

Annexes

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



Statement of Cooperation for Local
Planning Leeds City Region

Final Version

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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.

<p>For key strategic issues, look to produce joint evidence with neighbouring authorities and / or prescribed bodies.</p>	<p>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>
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<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

Development Plan Document Preparation	Stage	Actions	Documentation
	Early Engagement	<p>Action: Internal analysis of potential strategic and / or cross-boundary issues arising from forthcoming development plan documents. Use of local and sub-regional evidence to inform analysis (see Appendix F for list of sub-regional evidence).</p>	<p>Documentation: Internal preparation of Duty to Cooperate Table for circulation (see Appendix C). Self-assessment tool can be used to provide a framework for consideration of SEP / STP principles.</p>
	Early Engagement	<p>Action: Early engagement discussions with neighbouring authorities, the WYCA and other stakeholders seeking views on strategic and / or cross-boundary issues arising from forthcoming development plan documents. Early engagement will identify where preparation of evidence and further collaborative working is required.</p>	<p>Documentation: Duty to Cooperate Table captures cross-boundary issues raised by stakeholders engaged. Self-assessment tool can be used to consider plan alignment with SEP / STP. Responses recorded through the Duty to Cooperate Statement to be submitted for examination.</p>
	Early Engagement	<p>Action: Circulation of early engagement version of Duty to Cooperate Table detailing potential strategic and / or cross-boundary issues identified through discussion and proposals for further collaborative work (for example preparation of additional evidence to support collaborative decision-making).</p>	<p>Documentation: Duty to Cooperate Table (at this stage the table represents a shared understanding of the strategic / cross-boundary issues).</p>
	Second Round Engagement	<p>Action: Second round of discussions, and agreement on issue resolution, mitigation and monitoring. This will enable further evidence to be prepared / commissioned where necessary and will inform draft versions of the development plan documents. Formal consultation requests may be made to neighbouring authorities , WYCA and Stakeholders.</p>	<p>Documentation: Duty to Cooperate Table captures agreement on issue resolution, mitigation and monitoring. Self-assessment tool can be used to consider plan alignment with SEP / STP. Responses also recorded through the Duty to Cooperate Statement.</p>
	Second Round Engagement	<p>Action: Circulation of second round version of Duty to Cooperate Table including details of agreed issues resolution, mitigation and monitoring.</p>	<p>Documentation: Formal consultation requests and responses from neighbouring authorities, WYCA and Stakeholders. Duty to Cooperate Table (at this stage includes agreement on how to mitigate and monitor strategic issues identified).</p>
	Consultation Draft	<p>Action: Final round of discussions, and agreement on the need for the need for statements of common ground and / or memorandums of understanding.</p>	<p>Documentation: Discussion recorded through the Duty to Cooperate Statement to be submitted for examination.</p>
Draft Publication	<p>Action: Put in place statements of common ground and / or memorandums of understanding where necessary.</p>	<p>Documentation: Statements and MoUs, discussions recorded through the Duty to Cooperate Statement to be submitted for examination..</p>	

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

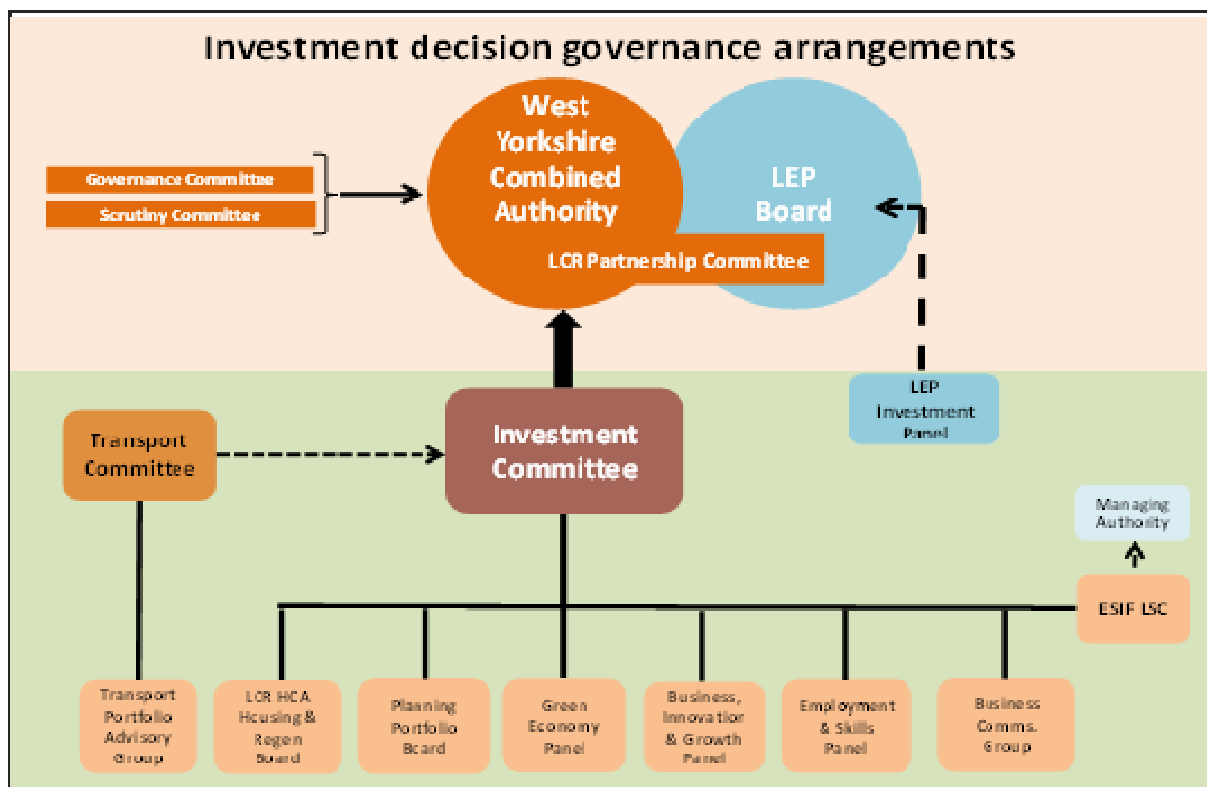
It was predicted at an early stage that there might be significant cumulative impacts on the strategic road network from the development of sites. Consultation with the Highways Agency on their preferred options indicated particular pressures on the motorway junctions along the M62. A joined up approach 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:

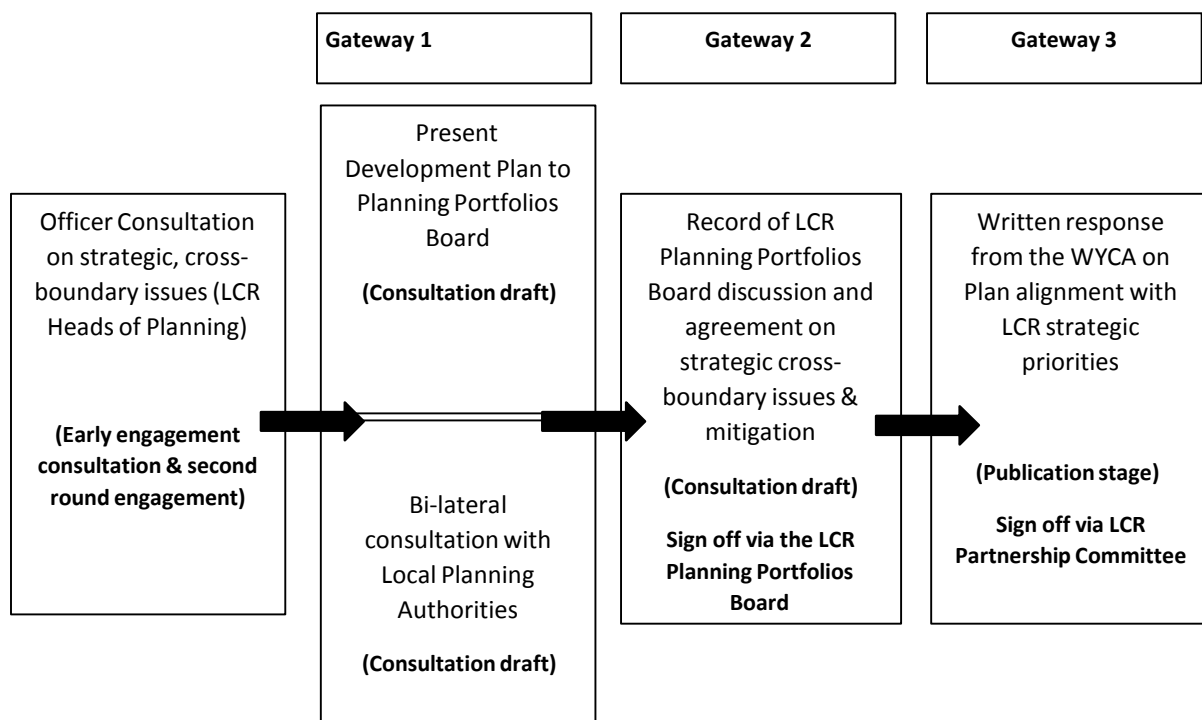
The WYCA:

- 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 bringing 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.

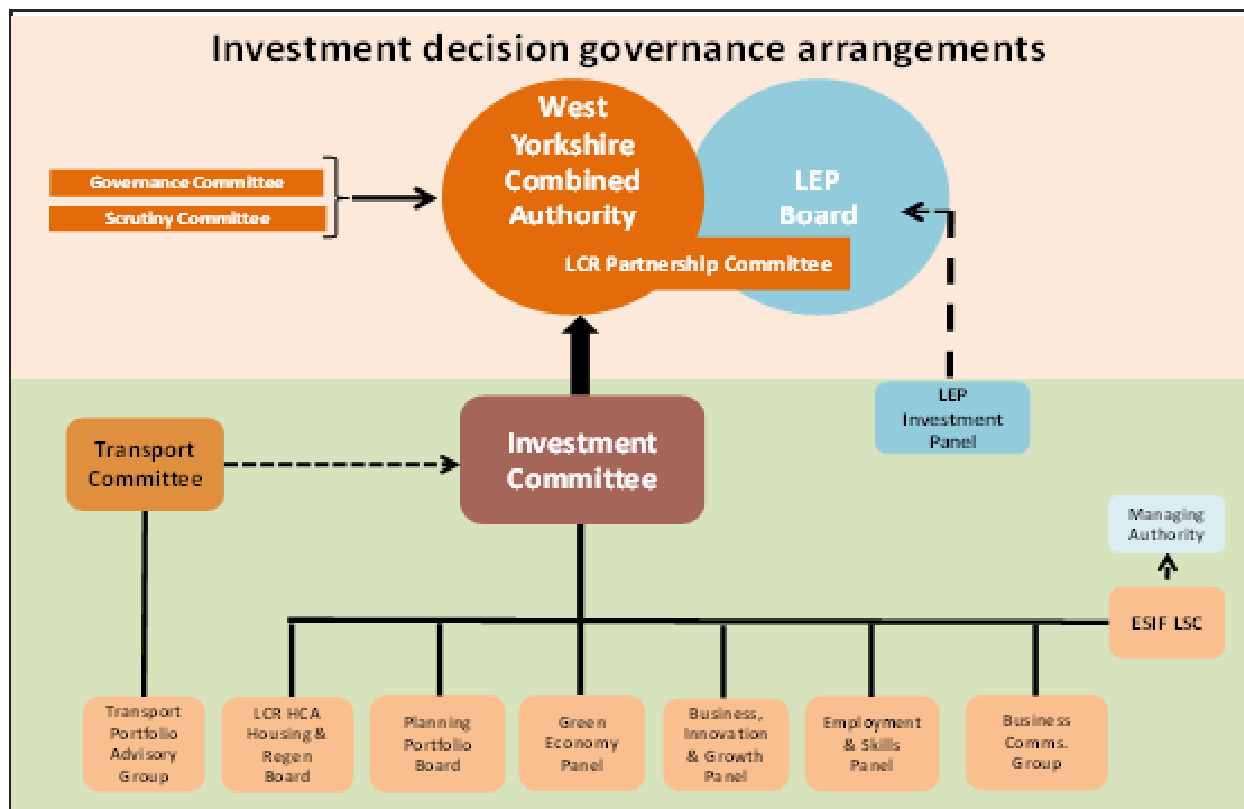
On strategic planning matters the following points are of relevance:

- 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.

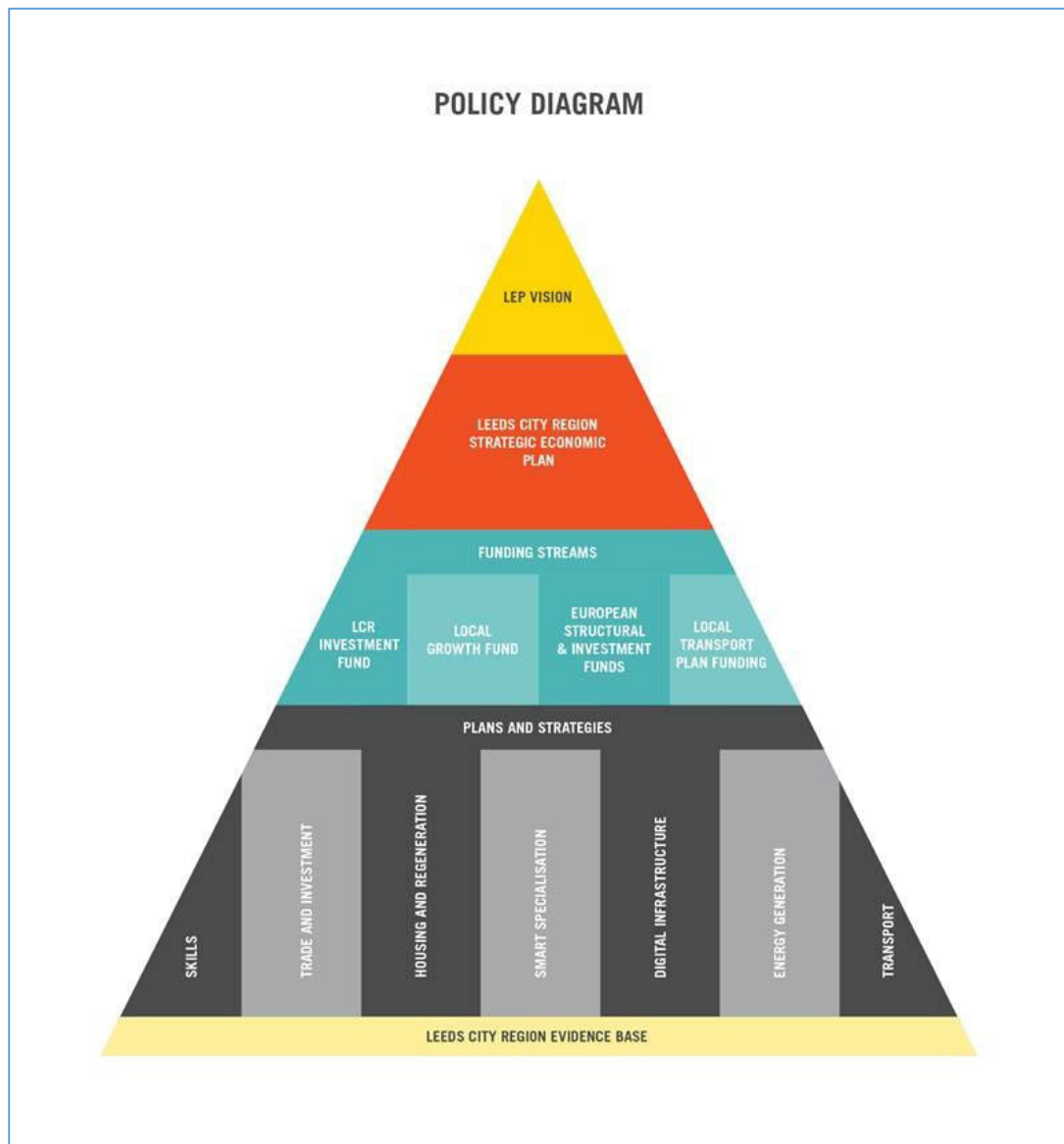
4.0 OFFICER SUPPORT

- 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.

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.



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 Local Plan Submission Draft, May 2018, Statement to demonstrate compliance with the Duty to co-operate

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting positive outcome
<i>Ref</i>	<i>Summary of the issue (the topics below all should be considered along with any other locally identified strategic priority)</i>	<i>Description of why it is an issue for neighbouring authorities</i>	<i>Details of the authorities affected by the issue</i>	<i>Evidence to show there is an issue (including links to source documents)</i>	<i>Details of where or how the issue was discussed (see also index of discussions with prescribed bodies and individual records of engagement)</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>Expected positive outcome from agreed actions</i>
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

City of York Local Plan Submission Draft, May 2018, Statement to demonstrate compliance with the Duty to co-operate

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting positive outcome
		•	•	<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. 	<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 	•	•	•	<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>
		•	•	<ul style="list-style-type: none"> • 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"> • 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 	•	•	•	•
		•	•	•	<ul style="list-style-type: none"> • 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 	•	•	•	•

City of York Local Plan Submission Draft, May 2018, Statement to demonstrate compliance with the Duty to co-operate

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting positive outcome
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) <ul style="list-style-type: none"> 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

City of York Local Plan Submission Draft, May 2018, Statement to demonstrate compliance with the Duty to co-operate

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting positive outcome
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% 	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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				impact thereon)					
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 	<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

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		promotion / coordination							
5	Other commercial development	• None identified	• N/A	• N/A	Not raised in Discussions	• N/A	• N/A	• N/A	•

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 	<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 	<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/E lvington Lane junction improvements at Grimston Bar • ‘softer measures’ to encourage modal shift to forms of transport more sustainable than private motorised 	<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 	<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
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				<p>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.</p> <ul style="list-style-type: none"> • Highway England's A64 Hopgrove Feasibility Study Summary document (2017) states that: <ul style="list-style-type: none"> ○ 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 carriageway on the A64 approximately 500m north east of the Hopgrove junction ○ The single carriageway section of the [A64] route is significantly stressed and is particularly congested during holiday periods and summer weekends [...]. ○ 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 	<ul style="list-style-type: none"> ○ 30/01/14 ○ 15/08/14 ○ 19/08/14 	transport (car)		<p>and the Highways Agency to determine improvements needed at A64/A1079/A166/ Elvington Lane junction.</p> <ul style="list-style-type: none"> • <i>Work with HA: NYCC:SBC:RDC&ERY C on A64 through the A64 Officers Group</i> • <i>Work with SDC HDC & HBC on A19 & A59.</i> 	<p>contributing to a complement-ary feasibility study for improving a section of the A64.</p> <ul style="list-style-type: none"> • 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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				<ul style="list-style-type: none"> • 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 shows that 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 	<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 	<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

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				<p><i>'Most out-of-town 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.'</i></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"> ○ Total trips increase by 20% approx. ○ Total travel time increases by 30% approx. ○ Total delay increases by 50% approx. ○ 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"> ○ network capacity improvements (e.g. Carriageway and junction capacity enhancements on the A1237) ○ Minimising and accommodating trips ○ Demand Management 	<p>Authority (WYCA) 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"> ○ identifying the extent to which each development site has an impact beyond its local environs ○ establishing the cumulative impacts of multiple developments city-wide 				<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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			<ul style="list-style-type: none"> and within more specific zones <ul style="list-style-type: none"> o devising the mitigation required Consider adjacent Plans 						
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 ‘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.’ 	<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"> o 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"> o York o North Yorkshire o 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: 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

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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
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 	<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"> East Riding of Yorkshire Hambleton District Harrogate Borough Ryedale District 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

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		authorities							search for wind energy which excludes the River Derwent Corridor.
NPPF Para 156 link - Homes and jobs needed in the area									
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"> 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 Indicates that for those Households that meet the planning definition 3 Gypsy Pitches plus 3 Travelling Showpeople plots are required to 2032 	<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 	<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

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				<ul style="list-style-type: none"> North Yorkshire Gypsy and Traveller Accommodation Assessment 		<ul style="list-style-type: none"> 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. 			York leading on a project to develop a common methodology to identify sites for the Leeds City region strategic planning (duty to cooperate) group.
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 	<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 withthe

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								<ul style="list-style-type: none"> Management Authorities Work with North Yorkshire County Council through the North Yorkshire Flood Partnership 	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.
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 becks 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

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Ref	Strategic Issue	Impact	Areas affected	Evidence	Where & when issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting positive outcome
		<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"> o Harrogate Borough o Ryedale District o East Riding of Yorkshire o Selby District o 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"> o English Heritage / Historic England o Natural England • Heritage Impact Assessment 	<ul style="list-style-type: none"> • Series of Panel Review Workshops on <ul style="list-style-type: none"> 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"> • 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: 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 Figure 4.9. 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 4: 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 5: 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:	Action by	Feedback Required (Y/N)
1. Provide ERC with information in response to Issues 1-4 ASAP	CoYC	N
2. Consider rephrasing paragraph referred to in Issue 5 to provide more coordinated policy with ERC.	CoYC	Y
3. Investigate Issues 6 and 7	CoYC	
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: 		

- 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 6: LCR Strategic Economic Plan (SEP) Self-Assessment

Note Single Transport Plan Alignment Self Assessment not required as City of York is not a full member of the West Yorkshire Combined Authorities (WYCA)

LCR Strategic Economic Plan (SEP) Self-Assessment Template

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 Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments / Further information
1. Growing Business	Implement coordinated and wide ranging action to radically increase innovation	Chapter 3 Vision, Headline Initiatives (P58-60) Priority 1 (P61-66)	Enables York to realise its economic growth ambitions as a key driver in the Leeds City Region. Supports the further success of regionally and sub-regionally important higher and further education institutions within the plan area.	Policy DP1: York Sub Area Policy DP1: York Sub Area	
	Become a global digital centre – with specialisms in data storage, analytics, digital health and tech skills		The Local Plan aims to develop improved high quality affordable office space for offer for small enterprises and start-ups in the arts , creative,	Vision and Development Principles	

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Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments / Further information
			digital media and related industries Provision of sufficient land for 21,500m ² floorspace for knowledge based activities including research-led science park uses	Policy EC1	
	Boost business growth, productivity, exports and investment by linking businesses to support and funding, including through the LEP Growth Service, Skills Service and Trade and Investment Programme		Providing sufficient land for over 220,000m ² floorspace for a range of employment uses (B1a, B1b, B1c, B2 and B8) Provision of a new central business district as part of an exemplar mixed-use development to create a new piece of the city at York Central	Policy EC1 Policy SS4: York Central	
2. Skilled people, better jobs	Deliver a 'more jobs, better jobs' programme to widen employment, skills, apprenticeships and progression opportunities, linked to NEET-free goals	Chapter 3 Vision, Headline Initiatives (P58-60) Priority 2 (67-70)	Provide sufficient land to accommodate an annual provision of around 650 jobs. Supporting strategic employment locations and ensuring employment land for the development period is provided	Policy SS1: Delivering sustainable Growth For York Policy DP2: Sustainable Development	
	Devise and deliver a programme of action to increase high level skills and close the gap to UK average		Supports the further success of regionally and sub-regionally important higher and further education institutions within the plan area.	Policy DP1: York Sub Area	
3. Clean energy and environmental resilience	Targeted investments and innovation to make the city region a leading edge centre for zero carbon energy	Chapter 3 Vision, Headline Initiatives (P58-60) Priority 3 (P71-74)	Development proposals will be required to demonstrate energy and carbon dioxide savings in accordance with the energy hierarchy: reducing energy demand, using energy and other resources efficiently and	Policy CC2: Sustainable Design and Construction of New Development	

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments / Further information
	Make climate change adaptation and high quality Green Infrastructure integral to improving the City Region economy and its Spatial Priority Areas		generating low carbon or renewable energy. Development proposals will be expected to consider good practice adaptation principles for climate resilience in their design, construction and operation. York's landscapes, geodiversity, biodiversity and natural environment will be conserved and enhanced recognising the multifunctional role of green infrastructure in supporting healthy communities, cultural value, a buoyant economy and aiding resilience to climate change.	Policy CC2: Sustainable Design and Construction of New Development Policy GI1: Green Infrastructure	
4. Infrastructure for growth	Deliver 30+ West Yorkshire Plus Transport Fund schemes and make progress towards a single 'metro style' public transport network , connected to major national/northern schemes such as HS2 and Northern Powerhouse Rail	Chapter 3 Vision, Headline Initiatives (P58-60) Priority 4 (P75-85)	Implementation of improvements to the following junctions on the A1237 in the short-term: <ul style="list-style-type: none"> • Haxby Road • Monks Cross (North Lane) • B1363 Wigginton Road • Great North way • Strensall Road • Clifton Moor • B1224 Wetherby Road Supports the Construction of a new or improved access to major development sites including York Central Delivery in the long term of a new railway station at Haxby	Policy T4: Strategic Highway Network Capacity Improvements Policy T2: Strategic Public Transport Improvements	

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments / Further information
			Supporting development that increases capacity at York Station to meet the changing demands on and capacity in the rail network and to develop the station as <ul style="list-style-type: none"> • a hub and gateway station for York and the wider sub-region • a hub station for high speed rail (HS2 and HS3) 	Policy T3: York Railway Station and Associated Operational Facilities	
	Develop and regenerate, supporting employment, quality environments and the building of 10,000-13,000 new homes per year		Provision of a new central business district as part of an exemplar mixed-use development to create a new piece of the city at York Central Provision of sufficient land to deliver 867 dwellings per annum (minimum)	Policy SS4: York Central	
	Develop and integrated Flood Risk Reduction Programme incorporating flood defences, green infrastructure and resilient development		Stipulates that new development shall not be subject to unacceptable flood risk and shall be designed and constructed in such a way that mitigates against current and future flood events	Policy ENV4: Flood Risk	
Spatial Priority Areas	Urban Growth Centres	Priority 4 Infrastructure for Growth (P75-81)	Provision an exemplar mixed-use development to create a new piece of the city at York Central <ul style="list-style-type: none"> • 1500 dwellings (1250 in Plan period) • 61,000m² Office (B1a) • Culture, leisure, tourism and niche/ancillary retail facilities • Open space, high quality public realm and supporting social infrastructure; and 	Policy SS4: York Central	
	Housing Growth Area				
	Employment Growth Area (incl. mixed use employment sites and EZs)				

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments / Further information
			<ul style="list-style-type: none"> • Rail uses associated with operational rationalisation and functionality and catering for HS2, Harrogate Line alternative approach and the potential tram/train linkages. 		

**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 road⁸. 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 road⁹. 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 road¹⁰.
- 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

⁸ Includes slip roads and elements of some junctions, but the extent of these elements varies.

⁹ It may have some authority and responsibilities for elements of some junctions, but the extent of these elements varies.

¹⁰ 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 roundabout¹¹ 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.

¹¹ 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 schemes¹².
- 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.

¹²Including 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

**Annex 8: Minutes of Leeds City Region Planning Portfolios Board,
15 December 2017**



**MINUTES OF THE MEETING OF THE PLANNING PORTFOLIOS BOARD
HELD ON FRIDAY, 15 DECEMBER 2017 AT COMMITTEE ROOM A,
WELLINGTON HOUSE, 40-50 WELLINGTON STREET, LEEDS**

Present:

Cllr Peter McBride (Chair)	Kirklees Council
Cllr Doug Birkinshaw	Barnsley Council
Cllr Rebecca Burnett	Harrogate Council
Cllr John Mackman	Selby Council

In attendance:

Ruth Hardingham	Selby Council
Tim Hill	Leeds City Council
Julian Jackson	Bradford Council
Neil Rodgers	Wakefield Council
Richard Seaman	Calderdale Council
Ian Stokes	York Council
Simon Taylor	Kirklees Council
Alison Gillespie	West Yorkshire Combined Authority
Carole Howarth	West Yorkshire Combined Authority
Khaled Berroum	West Yorkshire Combined Authority

1 Introductions and Apologies

Apologies were received from Councillors Denise Jeffrey, Roy Miller, Alex Ross-Shaw, Dan Sutherland, and Ian Gillies.

2 Minutes of the meeting held on 29 September 2017

Resolved: That the minutes of the last meeting be agreed as a correct record.

Matters Arising – response from Housing and Planning Minister

It was agreed not to send a further letter at this point as Chair of the Combined Authority, Cllr Susan Hinchcliffe would lead on making contact to seek an update on outstanding matters.

3 Harrogate District Local Plan

The Board was presented with a report updating them on the Harrogate District Local Plan and an appendix summarising cross boundary issues and relevant actions. Board members noted the 'ambitious' target of 669 homes per year, compared to the government assessment of 395 and 2012's figure of 390.

Resolved:

- (i) That the Duty to Co-operate table summarising the strategic issues and outcomes at Appendix 1 be noted.
- (ii) That Harrogate District Council's approach to addressing cross boundary issues be endorsed.

4 City of York Local Plan

The Board was presented with a report updating them on the City of York Local Plan and the recent Pre-Publication Draft (Regulation 18) Consultation 2017.

Some members noted that the 867 homes target might not be sufficient in light of new government methodology which has assessed York for over 1,000 homes – a 23% increase. Members expressed concern this could affect neighbouring districts and the Duty to Cooperate.

It was reported that the York cabinet, Members and officers are confident that the 867 figure is accurate based on their evidence and resources, noting York was the only district in the Leeds City Region where the figure went up; all neighbouring districts saw a reduction from planned targets.

Resolved:

- (i) That the representations by the Prescribed Bodies summarised in Appendix 1 be noted.
- (ii) That the Self-Assessment for showing alignment of the Local Plan with the Strategic Economic Plan in Appendix 2 be noted.
- (iii) That the approach taken by City of York Council in meeting the requirements of the Duty to Co-operate in the plan making process be endorsed.

5 Understanding Viability: RTPi Workshop Feedback

The Board was provided with a summary of the discussion that took place at the Understanding Viability Workshop held on 10 November 2017 and agreed that the event was very useful and a good basis for further sessions in the future.

Resolved:

- (i) That the summary of the workshop discussion be noted.
- (ii) That a copy of the slides be distributed to the Board.
- (iii) That the omission of the Kirklees delegation from the attendance list be noted.

6 West Yorkshire Waste Needs Assessment and Capacity Gap Analysis Study

The Board was presented with the final draft of the West Yorkshire Waste Needs Assessment and Capacity Gap reports. It was reported that the scope of the analysis study was only to provide the data and evidence base to identify where current capacity lies.

The Board noted that collective capacity figures are only true if there is agreement between districts to pool capacity. Without logistical arrangements for cooperation and collective oversight, the actual level of collective capacity is negated.

The Board asked for clarification as to what level of cooperation already existed between districts and insisted that any appraisal of capacity must be integrated with delivery and existing processes as it would affect finances, existing processes, and partnership arrangements.

The Board also challenged the current practice of transporting waste outside of the region to be disposed of – in some case as far as China – and suggested that waste generated regionally should be disposed of regionally. They also asked that a greater focus be placed on the disposal of tyres, which has severely affected members' districts in the past.

Resolved:

- (i) That the contents of the West Yorkshire Waste Needs Assessment and Capacity Gap reports be noted.
- (ii) That the Waste Models and their uses be noted.
- (iii) That the final draft West Yorkshire Waste Needs Assessment and Capacity Gap Reports be endorsed.
- (iv) That brief annual update reports based on updated models be presented to the Board.

7 Local Aggregate Assessment for West Yorkshire

The Board was presented with the final draft Local Aggregate Assessment for West Yorkshire 2017 (LAA WY 2017). The findings in the report were fed into the Transport Strategy and representatives from the mineral industry were consulted to understand their needs and plans.

The Board urged caution when consulting with mineral industry figures as their priorities do not necessarily align with district priorities for regeneration and development. Aggregate needs should be considered as a part of wider strategic needs only. Members also noted popular concerns about hazardous waste, particularly from fracking.

Resolved:

- (i) That the contents of the final draft Local Aggregate Assessment for West Yorkshire 2017 (Appendix 1) - based on 2016 data – be noted.
- (ii) That the final draft LAA WY 2017 (Appendix 1) be endorsed.
- (iii) That the requirement for resourcing of LAA WY 2018 be noted.

8 Local Plan Updates

The Board noted an information report updating them on each district’s Local Plan.

9 Leeds City Region Planning Portfolios Work Programme

The Board noted an information item updating them on the progress of the Leeds City Region Planning Portfolios Work Programme.

10 Any Other Business

There was no other business.

11 Date of the next meeting – 23 February 2018

SUMMARY OF KEY ACTIONS

No.	Task	Requested	Actioned	By Whom	Comment	Status
1.	Joe McTigue (West Yorkshire Combined Authority) to finalise the housing market report addressing queries raised on permissions data and internal migration.	21/07/17		JM		Ongoing
2.	That interim outputs of the Connectivity Study (ARUP) be reported at a future meeting.	21/07/17		TG/AG		Ongoing
3.	That the slides from the Viability event be circulated to the Board and that a further event is planned for late 2018.	15/12/17		AG		Ongoing

**Annex 9: Minutes of the York & North Yorkshire Spatial Planning & Transport
Board, 17 January 2018**



Directorate of Environment and Place

Note of Meeting

Local Government North Yorkshire and York Spatial Planning and Transport Board Wednesday 17 January 2018, Snow Room, CYC West Offices, York

Attendees: Cllr. Ian Gillies (IG), City of York Council (Incumbent Chair)
John Craig (JC), East Riding of Yorkshire Council
Cllr Linda Cowling (LC), Ryedale District Council
Cllr. Stephen Arnold (SA), Ryedale District Council
Cllr. Rebecca Burnett (RB), Harrogate Borough Council
Mike Slater (MS), City of York Council
Ian Stokes (IS), City of York Council (Secretariat)

Apologies: Cllr. Symon Fraser (SF), East Riding of Yorkshire Council
Cllr Joseph Plant (JP), Scarborough Borough Council
Chris Clark (CC), Yorkshire Dales National Park Authority
Cllr. Jimmy Wilson-Petch (JWP), Richmondshire District Council
Andrew Scott (AS), Board Member North York Moors National Park Authority

1. Introduction and Apologies

1.1. The Apologies (see above) were noted.

2. Minutes of Previous Meeting and Matters Arising

2.1 The Minutes were proposed by IG seconded by LC and RB as a true record of the meeting.

2.2 Item 4.5 (sub regional approach to plan making) – the Board reiterated its view at the last meeting with the strengthened proviso that such an approach should be considered more actively when respective plans are reviewed after 5 years. MS referred to ongoing work commissioned through YNYER Chief Executives and Directors of Development on preparing a YNYER 'Spatial Framework'.

2.3 Item 5.5 (Governance Structure) – the Board agreed that it has an important role and purpose, particularly with regard to the Duty to Cooperate, as well as being a general Member forum for communication and discussion with regard to strategic planning and transport issues. Its continuation is supported by Board members

and officer groups. IG urged all Board Members to attend board meetings or send substitutes, whenever possible, if not able to attend. RB suggested the following be included as standing items on future agendas:

- Local Plan Updates – this could be expanded to include updates on strategic transport issues etc.
- Duty to Co-operate

2.4 IG Reminded the Board that its remit included transport and suggested that member authorities' elected Members with responsibility for transport should also be invited to attend Board meetings when transport issues (or spatial planning issues that affect transport, or vice versa) feature on the agenda.

3. Harrogate District Local Plan Consideration of Cross Boundary Issues

3.1 This paper was introduced by RB who added that:

- the Harrogate District Local Plan: Publication Draft was approved by Cabinet on 29 November 2017 (endorsed at Council on 13 December 2017) and that a 6-week consultation on this will commence next week;
- the plan
 - provides sufficient sites to meet its own housing need;
 - doesn't displace its need onto other authorities, and
 - doesn't accommodate the needs of any other authority(ies);
- Harrogate BC is comfortable that the housing figure in the plan is sufficiently justified, and
- transport links, particularly the Leeds-Harrogate-York rail line, have formed a major part of the considerations in determining site allocations within the plan.

3.2 LC enquired what affordable housing targets had been included in the Plan. RB responded 40% Greenfield and 30% Brownfield.

3.3 The Board endorsed the Duty to Co-operate table summarising the strategic issues and outcomes (see Item 3 Paper, paragraph 8.1).

4. City of York Local Plan Pre Publication Draft (Regulation 18) Consultation, 2017

4.1 MS introduced the paper, adding that CYC had been written to by the SoS for Communities and Local Government in relation to it being one of 15 local authorities showing particular cause for concern having missed deadlines and failed to make progress in producing a Local Plan, which have been served notice that Government has begun the formal process of intervention. CYC is to write back to the SoS by 31 January 2018 to outline any exceptional circumstances

justifying its position and the measures it is taking to submit the Plan in May 2018.

- 4.2 JC stated that ERC remain concerned at the level of housing proposed in the east and south east of York insofar as this may not be sufficient to generate the required level of planning gain to deliver the required infrastructure (including improvements to Grimston Bar roundabout).
- 4.3 The Board endorsed the approach taken by City of York Council in meeting the requirements of the Duty to co-operate in the plan making process (see item 4 Paper, paragraph 6.1).

5. Any other Business

- 5.1 LC expressed concern at the lack of parity in funding for the North and the South and advocated that there needs to a collective voice to express this to Government and to persuade it to redress this. IG enquired whether it was the remit of the LEPs to do this.
- 5.2 RB stated that HBC has secured Government funding to why housing delivery in the borough (approx. 300 dpa) is so low. The resultant work is due to be completed by the end of March 2018 and this may be a suitable item to include on the agenda for the next Board meeting. JC added that the Regional Housing Board has submitted a bid for Housing Delivery Grant.
- 5.3 The Board agreed that its next meeting should be in April 2018. It is expected that both the Harrogate Local Plan and the York Local Plan would have progressed sufficiently for further Papers/updates thereon to be items on the agenda. The Board also agreed that a further meeting should be arranged for this summer.

Meeting Closed.