracking York-Harrogate-Leeds line
	Need to link to parking etc at stations on the route to ease A59 congestion								
7a	Physical infrastructure Waste and Minerals	<ul style="list-style-type: none"> Sustainable Waste Management 	<ul style="list-style-type: none"> North Yorkshire and York Sub-Region <ul style="list-style-type: none"> York North Yorkshire North York Moors 	<ul style="list-style-type: none"> Let's talk Rubbish, Headline Strategy, A municipal Waste Management Strategy for the City of York and North Yorkshire 2006 - 2026 and the City of York's Waste Management Strategy 2002 – 2020 highlight the importance of developing waste management schemes and services which will enable York to meet local, sub-regional and national recovery and recycling targets. 	<ul style="list-style-type: none"> Numerous Joint Minerals and Waste Plan officer (and Member) meetings 	<ul style="list-style-type: none"> At a sub-regional level: <ul style="list-style-type: none"> Develop facilities to manage residual municipal waste Safeguard existing facilities Identify suitable alternative facilities for municipal waste and other waste streams 	<ul style="list-style-type: none"> Waste recycling disposal tonnage 	<ul style="list-style-type: none"> Minerals and Waste Joint Plan (produced by CYC, NYCC and NYMNP) – currently at consultation on Proposed Changes (due to end 6 September 2017) 	<ul style="list-style-type: none"> Anticipated to reach adoption by March 2018
7b	Physical infrastructure Waste and Minerals	<ul style="list-style-type: none"> Mineral Extraction 	<ul style="list-style-type: none"> North Yorkshire and York Sub-Region <ul style="list-style-type: none"> York North Yorkshire North York Moors 	<ul style="list-style-type: none"> Local Aggregate Assessment for the North Yorkshire Sub-Region (2013) indicates there are no existing working sand and gravel sites or reserves (with planning permission) in York 	As Above	<ul style="list-style-type: none"> Avoid sterilisation of potential future sources 	<ul style="list-style-type: none"> Planning Permissions granted for purposes other than minerals extraction that could sterilise potential future sources of sand and gravel 	<ul style="list-style-type: none"> Minerals and Waste Joint Plan (see above) will set out mineral safeguarding areas and policies to avoid sterilisation of such resources 	As Above

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Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
8	Physical Infrastructure Energy	<ul style="list-style-type: none"> • Proliferation or uncoordinated provision of renewable energy facilities • Cumulative impact of renewable energy facilities within and across City's administrative area. • Amenity impacts upon neighbouring communities beyond the City boundaries (proposed policy response is..). • Impact of Potential Areas of Search for Renewable Energy on the River Derwent SSSI • Wind turbine applications near the York boundaries could have a visual impact on neighbouring authorities 	<ul style="list-style-type: none"> • North Yorkshire and York Sub-Region • York Sub-area, particularly at local authority borders <ul style="list-style-type: none"> o East Riding of Yorkshire o Hambleton District o Harrogate Borough o Ryedale District o Selby District • River Derwent Corridor on York-East Riding border 	<ul style="list-style-type: none"> • Indicative targets for installed grid connected renewable energy within the RSS and specific targets are given (therein) for York. However, these have been largely superseded by the outcomes of more locally specific studies • A Renewable Energy Strategic Viability Study for York (2010) • City of York Council Renewable Energy Study (2014) • Representations to Preferred Options, Further Sites and Preferred Sites consultations 	<ul style="list-style-type: none"> • Meetings with East Riding Council (2-7-13) 	<ul style="list-style-type: none"> • Joint working and coordination required • Further work on a revised renewable energy study places additional constraints on areas of search for renewable energy including the removal of areas of importance for nature conservation. 	<ul style="list-style-type: none"> • Allocations and applications 	<ul style="list-style-type: none"> • Effective cooperation and joint working to avoid proliferation or uncoordinated provision of renewable energy facilities • River Derwent SSSI has been removed from the areas of search or renewable energy along with other areas of constraint. 	<ul style="list-style-type: none"> • Local Plan contains a criteria based policy and will allocate 3 sites for solar energy. The policy states that "Significant weight will be given to the wider environmental, economic and social benefits arising from renewable energy schemes as well as the anticipated individual and cumulative effects that schemes may have on:" • Supporting text refers to cross boundary impacts and the need for discussion with relevant neighbouring authorities. • The revised Renewable Energy Study (2014) identifies revised areas of search for wind energy which excludes the River Derwent Corridor.

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Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
9	Gypsies, Travellers and Showpeople	<ul style="list-style-type: none"> • Uncoordinated provision of suitable sites leading to over-provision or under provision at the Sub-regional / Sub-area level • Impact would extend to surrounding Districts if York don't meet its own needs 	<ul style="list-style-type: none"> • North Yorkshire and York Sub-Region • York Sub-area, particularly at local authority borders 	<ul style="list-style-type: none"> • A new joint Harrogate Borough Council / Selby District Council study indicates there is relatively small need in the respective authority areas. • City of York Gypsy and Traveller Accommodation Assessment Update, Final Report (June 2017): <ul style="list-style-type: none"> o Takes account of the revised Planning Policy for Traveller Sites (2015) and the change of definition such that those who have ceased to travel permanently will not now fall under the planning definition of a Traveller for the purposes of assessing accommodation need in a GTAA o Indicates that for those Households that meet the planning definition 3 Gypsy Pitches plus 3 Travelling Showpeople plots are required to 2032 • North Yorkshire Gypsy and Traveller Accommodation Assessment 	<ul style="list-style-type: none"> • Leeds City Region Strategic Planning (Duty to Cooperate) Group meetings 	<ul style="list-style-type: none"> • Joint working and coordination required • From the interviews as part of the GTAA, a number of positive relationships have been formed by City of York Council Officers, representative groups and neighbouring authorities: • An Officer highlighted the relationship with Ryedale and Hambleton regarding the large unauthorised encampment and works with environment and health departments in various districts. As discussed, the City of York has taken a lead on trying to find a suitable piece of land for the group. • An Officer explained working with Hull City Council to rehouse Traveller families. • Travellers Trust work with neighbouring areas and other Traveller support/representative groups including Leeds GATE. • The Traveller and Ethnic Minority Support Service have liaised with people in Lincoln, Doncaster and Leeds. 	<ul style="list-style-type: none"> • Allocations and applications 	<ul style="list-style-type: none"> • York Gypsy and Traveller Strategy • City of York Gypsy, Roma, Traveller and Showpeople Accommodation Assessment 2014 • City of York Gypsy, Roma, Traveller and Showpeople Site Assessment 2014 • City of York Local plan includes a policy for the supply of Gypsy and Traveller pitches and Showpeople plots 	<ul style="list-style-type: none"> • There are no pressing cross border issues reported with other Yorkshire authorities, but neighbouring areas and the City of York have started working together to share the methodologies and findings from their GTAAs, establish a greater understanding of travelling patterns, regularly exchange information, share best practice on site management, and develop a common protocol for managing unauthorised encampments. This work is already underway with Wakefield and York leading on a project to develop a common methodology to identify sites for the Leeds City region strategic planning (duty to cooperate) group.

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Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
NPPF Para 156 link - The provision of health, security, community and cultural infrastructure and other local facilities									
10	Social infrastructure Education Establishments	<ul style="list-style-type: none"> Travel to education establishments outside York and travel into York's education establishments from outside York 	<ul style="list-style-type: none"> York Sub-area (part) particularly the following: <ul style="list-style-type: none"> Harrogate Borough Ryedale District East Riding of Yorkshire Selby District Hambleton District 	<ul style="list-style-type: none"> Information provided by respective authority's 'education teams' 	<ul style="list-style-type: none"> Meeting between CoYC and NYCC on 10/06/14 Meeting between CoYC Forward Planning and Education teams on 12/06/14 21/03/17 05/04/17 10/04/17 	<ul style="list-style-type: none"> Joint working and coordination required N/A 	<ul style="list-style-type: none"> Location of new / enlarged education establishments either allocated or constructed in relation to residential allocations 	<ul style="list-style-type: none"> Coordinate School Catchment Plans etc. to assess likely impacts (NYCC to lead) 	<ul style="list-style-type: none"> Better planned school placements and home to school transport services
NPPF Para 156 link - Climate Change mitigation and adaptation, conservation and enhancement of the natural and historic environment									
11	Natural Environment	<ul style="list-style-type: none"> Flood Risk 	<ul style="list-style-type: none"> City of York North Yorkshire and York Sub-Region York sub-area 	<ul style="list-style-type: none"> City of York's Strategic Flood Risk Assessment Draft City of York Local Flood Risk Management Strategy 	<ul style="list-style-type: none"> Meeting between CYC Environment Agency on 01/09/16 	<ul style="list-style-type: none"> Avoidance of creating flood management issues in neighbouring local authorities 	<ul style="list-style-type: none"> Flood events Implementation of Catchment Flood Management Plans 	<ul style="list-style-type: none"> York's Local Plan contains policies which seek to: <ul style="list-style-type: none"> Manage Flood risk Reduce surface water run-off Development of Catchment Flood Management Plans for the Yorkshire and North East Region Work in partnership with the Environment Agency, other Risk Management Authorities Work with North Yorkshire County Council through the North Yorkshire Flood Partnership 	<ul style="list-style-type: none"> CYC has taken on role as Lead Local Flood Authority and has prepared a (Draft) Flood Risk Management Strategy. It also contains a Strategic Action Plan for all Risk Management Authorities. The Council will working in partnership with the Environment Agency, other Risk Management Authorities and North Yorkshire County Council.
12a	Natural environment	<ul style="list-style-type: none"> Green Infrastructure Corridors 	<ul style="list-style-type: none"> City of York North Yorkshire and York Sub-Region York sub-area Local Nature Partnership areas 	<ul style="list-style-type: none"> Regional Biodiversity Strategy River Basin Management plans 	<ul style="list-style-type: none"> Meeting between CYC Environment Agency on 30/09/13 	<ul style="list-style-type: none"> Retention and enhancement of Green Infrastructure Corridors Joint planning to seek to align GI corridors across boundaries Cross-boundary working and delivery mechanisms. 	<ul style="list-style-type: none"> Extent of green corridors retained or enhanced 	<ul style="list-style-type: none"> Leeds City Region Green Infrastructure Strategy 	<ul style="list-style-type: none"> Development of a York Green Infrastructure Strategy as stated in policy GI1 will involve cross-boundary working and delivery mechanisms.

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Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
12b	Natural environment	<ul style="list-style-type: none"> Water Environment <ul style="list-style-type: none"> River Ouse River Derwent 	<ul style="list-style-type: none"> Swale, Ure, Nidd & Upper Ouse Catchment Yorkshire Derwent Catchment 	<ul style="list-style-type: none"> Water Framework Directive Emerging Joint Management Strategy for the River Derwent Humber River Basin District: Challenges Summary of significant water management issues, A consultation and choices consultation, 	<ul style="list-style-type: none"> Meeting With Environment Agency 30/09/13 Meeting with East Riding Council 2/7/13 	<ul style="list-style-type: none"> Close Liaison with the Environment Agency 	<ul style="list-style-type: none"> Design and construction of flood defences and sustainable drainage schemes (SuDS) 	<ul style="list-style-type: none"> Consider impacts of man-made changes to the river shape and flow, particularly on movement of fish, in the design of flood defences and sustainable drainage schemes (SuDS) 	<ul style="list-style-type: none"> Alleviation of barriers to fish, mainly associated with land drainage and flood defences City of York Council is working with partners to potentially restore some of York's urban beckes to reduce the impact of urbanisation on river channels. Draft Habitats Regulation Assessment (HRA) to published alongside the Plan
12c	Natural Environment	<ul style="list-style-type: none"> Biodiversity 		<ul style="list-style-type: none"> Water Framework Directive Habitat Regulation Assessment (extends 15km beyond York Unitary Authority boundary) 	<ul style="list-style-type: none"> Meeting With Environment Agency 30/09/13 Meetings with Natural England on 23/01/14 04/08/17 	<ul style="list-style-type: none"> 			<ul style="list-style-type: none"> Development of a York Green Infrastructure Strategy as stated in policy GI1 will involve cross-boundary working and delivery mechanisms.
		<ul style="list-style-type: none"> Visual impact on landscape 	<ul style="list-style-type: none"> City of York York sub-area, particularly the following: <ul style="list-style-type: none"> Harrogate Borough Ryedale District East Riding of Yorkshire Selby District Hambleton District Local Nature Partnership area 	<ul style="list-style-type: none"> Representations to Preferred Options, Further Sites and Preferred Sites consultations by <ul style="list-style-type: none"> English Heritage / Historic England Natural England Heritage Impact Assessment 	<ul style="list-style-type: none"> Series of Panel Review Workshops on 06/11/13 13/11/13 15/11/13 Heritage Impact Assessment (HIA) workshop / tour with Historic England 06/05/15 	<ul style="list-style-type: none"> 		<ul style="list-style-type: none"> Tour of proposed strategic sites Coordinated work between CYC nad Historic England on preparation of a HIA 	<ul style="list-style-type: none"> HIA Character and Setting Study as part of evidence base to help determine site allocations

**Annex 3: LCR Strategic Economic Plan (SEP) Self-Assessment and Single
Transport Plan Alignment Self Assessment**

LCR Strategic Economic Plan (SEP) Self-Assessment Template (To Be Completed)

Self-Assessment – Local Plan Alignment with the Strategic Economic Plan and other relevant strategic documents

3. The SEP has 2 purposes:

- A growth plan – how best to use public and other funds, together with devolved powers, to promote growth, based on a strong and clear analysis of the local economy and the barriers/opportunities we face;
- An implementation and delivery plan – detailed proposals and information on projects/programmes, funding, management, monitoring and evaluation.

4. The 4 SEP strategic investment priorities are (see para 3.5 of the SEP, Part A, March 2014):

5. Supporting growing businesses
6. Developing a skilled and flexible workforce
7. Building a resource smart City Region
8. Delivering the infrastructure for growth

SEP ALIGNMENT (ALL LEEDS CITY REGION AUTHORITIES)

Strategic Priority	SEP Aspiration	SEP reference	Plan alignment with SEP	Local Plan reference	Comments / Further information
1. Supporting growing businesses	Enable private sector growth, based on innovation and exports	Section 3.6 P50			
	Attract inward investment into the Leeds City Region	Section 3.6 P10 & 50			
	Support and provide growth opportunities for priority sectors	Section 3.6 P26 & 50			

2. Developing a skilled and flexible workforce	Create more jobs and encourage job creation in better-paid occupations	Section 3.6 P27 & 66			
	Align skills and training investment to growth opportunities and sectors	Section 3.6 P27 & 66			
3. Building a resource smart City Region	Develop new energy infrastructure (including energy efficiency and energy generation)	Section 3.6 P27 & 79			
	Support delivery of low-carbon, decentralised energy generation including heat networks	Section 3.6 P10 & 79			
	Delivery of domestic retrofit, that supports Green Deal	Section 3.6 P10 & 80			
4. Delivering the infrastructure for growth	Accelerate housing growth	Section 3.6 P10 & 91			
	Increase provision of affordable homes	Section 3.6 P10 & 91			
	Upgrade digital infrastructure throughout <u>all</u> LCR (100% coverage)	Section 3.6 P91			
	Deliver a transformed transport system across the north	Section 3.6 P10			
	Capitalise on opportunities presented by HS2	Section 3.6			

		P18			
Spatial Priorities	Strategic Growth Centres	Section 3.4			
	Strategic Housing Growth Areas	Section 3.4			
	Strategic Employment Sites	Section 3.4			

SINGLE TRANSPORT PLAN ALIGNMENT (WY AUTHORITIES ONLY) (To Be Completed)

STP Core Principle	STP Ambition	STP reference	Plan alignment with STP	Local Plan reference	Comments / Further information
One system, high speed ready	Integration of all transport modes including high speed rail; easy access with quick, convenient connections				
Place shaping	Making towns and cities more attractive with a focus on road safety, air quality, image and health.				
Smart futures	Exploit technology to improve customer experience and assist effective management of the transport system.				
Inclusion	Provide a high level of access to public transport in urban areas with imaginative solutions in rural areas.				
Asset management	Manage the transport system to achieve maximum value for money and meets user needs.				

Smart futures	Exploit technology to improve customer experience and assist effective management of the transport system.			
Inclusion	Provide a high level of access to public transport in urban areas with imaginative solutions in rural areas.			
Asset management	Manage the transport system to achieve maximum value for money and meets user needs.			

Annex 4: Former Strategic Approach to Co-operation

The Regional Spatial Strategy (RSS)

The Regional Spatial Strategy (RSS) for Yorkshire and the Humber (adopted May 2008) provided the strategic context for and became a part of the development plan for each local authority in the Yorkshire and Humber Region. The City of York Council had extensive involvement in preparing evidence for, shaping and engaging with the Regional Strategy between 2003 and 2010, demonstrating that it was engaged in a process of co-operation with neighbouring authorities and prescribed bodies. However, as part of the Government's planning reforms the Regional Spatial Strategy was (with the exception of York Green Belt policies) removed from being part of the statutory development plan,.

The NPPF notes in Paragraph 218 that ***“where it would be appropriate and assist the process of preparing or amending Local Plans, regional strategy policies can be reflected in Local Plans”***. As such, there is an understanding in Government that while the RSSs are in the process of being abolished, their approaches and evidence are still relevant for the purposes of local plan making. The Council considers that this is the case in the City of York. The principles of the RSS, which were tested at examination by the Planning Inspectorate and found to be sound, so remain important in the context of local strategic issues for York during the preparation of the Local Plan.

Developing and managing relationships around the regional strategy

Extensive co-operation was undertaken between the City of York Council and the local authorities which comprise the North Yorkshire and York Sub Region. This followed on from the experiences of preparing the Joint Structure Plan up until 2004.

The City of York Council was a member of the North Yorkshire Forum Officer Group which was established in 1998 to oversee comments to Regional Planning Guidance but from 2003, when the Regional Assembly began the process of producing a regional strategy, became focussed on influencing the RSS. The group met fourteen times between 1998 and 2008 when the RSS was adopted. North Yorkshire County Council acted as secretariat for the group and its purpose was to lobby the Regional Assembly with a common line between North Yorkshire and York authorities. In this way the individual local authorities of the North Yorkshire and York Sub Region ensured that it used the 11 votes available on the Regional Planning and Infrastructure Committee (where each local authority member had a vote) for the good of the sub-region as a whole.

The main common strategic issues where the local planning authorities worked together to help shape the RSS related to:

- an approach to restraint in the Sub-Region and a removal of the pressure for new housing that had begun to originate from the large conurbations (this approach has been taken historically and predates work on the RSS);
- meeting Sub-Regional needs within the Sub-Region and local needs locally through the settlement network;

- recognising and setting strategic direction for the high quality environmental, heritage and biodiversity assets of the Sub-Region;
- clarifying the role that local service centres may play in delivering affordable housing for local needs but also market housing where necessary; and
- defining sub areas for the Sub-Region including York

The City of York's Influence on the Regional Spatial Strategy

The specific strategic issues relating to York which had immediate cross boundary impacts can be sourced from a report to the City of York Council Executive in March 2005. The key issues were:

- protecting the special setting of York and in particular its Green Belt,
- the economic role of York as one of the five Key Cities in the region,
- the acute affordable housing needs of the city, and
- the specific transport priorities.

It should be noted that initial versions of the RSS did not include a York Sub Area. Therefore, the paper noted that the RSS would need to take into account the spatial planning issues for the York hinterland that flow from very particular circumstances, including York's continued economic success; increased pressure on wider housing markets; acute affordable housing problems; heritage, environment and Green Belt constraints within the City; and the need for surrounding communities to meet their local needs and benefit from the economic success of York to aid their renaissance and achieve sustainable communities. To this end, the Council strongly lobbied for the City of York authority to be included within its own Sub Area alongside recognition of the role that the City plays in the Leeds City Region. Ultimately the Council's Executive confirmed that they sought a balanced and clear approach to development where the economic, social and environmental needs of York and its hinterland are recognised and sustainable development solutions to these within the City and surrounding settlements are encouraged.

The Council, along with the County Council and neighbouring authorities were successful in lobbying for a York Sub Area within the RSS. This functional area is centred on the City of York and includes all of the City of York Council area, Selby District, the southern parts of Hambleton and Ryedale District Councils, the south-eastern part of Harrogate District Council and the north-western parts of the East Riding of Yorkshire Council.

There were several other strategic matters around which the City of York Council made statements to the Examination in Public in 2006 comprising:

- agreeing that the Sub Area approach provided an appropriate strategic direction and outcomes for the City of York;
- welcoming the inclusion of the City of York within both York Sub Area and Leeds City Region Sub Area. Welcoming York's role within the 'polycentric' Leeds City Region of eight towns and cities and the specific recognition that each town and city will play a different role;

- recognising that the separate but overlapping 'York Sub Area' allows for York's distinctive role in the Leeds City Region to be clearly articulated taking into account its specific opportunities and constraints;
- recognising the functional role of York as a Sub-Regional employment centre for North Yorkshire with an increasingly important role in the Leeds City Region, meaning that it provides employment opportunities across a much wider area than its own administrative boundaries;
- seeking more clarity on the wider roles of places within sub areas in relation to the role they play within the hinterland or sphere of influence of higher order centres. This sought to clarify the 'polycentric' nature of places within the regional Sub Areas. This was linked to "spreading the benefits" of the York economy whereby for example some of the spin off growth associated with Science City York would be likely to result in new employment in surrounding towns, such as Malton and Selby;
- support for identifying regional priority sectors and clusters especially around science and technology;
- expressing concerns around reconciling growth with the environmental capacity of the York Sub Area and recognising that the link between economic growth and housing is a complex one that doesn't fit into administrative boundaries; and
- considering that the City of York should be classed as a Regional Centre alongside Leeds, Kingston upon Hull, Sheffield and Bradford. It points to its role as an international tourist destination, a major retail centre, a university city, the 'Science City' proposal and its influence over a wide hinterland.

Main issues arising at the Examination in Public

Understanding the debates that occurred at the Examination into the RSS reveals how the main strategic issues have been addressed and it is important to note that these debates have influenced the Local Plan policies. It is important to note that there were no objections from neighbouring authorities or statutory bodies around the principles and outcomes of the wider York Sub Area approach in the RSS. Those debates that occurred at the Examination in Public around the roles of places in the wider York Sub Area were stimulated by landowners and housebuilders and related to the roles of Easingwold (Hambleton District Council) and Boroughbridge (Harrogate District Council), and Malton/Norton (Ryedale District Council) where arguments were put forward to promote the roles of these places and deliver more growth than was being suggested by the RSS process and emerging local plans.

The Panel noted that there may be difficulty in accommodating significant housing levels in the York because of the need to safeguard the historic character of the city and its environmental constraints. However, they also called for further local work to establish the environmental capacity of York and whether there is potential for York to deliver more growth.

It is also important to note that there was no disagreement amongst local authorities in the North Yorkshire and York Sub Region that restraint in rural areas was an appropriate strategy, subject to the local service centres within the York Sub area

and wider North Yorkshire rural area, being allowed to take some market housing to support affordable housing and other local housing needs. There was agreement that the RSS set out a coherent settlement strategy for the Region. Policies YH5 'Principle Towns' and YH6 'Local Service Centres and Rural and Coastal Towns' articulated clear roles for Regional/Sub Regional Centres and Principal Service Centres and Local Authorities established a range of local services centres where more limited development was appropriate.

Abolition of RSS

Following the Governments intention to abolish the RSS there was considerable uncertainty surrounding the strategic policy framework for spatial planning in the Leeds City Region which addresses those matters that are 'bigger than local' and require collaboration between the Planning Authorities in the City Region. There was considered a need by the Leeds City Region Partnership for an interim strategy position to help manage the uncertainty on strategic policy and to make clear the continuing support for the policy principles in the RSS that support shared objectives across the City Region. The Leeds City Region Interim Strategy Statement received approval from the Leeds City Region Leaders Board in 2011.

This Interim Strategy Statement (2011) sets out a recognition by all authorities in the City Region that the policies in the former RSS which articulate the urban transformation ambition should provide the start point for an interim strategy statement. Along with policies that safeguard the environmental assets of the City Region and the key spatial investment priorities that are set out in the already agreed City Region strategies. The authorities in the partnership also continue to support the broad policy thrust of the former RSS and the principles of urban transformation contained in the Plan. To ensure these principles are retained, the Interim Strategy Statement includes policies from the approved RSS that address spatial principles.

In 2010 Local Government North Yorkshire and York (LGNYY) (a body of Local Authority Leaders which aims to promote the interests of local government in the sub-region and provide a means for facilitating co-operation between constituent councils) was conscious of the structural changes occurring to regional bodies and the need for a strongly articulated Sub-Regional view. It requested that a Sub-Regional Strategy be produced to advocate the aspirations of the Sub-Region and that this strategy should bring together local evidence in relation to housing, transport, the economy and the environment.

The Spatial Planning Board (SPB) and York and North Yorkshire Partnership Unit were tasked with driving much of this work. A Sub-Regional Strategy was agreed by Local Government North Yorkshire and York in June 2011. The SPB was supported by several thematic boards on housing, spatial planning, transport and economy. In June 2011, LGNYY recommended the Spatial Planning and Transport Boards be merged and the Economy/Skills Board disestablished. This latter structure for LGNYY governance, which includes the officer working groups that support the thematic boards, is shown in Annex 3. This also shows the governance structure for the Leeds City Region, the connections with East Riding of Yorkshire (through the

York, North Yorkshire and East Riding LEP) and the 'fit' of the York Sub Area within these governance structures.

One of the key principles that the SPB succeeded in enshrining in the North Yorkshire and York Sub Regional Strategy is that the approach to delivery of critical priorities needs to be strongly rooted in the diverse places and spaces of North Yorkshire and York and to understand and capitalise on the different opportunities that are available in different parts of the Sub-Region. It also set out that places have different roles and characters that determine how they relate with each other.

The York Sub Area is an important and successful part of the economy of the north of England. While the sub area has a role that is linked to the Leeds City Region and wider North Yorkshire it also has its own distinctive characteristics. The City of York is an important driver of economic growth and has claims to be classified as a "Regional City" along with Leeds, Bradford, Sheffield and Hull.

Following the preparation of a Strategic Environmental Assessment (SEA) to assess the likely significant effects of revoking the Yorkshire & Humber Plan, on the environment and determining how any adverse effects of doing so may be mitigated or where any beneficial effects may be enhanced, the Government, through an order laid before Parliament on 29th January 2013 for the abolition for the regional spatial strategies that came into effect on 22 February 2013, revoked the Yorkshire & Humber Plan – Regional Spatial Strategy to 2026. However, at the time SEA was undertaken the City of York did not have a local plan in place with defined green belt boundaries. The environmental assessment process indicated that revocation of the York green belt policies before an adopted local plan was in place could lead to a significant negative effect upon the special character and setting of York. Following careful consideration of the consultation responses received, the Government concluded that the best solution would be to retain the York green belt policies.

Annex 5: RSS York Sub area Policy

POLICY Y1: York sub area policy

Plans, strategies, investment decisions and programmes for the York sub area should:

A Roles and functions of places

1. Ensure the roles and function of places in the York sub area complement and support those described in the Leeds City Region
2. Develop the role of York as a Sub Regional City and support the roles of Selby and Malton as Principal Towns

B Economy

1. Diversify and grow York as a key driver of the Leeds City Region economy by encouraging the business and financial services sector, knowledge and science-based industries, leisure and retail services and the evening economy, and further developing its tourism sector
2. Spread the benefits of York's economic success to other parts of the sub area and ensure that all members of the community have access to employment opportunities
3. Deliver economic growth at Selby and Malton in line with their roles as Principal Towns
4. Identify and safeguard a site for the Spallation project, in the vicinity of Selby

C Environment

1. In the City of York LDF, define the detailed boundaries of the outstanding sections of the outer boundary of the York Green Belt about 6 miles from York city centre and the inner boundary in line with policy YH9C.
2. Protect and enhance the nationally significant historical and environmental character of York, including its historic setting, views of the Minster and important open areas
3. Protect and enhance the particular biodiversity, landscape character and environmental quality of the York sub area – including the 'Vales' area, Humberhead Levels area, the Derwent Valley area, the Wolds, Howardian Hills AONB, and protect the integrity of internationally important biodiversity sites
4. Help to mitigate flooding through proactive planning and management and provide appropriate protection, especially in York and Selby
5. Avoid depleting the Sherwood Sandstone aquifer
6. Improve air quality, particularly along main road corridors in York (based on AQMAs)

D Transport

1. Develop the role of York as a key node for public transport services for the sub area
2. Implement stronger demand management in York and in relation to the strategic highway network
3. Improve accessibility to and within York, particularly by improved facilities for walking and cycling, increased capacity and quality of public transport, and new park and ride facilities
4. Improve public transport links between Local Service Centres and other rural communities and York and the sub area's Principal Towns
5. Improve access between York and Scarborough / the east coast

POLICY Y1: York sub area policy *continued*

F Regionally significant investment priorities

1. Develop the sub area economy with major new development and initiatives including Science City York, York Northwest, further developing and expanding York University and supporting the SPALLATION Project at Selby
2. Manage flood risk in line policy ENV1 along the Ouse at York and Selby, in the Derwent Valley, and in the Humberhead Levels area

G Joined up working

Promote partnership approaches to economic diversification, regeneration, housing distribution, development and flood risk management throughout the York sub area

Note this policy was revoked in the revocation of the Yorkshire and Humber Plan – Regional Spatial Strategy to 2026 but remains important in the context of local strategic issues for York during the preparation of the Local Plan.

POLICY YH9: Green belts

- A** The Green Belts in North, South and West Yorkshire have a valuable role in supporting urban renaissance, transformation and concentration, as well as conserving countryside, and their general extent as shown on the Key Diagram should not be changed.
- B** Localised reviews of Green Belt boundaries may be necessary in some places to deliver the Core Approach and Sub Area policies.
- C** The detailed inner boundaries of the Green Belt around York should be defined in order to establish long term development limits that safeguard the special character and setting of the historic city. The boundaries must take account of the levels of growth set out in this RSS and must also endure beyond the Plan period .
- D** A strategic review of the West Yorkshire Green Belt may be required to deliver longer term housing growth as set out in Table 12.1 in locations that deliver the Core Approach and the strategic patterns of development set out in policy LCR1E.
- E** Green Belt reviews should also consider whether exceptional circumstances exist to include additional land as Green Belt.

Note this policy was retained in the revocation of the Yorkshire and Humber Plan – Regional Spatial Strategy to 2026.

**Annex 6: Example Record(s) of engagement with Local Authority or
'Prescribed Body'**

Date (dd/mm/yy): 02/07/13 (am)	Local Authority(ies)/ Prescribed Body(ies)* : East Riding of Yorkshire Council (ERC)	
Attending for CoYC: Ian Stokes	Attending for Local Authority(ies) / Prescribed Body(ies)* : John Craig Stephen Hunt	
Primary Purpose: Identify strategic cross-boundary issues		
Main Issue(s): <ol style="list-style-type: none"> 1. Safeguarded Land site (SF3) has the potential for 8,700 dwellings if developed at 50 dph. (resulting in nearly 13,000 dwellings if added to site ST15). 2. Can the calculated build out rate of approximately 312 dwellings/yr at site ST15 (5580) be realised, as the anticipated build-out rate for a site in Beverley is approximately 100 dwellings/yr? Also site ST14 appears to have a build-out rate of approximately dwellings /yr. 3. What is the evidence for 40 dph in 'suburban areas' 4. What is the potential for developing an joint background paper on housing requirement (agreed September 2012) and how can this be progressed? 5. Could the paragraph between the LPPO policy T6 (i) and T6 (ii) be rephrased to 'soften' the impacts on the policy in ERC's Local Plan not to safeguard the route (of the York - Beverley rail line)? Also is Policy T6 trying to do two separate things? 6. Is policy EST4 deliverable? Where is the Evidence? 7. Impact of renewable energy areas of search on River Derwent Corridor. 		
Additional evidence / information made available or referred to: <ul style="list-style-type: none"> • Kingswood Park in Hull is a site for/with approximately 5000 houses and a retail park. • ERC can supply mapping of turbine sites • ERC are developing/have developed a 'Joint Management Strategy for the River Derwent Corridor,' with Selby DC 		
Agreed Actions: <ol style="list-style-type: none"> 1. Provide ERC with information in response to Issues 1-4 ASAP 2. Consider rephrasing paragraph referred to in Issue 5 to provide more coordinated policy with ERC. 3. Investigate Issues 6 and 7 	Action by CoYC CoYC CoYC	Feedback Required (Y/N) N Y
Comments		
<ul style="list-style-type: none"> • ERC generally welcome the increase in York's housing allocation • The anticipated timescale for Adoption of the ERC Local Plan is: 		

City of York Pre-Publication draft Local Plan (Regulation 18 Consultation, Sept 2017)
Demonstrating the Duty to co-operate (Interim Statement)

- Draft Local Plan consultation responses to Cabinet 30 July 2013
- Further 6 week consultation commencing mid August (on about 20-30 sites)
- Publication December 2014
- Examination spring/summer 2014
- Adoption towards the end of 2014
- Policy G16 doesn't include a safeguarded area around the River Derwent
- Does the text below the 'Vision' box comprise the vision, or is it supporting text?

**Annex 7: Memorandum of Understanding for A64 Trunk Road York -
Scarborough Improvement Strategy**

1. Parties

Highways Agency
City of York Council
North Yorkshire County Council
Ryedale District Council
Scarborough Borough Council
York, North Yorkshire and East Riding Local Enterprise Partnership
North Yorkshire Local Transport Body

- 1.1. **The Highways Agency (HA)** is an Executive Agency of the Department for Transport (DfT), and is responsible for operating, maintaining and improving England's strategic road network (SRN), including the A64 trunk road⁶. The strategic road network is a nationally significant asset and its safe and effective operation facilitates economic growth. The HA has a major role in delivering the Government's policy for investment in the English road network as set out in the command paper 'Action for roads: a network for the 21st century' and is actively developing future investment strategies for the SRN through a series of route based strategies.
- 1.2. **City of York Council (CoYC)** is a Unitary Authority. It is the Planning Authority and the Highway Authority for its respective geographical area. Although it has authority over local road networks, it does not, have any authority over the operation and maintenance of and improvements to the A64 trunk road⁷. As the Planning and Highway authority it has responsibility for consideration of development proposals that have consequences for travel on the local transport network and managing the impacts on the network.
- 1.3. **North Yorkshire County Council (NYCC)** is an 'Upper Tier' local authority which covers, geographically, the 'Lower Tier' local authorities of Craven District Council, Hambleton District Council, Harrogate Borough Council, Richmondshire District Council, Ryedale District Council, Scarborough Borough Council and Selby District Council. It is the Highway Authority for its geographic area, but is not the Planning Authority (other than for minerals and waste development and certain other county matters). Like CoYC, it has authority over its local road network, but does not have any authority over the operation and maintenance of and improvements to the A64 trunk road⁸.
- 1.4. **Ryedale District Council and Scarborough Borough Council** are 'Lower Tier' local authorities. They are the planning authorities, but are not the highway authorities for their respective areas. The highway authorities for local roads and the SRN, respectively, are NYCC and the HA.
- 1.5. **The York, North Yorkshire and East Riding Local Enterprise Partnership (LEP)** is a business-led partnership with the public sector to help businesses in York, North Yorkshire and the East Riding improve and grow. LEPs are intended to grow the economy and create good quality local jobs. This includes ensuring that businesses are well connected to their customers, markets and workforce and that transport, mobile and broadband networks do not act as a barrier to growth but instead enable thriving, prosperous places where businesses are able to grow. The York, North

⁶ Includes slip roads and elements of some junctions, but the extent of these elements varies.

⁷ It may have some authority and responsibilities for elements of some junctions, but the extent of these elements varies.

⁸ See note 2

Yorkshire and East Riding LEP identified improving east-west connections, including the A64 trunk road, as a strategic infrastructure priority for the whole LEP area. Improvement of the A64 trunk road is highlighted as a priority in the LEPs draft Growth Deal Implementation Plan, which was submitted to Government in December 2013 and will be finalised in March 2014.

- 1.6. **The North Yorkshire Local Transport Body (LTB)** is a partnership of transport providers and local authorities that is responsible for the management of major transport schemes delivered using devolved funding from the Department for Transport. The LEP has also agreed that the LTB will take the lead role on transport issues and schemes that are included in the SEP.

2. Purpose

- 2.1. The purpose of this Memorandum is to establish a framework for effective co-operation to enable the development and implementation of a long term programme of improvements for the A64 trunk road between York and Scarborough. The improvements will support growth focussed on York, Malton and Scarborough, whilst addressing safety concerns and taking account of sustainability and environmental issues. The programme of improvements will be based on an understanding of individual partners' aspirations and objectives and areas of mutual interest.

3. Background

- 3.1. All local authorities through which this section of the A64 trunk road passes have for many years had a desire to see it upgraded to improve access to / from the eastern areas of North Yorkshire and the Yorkshire coast as well as to improve road safety. It has long been recognised that the relatively low standard of this section of the A64 trunk road is a significant constraint on the economies of the eastern areas of North Yorkshire and the local authorities have previously co-operated to help build the case for improvement. This is reflected in the LEP identifying the improvement of east-west connections, in particular the A64 trunk road between York and the Yorkshire coast, as a strategic priority for the area in the Strategic Economic Plan.
- 3.2. In late 2012 the Government announced the Local Growth Fund which is aimed at funding initiatives to help enable local economic growth. As part of the York, North Yorkshire and East Riding LEP's Strategic Economic Plan the above, partners co-operated in preparing details of a bid for c£50m of funding to provide targeted improvements to the A64 between York and Scarborough.
- 3.3. The A64 trunk road is part of the strategic road network and the Highways Agency is therefore responsible for its operation, maintenance and improvement. As such the Local Enterprise Partnership, the local authorities, the Local Transport Board and the Highways Agency are co-operating on the development of these proposals. In particular, the other partners continue to work with the Highway Agency on the development and implementation of the route based strategy covering the A64. The local authority partners and LTB will work with the LEP and the Highways Agency to combine use of Local Growth Fund and investment identified through the route based strategy to optimum effect to deliver an agreed programme of improvements to this section of the A64 trunk road.
- 3.4. The A64 also extends westward beyond York, providing a vital connection with the A1, M1 and Leeds, and, therefore, forms part of the strategic road network within the Leeds City Region (LCR). The partners within this MoU will liaise with the LCR LEP to

identify and implement, where possible, improvements to the A64 trunk road that will bring mutual benefits to both LEPs and their constituent organisations.

4. Status

- 4.1. This Memorandum relates to co-operation on the development of schemes and proposals for the improvement of the A64 trunk road between York and Scarborough. The strong focus will be on that specific section of the A64 trunk road between the Hopgrove roundabout⁹ north east of York and the Musham Bank roundabout south west of Scarborough. However, in order to meet the growth needs of York and fulfil the LEP Growth Plan, the co-signees to this Memorandum will seek to facilitate upgrading of adjacent sections of the A1237 and A1079, which link with the A64 to the east of York. All reference to the A64 trunk road in this MoU relate solely to the section described above.
- 4.2. It is however recognised that there is other co-operative working between the authorities and the Highways Agency being undertaken especially under the duty to co-operate in the development of local planning proposals. Work carried out in the context of this MoU will have due regards to all other joint working on matters relating to the A64 trunk road.
- 4.3. This Memorandum does not and is not intended to create any legal relationship between the Partners. All matters described in this Memorandum are subject to appropriate corporate and regulatory authorisation and, where appropriate, formal agreement.
- 4.4. Nothing in this Memorandum shall affect the statutory or regulatory duties or responsibilities of any Party and its existence does not preclude the taking of independent actions by the respective local authorities or the HA where any party considers it is appropriate to do so.
- 4.5. Although the Partners agree in good faith to deliver against the agreed work areas subject to their other duties and the corporate framework within which they operate (including exploring opportunities for joint funding and other resources), this Memorandum does not commit any Party to the allocation of funds or other resources.

5. Aims

- 5.1. The shared aims of the Parties agreeing to this MoU are:
 - To develop and implement proposals for improvements to the A64 trunk road to support economic growth focussed on York, Malton and Scarborough, whilst addressing safety issues.
 - To develop short to medium term (to 2021) improvement plans on the A64 trunk road to an appropriate level for inclusion in bids for any funding opportunities including, but not limited to, the Local Growth Fund, the Highways Agency's route based strategies and future road improvement funding opportunities.
 - Subject to the availability of appropriate funding, to co-operate on the details of design and delivery of improvement schemes on the A64 trunk road.

⁹ Including Hopgrove Roundabout

- To identify and develop (including scheme design work) longer term improvements (post 2021) to the A64 trunk road including for village bypasses east of Malton
- To co-ordinate potential improvements and the different funding opportunities available to the LEP, the local authorities, the LTB and the Highways Agency.
- To support local authority partners and the LEP in presenting a single 'local authority and LEP' voice in lobbying Government with regards to the strategic importance of the A64 trunk road and the need for improvements in the context of regional economic growth.

6. Objectives

6.1. This Memorandum of Understanding is intended to:

- To promote closer working relationships between the LEP, the local authorities, the LTB and the Highways Agency on matters relating to the A64 trunk road.
- To encourage more effective communication between the Partners with regards to the improvement of the A64 trunk road.
- Develop an agreed, prioritised programme of schemes that can form the basis for current and future bids for funding to Government.
- Provide the basis for potential future joint working on the design and delivery of improvement schemes¹⁰.
- Wherever possible, agree a joint position, including communications, regarding the need for improvements to the A64 trunk road and the process of promoting and developing improvement schemes.
- Provide input into the Highways Agency route based strategies and other consultations to deliver co-ordinated and optimised local benefits from the strategy and funding allocated to the LEP through the Local Growth Fund.
- To co-ordinate bids for funding opportunities available to the LEP, the Local Authorities, the LTB and the Highways Agency in order to optimise delivery of improvements to the A64 trunk road and ensure that best Value for Money is achieved.

7. Deliverables

7.1. The partnership aims (subject to funding constraints) to deliver the following:

- A prioritised list of the schemes for inclusion in the c£50m bid (through the SEP) to Local Growth Fund (deliverable by 2021) and for potential inclusion in future funding bids available to both the LEP, the local authorities and the Highways Agency (deliverable by 2021).
- An appropriate level of advanced justification, development and designs on the schemes included in the lists above to allow the submission of funding bids at short (12 week) notice.
- Identification and advanced design on potential future improvement schemes (deliverable post 2021) with a view to being able to submit future funding bids.
- Agreement of a long-term vision for improvement of the A64 between York and Scarborough to support growth, address safety issues and enhance the accessibility of the Yorkshire coast.

¹⁰Including the provision/maintenance of suitable safe crossings of the trunk road for cyclists and other users.

8. Statutory obligations and confidentiality provisions

- 8.1. This MoU does not supersede, eradicate or alter the need of any Party to meet their statutory obligations; nor should it be implied that the Parties are obligated to agree on the outcomes or deliverables identified above.
- 8.2. Subject to any statutory and regulatory requirements any Party may request that commercially confidential information provided in connection with this Memorandum should not be disclosed. Any information regarded by any party as commercially confidential may be provided separately, so as not to inhibit the disclosure of other information.
- 8.3. If the HA or any local authority (as a public authority) receives a request, under the Freedom of Information Act 2000, for information relating to activities undertaken under this Memorandum, it shall inform the other Parties of the request as soon as possible and discuss as to the potential application for any exemption. For the purposes of section 43(2) of the Act, the Parties acknowledge and agree that the disclosure of any commercially sensitive information relating to the activities undertaken under this Memorandum is likely to prejudice the commercial interests of the Parties.

9. Joint review

- 9.1. The MoU shall be reviewed annually to ensure that it is fulfilling its purpose and to make any revisions that may be agreed as necessary to ensure such is the case. Any party may withdraw from this MoU by giving one month's written notice, so long as reasoned justification is provided.

10. Signatories

The signatories to this MoU on behalf of the Highways Agency, the LEP, the LTB and the constituent core local authorities:

For Highways Agency



Person Antony Firth

Post Asset Development Team Leader

Date 27.03.2014

For North Yorkshire County Council



Person David Bowe

Post Director – Business & Environmental Services, NYCC

Date 27.03.2014

For Scarborough Borough Council



Person Lisa Dixon

Post Director of Democratic and Legal Services

Date 26.03.2014

For North Yorkshire Local Transport Body



Person Cllr Gareth Dadd

Post Executive Members & Portfolio Holder

Date 27.03.2014

For City of York Council



Person Cllr. Dave Merrett

Post Cabinet Member Transport, Planning & Sustainability

Date 27.03.2014

For Ryedale District Council



Person Anthony Winship

Post Council Solicitor

Date 27.03.2014

For York, North Yorkshire and East Riding Local Economic Partnership



Person Barry Dodd

Post Chairman of York, North Yorkshire and East Riding LEP

Date 28.03.2014

