

## Local Government North Yorkshire and York

3 October 2014

## City of York Local Plan Publication Draft

**1 Purpose**

- 1.1 To provide an update on the preparation of the City of York Local Plan.
- 1.2 To seek broad support for City of York Local Plan Publication Draft
- 1.3 To seek comments on the City of York Local Plan Publication Draft as part of the consultation process
- 1.4 To seek confirmation that the City of York Local Plan Publication Draft has been positively prepared, has given due regard to strategic cross boundary issues and has addressed the cross boundary issues effectively.
- 1.5 To request that the Spatial Planning and Transport Board's acceptance of the Planning Advisory Service's invitation to attend a Members Duty To Cooperate Workshop is noted.

**2 Background**

- 2.1 Under the National Planning Policy Framework (NPPF), published in March 2012, there is considerable pressure for local authorities to have adopted plan in place as soon as possible. Failure to do so will, in the case of York, leave the city vulnerable to having applications decided in line with the NPPF rather than local determined policies.
- 2.2 The City of York Local Plan has been prepared over the last two years and has involved discussions with adjoining authorities on strategic issues. Local Government York and North Yorkshire has played a key role in this process and the publication draft of the Local Plan reflects those discussions. Further details of this can be found in section 4
- 2.3 The Economic and future success of York is intrinsically linked to maintaining the city's internationally recognised unique built and natural environment and meeting the housing and social needs of its residents. This interrelationship is reflected in the high level

strategies produced for the city, providing the context for the Local Plan.

- 2.4 The Local Plan is a written statement of the planning strategy and vision for the City of York, together with future development sites, strategic policies and development management policies. It responds to the Strategy for York 2011-2025 (2011) which sets out the following long term vision for the city:

*York: A City Making History*

Making our mark by:

- building confident, healthy and inclusive communities;
- being a leading environmentally-friendly city;
- being at the forefront of innovation with a diverse and thriving economy;
- being a world class centre for culture, education and learning for all, and
- celebrating our historic past and creating a successful and ambitious future.

- 2.5 The Local Plan also reflects the current Council Plan 2011-2015 (2011) which sets out the Council's priorities and a number of targets that the Council is committed to meeting in relation to each of the five priority areas. The priorities are to:

- create jobs and grow the economy;
- get York moving;
- build strong communities;
- protect vulnerable people, and
- protect the environment.

- 2.6 It is recognised that growth and change must be achieved in a sustainable way. The Council's Climate Change Framework and Climate Change Action Plan (2010) sets out the overarching ambition of York to accelerate actions to reduce carbon emissions across the city.

- 2.7 It is particularly important to clearly define a permanent Green Belt for York. Whilst York has had a draft Green Belt since the 1950s this has remained in draft form. Currently the principle of York's

Green Belt is set through the saved aspects of the Yorkshire and the Humber Regional Spatial Strategy (RSS) but this effectively represents an interim position. Failure to address this issue will leave the locally authority vulnerable through planning applications to an unplanned approach and inappropriate development.

### **3 City of York Local Plan Publication Draft**

#### Overview

- 3.1 Reflecting the Government's views of plan making and the movement away from a folder of development plan documents to a single plan, in October 2012 The Council's Cabinet instructed Officers to begin work on an NPPF compliant Local Plan for York. This allowed for the creation of a planning strategy that responded to relevant contemporary issues facing York, such as the city's ambitious growth agenda and defining a permanent Green Belt, alongside responding to those issues arising from the current position of the national economy.
- 3.2 The Publication Draft Plan draws on an extensive evidence base and:
- the previous City of York Local Development Framework (LDF) Core Strategy (which was submitted to the Secretary of State on 14th February 2012, just before the new NPPF, and was subsequently withdrawn in August 2012);
  - 'Call for sites' consultation (Autumn 2012) asking developers, landowners, agents and the public to submit land which they thought had potential for development over the next 15-20 years;
  - Visioning workshops attended by stakeholders, focussing on (and around) the City of York Council 'priority areas' for 2011 - 2015
  - previous stages of Local Plan consultation:
    - 'Preferred Options' (June – July 2013), and
    - 'Further Sites' (June – July 2014).
- 3.2 Both of the latter Local Plan consultation stages involved a significant response from the public mainly objecting to the proposed levels of growth, specific sites, Gypsy, Roma, Traveller and Travelling Showpeople provision and 'wind turbines'.

## Vision

3.3 The Local Plan's Vision and outcomes respond to the planning issues, challenges and opportunities facing York, and public consultation. The Vision and outcomes are described in terms of the following interconnected priorities:

- Create Jobs and Grow the Economy;
- Get York Moving;
- Build Strong Communities, and
- Protect the Environment.

3.4 The Local Plan aims to deliver sustainable development in planning terms for York whilst addressing climate change and supporting social inclusivity. These aims cut across all four of the abovementioned priorities. The sections of the Local Plan support the delivery of these high level aims whilst the spatial strategy responds to all of the main priorities.

## Spatial Strategy

3.5 The Spatial Strategy is driven by the need to achieve economic and housing growth whilst identifying the key principles that will shape the future development of the city. This section describes and addresses the broad implications of the strategic cross boundary issues that have been identified by the Council and in discussions with neighbours and prescribed bodies. In summary these include the following.

- Conserving and enhancing York's historic and natural environment (including the city's character and setting and internationally, nationally and locally significant nature conservation sites, green corridors and areas with an important recreation function);
- ensuring accessibility to sustainable modes of transport and a range of services;
- preventing unacceptable levels of congestion, pollution and/or poor air quality;
- ensuring flood risk is appropriately managed, and
- where available and viable, the re-use of previously developed land will be encouraged.

- 3.6 In addition deliverability is a key consideration and an appraisal of potential development sites has been undertaken to establish realistic assumptions about the availability, suitability and economic viability of land to accommodate future development.
- 3.7 The Spatial Strategy includes policies on: the role of the Green Belt; Safeguarded Land; York City Centre; Areas of Opportunity – York Central and Castle Piccadilly; and bespoke policies for the four largest Strategic Sites – Whinthorpe; East of Metcalfe Lane; Clifton Gate; and Land North of Monks Cross.
- 3.8 The Spatial Strategy also introduces the overall levels of employment and housing growth. Development during the plan period will be consistent with the priorities below:
- The provision of sufficient land to accommodate over 13,500 new jobs that will support sustainable economic growth, improve prosperity and ensure that York fulfils its role as a key economic driver within both the Leeds City Region and the North Yorkshire and York Sub Region.
  - A minimum annual provision of 996 new dwellings over the plan period. During the first six years of the plan (five post adoption) a 20% buffer will be applied to this figure equating to a delivery rate of 1170 dwellings per annum. This will enable the building of strong, sustainable communities through addressing the housing and community needs of York's current and future population, including that arising from economic and institutional growth. Additional delivery to help address the City's affordable housing need will be encouraged.
- 3.9 Section 4 'Economy and Retail' of the plan identifies sufficient Employment Sites to meet this requirement and Section 5 'Housing' sufficient housing sites. These are also shown on the Proposals Maps. All sites have been assessed using a methodology based on the Local Plan Spatial Strategy and subject to work relating to viability and deliverability.
- 3.10 The Spatial Strategy also details the plans approach to Safeguarded Land. The Local Plan will define the extent of and

boundaries for the York Green Belt. To give the Green Belt the permanence it requires that these boundaries will need to endure beyond the end date of the Plan. We have taken this to mean at least 10 years beyond the life of the plan i.e. to around 2040. Because of the development pressures that York needs to manage the Local Plan identifies land which will be excluded from the Green Belt and held in reserve to be considered for development at a future review of the Plan. Such land is referred to as safeguarded land.

## The Built and Natural Environment

- 3.11 The Plan includes policies to protect and enhance York's heritage by ensuring new development is of the highest quality standards in urban design and public realm. The Green Infrastructure chapter recognises the need to protect and enhance York's biodiversity, open space and green corridors whilst promoting accessibility to encourage opportunities for sport and recreation, and restore and recreate sites of priority species and habitats. The Plan will protect and preserve York's setting and special character by ensuring that inappropriate development is not permitted in the Green Belt and allow for the development of further SPDs on heritage, Green Infrastructure and air quality.
- 3.12 The Plan will safeguard the city's natural resources and ensure environmental protection. Flood risk will be reduced by ensuring that new development is not subject to flooding and where possible contributes to its reduction through sustainable urban drainage schemes. The climate change chapter will ensure that sustainable design techniques are incorporated into new developments and maximize the generation and use of low carbon/renewable energy resources to reduce York's carbon footprint, with increased emphasis on solar, and help adapt to and mitigate the impacts of climate change. Air quality will be improved and other environmental nuisances limited.
- 3.13 The importance of reducing waste levels through the reducing, reusing and recycling hierarchy, and identifying the general provision of appropriate sites for waste provision is addressed in the Local Plan. The need to safeguard natural mineral resources

and maximise the production and use of secondary aggregates is also addressed.

## Transport

3.14 The Plan promotes sustainable transport as a means of achieving sustainable development and includes public transport, walking and cycling improvements. Nevertheless it also recognises from evidence gathered there is a need for significant investment in transport infrastructure to deliver the growth ambition for the City. Principally this includes:

- The full dualling of the A1237 with at grade junction improvements;
- improvements to the A64 Grimston Bar junction;
- a new rail station at Haxby;
- new, expanded or relocated Park and Ride sites;
- making York station 'HS2 ready';
- enhancement of junctions and other highway enhancements to improve public transport reliability and journey time, and
- encouragement of proposals in the city centre that promote accessibility and movement, particularly those that prioritise pedestrian and cycle movements and improve linkages between key places such as the railway station, York Central, the Minster, Castle Piccadilly, Hungate and Universities.

3.15 The Local Plan 'Transport Infrastructure Investment Requirements Study', undertaken by consultants Parsons Brinckerhoff, describes the impacts on the highway network by 2030/31, as a result of development traffic arising from the Local Plan's growth intentions for housing and employment together with background traffic growth. It then identifies, taking on-board outcomes and recommendations from several inter-related transport studies, potential mitigation measures, ranging from actions to minimise trips generated by development through to substantial improvements to York's transport network, to alleviate congestion issues in areas of network stress on the local highway network (e.g. the A1237) and the Strategic Road Network (i.e. the A64) within the City of York authority area. This analysis of the impact of development on the strategic network has been carried out in

conjunction with adjoining highway authorities and the Highways Agency.

- 3.16 The Transport Infrastructure Investment Requirements Study together with the Local Plan Infrastructure Delivery Plan (IDP) presents around a £300m investment package for transport (see also list in paragraph 3.14). The aim of this package is to minimise delays across the network as development in the city proceeds. By 2030 delay is projected to be approaching double the current level in the pm peak and approximately 77% higher in the am peak with this package in place.
- 3.17 The Transport Infrastructure Investment Requirements Study and the IDP also set out the funding mechanisms in place or to be pursued to secure the investment necessary to deliver the transport package.

#### **4 Duty to Co-operate**

- 4.01 The Localism Act (2011) requires that local planning authorities demonstrate co-operation in plan making with adjoining or nearby authorities and other organisations in relation to cross boundary issues. Section 110 of the Localism Act transposes the Duty to Co-operate into the Planning and Compulsory Purchase Act 2004 and introduces Section 33A, which sets out a Duty to Co-operate in relation to the planning of sustainable development ('the Duty'). The Duty applies to all local planning authorities, county councils and 'prescribed bodies' and requires that they must co-operate with each other in maximising the effectiveness with which development plan documents are prepared. Further detail on how the provisions of the Act should be implemented is provided within the NPPF. The NPPF states that Local Planning Authorities are expected to demonstrate evidence of having effectively cooperated to plan for issues with cross boundary impacts when Local Plans are submitted for examination. In essence Plans must demonstrate that they are:

- **Positively Prepared:** based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, and



- **Effective:** deliverable over its period and based on effective joint working on cross-boundary strategic priorities.

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

- North Yorkshire and York Spatial Planning and Transport Board, and
- North Yorkshire and York Spatial Planning and Transport Technical Officer Group (TOG).

4.03 City of York is represented on the Local Government North Yorkshire and York (LGNYY) Leaders' Board, currently chairs (Cabinet Member Planning and Environment) the LGNYY Spatial Planning and Transport Board and is the Secretariat for both the Board and the TOG.

4.04 Local authorities and other organisations within LGNYY have previously raised issues in relation to the LDF Core Strategy (as the antecedent to the Local Plan). These are shown in Appendix 1

4.05 Local authorities and other organisations within LGNYY have also raised issues during the transition from a LDF Core Strategy to a Local Plan. The main vehicle this, particularly for identifying and debating cross boundary issues under the Duty, and establishing how they may be resolved, is the respective authorities' Duty to Cooperate matrices. These are generally circulated to the officer level groups for subsequent discussion and comment. A summary of the matters identified in the various Duty to Cooperate Matrices requiring cooperation is contained at Appendix 2 and the full version of City of York's Local Plan Duty to Cooperate Matrix is contained at Appendix 3.

4.06 In addition to considering cross-boundary issues through the formal groups listed in paragraph 4.02 above City of York Council has:

- met with other local authority members and officers on a one-to-one basis to discuss areas of concern;

- been the lead authority for convening a series of 'Duty to Cooperate' workshops commissioned by the Planning Advisory Service (PAS);
- participated in Harrogate Borough Council's Core Strategy Review Transport workshop, and
- given officers from other authorities and representatives from other organisations notice of when drafts of local plan consultation documents are available on the Council's website, in advance of them being debated at various Council meetings (e.g. Local Plan Working Group and Cabinet).

4.07 With regard to the Strategic issues identified in Table 4.2 above the resulting positive outcomes can be demonstrated:

- **Housing** - the general direction and purpose of the work undertaken by City of York to analyse the extent of the York housing market area (HMA) and information on housing land supply across the market area are all supported by prescribed bodies and adjacent authorities;
- **Gypsy and Travellers** - There are no pressing cross border issues reported with other Yorkshire authorities, but neighbouring areas and the City of York have started working together to share the methodologies and findings from their Gypsy Traveller Accommodation Assessments;
- **Transport** - is one of the major cross-boundary issues identified and the positive actions taken to tackle this issue include:
  - Memorandum of Understanding for A64 Trunk Road, York - Scarborough Improvement Strategy;
  - A64 Group Funded feasibility Studies alongside the Highways Agency Route Strategy for the A64);
  - Harmonisation of Strategic Models for determining the effects of development on the A64;
  - Modelling to determine the impacts on and mitigation for the A64/A1079/A166 Grimston Bar junction;
  - the Leeds-Harrogate-York line Improvements, Outline Transport Business Case;
- **Climate Change:**
  - A criteria based policy for solar energy in the Local Plan
  - additional constraints on potential areas of search for renewable energy (River Derwent Corridor now excluded from the revised area of search for wind energy), and

- **Flood Risk** - input into strategic planning and strategic development sites to identify sustainable flood risk and drainage solutions.

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

4.09 The North Yorkshire and York Spatial Planning and Transport Board agreed to take-up the offer by the Planning Advisory Service to commission a DtC Workshop for Board Members (extended to Members of other authorities as appropriate). City of York Council is arranging a date for this workshop in October dependent on Member's availability. It is envisaged that this workshop will focus the priorities for and the functioning of the various Member and officer groups in the future.

## **5 Recommendations**

5.1 Local Government North Yorkshire and York is asked to:

- i. Note the update on the preparation of the City of York Local Plan;
- ii. provide broad support for City of York Local Plan Publication Draft;
- iii. provide comments, as appropriate, on the City of York Local Plan Publication Draft as part of the consultation process;
- iv. confirm that the City of York Local Plan Publication Draft has been positively prepared, has given due regard to strategic cross boundary issues and has addressed the cross boundary issues effectively, and
- v. note that the Spatial Planning and Transport Board has accepted the Planning Advisory Service's invitation to attend a Members Duty to Cooperate Workshop

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 City of York Council  
 22 September 2014



# **Appendix 1**

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



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

Issue	Issue raised by	Stage at which the issue was raised
<p>Spatial Strategy</p> <ul style="list-style-type: none"> <li>• expand context consider relationship between York and settlements within East Riding of Yorkshire</li> <li>• Concerned about flexibility of planning for York to ensure that long term development needs can be met, without adversely impacting on neighbouring parts of Hambleton District lying outside Green Belt. The identified Areas of Search only appear to provide for approximately a 2.5 year over supply of housing</li> </ul>	<p>East Riding of Yorkshire Council</p> <p>Hambleton District Council</p>	<p>Preferred options</p> <p>Submission (publication)</p>
<p>Housing Growth, Distribution, Density Mix</p> <ul style="list-style-type: none"> <li>• The proposed housing growth of 800 dwellings per annum (not meeting RSS and using 2003 projections) against up to 1,000 jobs is a concern as this could put pressure on East Riding. Important to clarify that housing and employment growth in city are balanced and seek to reduce (or at least not exacerbate) level of commuting from neighbouring authorities.</li> <li>• RSS is being reviewed - likely that housing growth figures for the region will need to rise.</li> <li>• Concerned with the scale of growth proposed and 'unmet demand' because housing requirement is below RSS requirement, it was argued that this will cause displacement and neighbouring authorities will have to meet this unmet demand.</li> <li>• York being over cautious leading to under provision in plan period this will lead to pressure on Selby.</li> </ul>	<p>East Riding of Yorkshire Council</p> <p>North Yorkshire County Council</p> <p>North Yorkshire County Council</p> <p>Selby District Council</p>	<p>Submission (Publication)</p> <p>Preferred Options</p> <p>Submission (Publication)</p> <p>Submission (Publication)</p>





## **Appendix 2**

**Strategic matters requiring cooperation from City of York's and other authorities' Duty to Cooperate Matrices)**



**Strategic matters requiring cooperation from City of York's and other authorities' Duty to Cooperate Matrices**

Strategic Issue	Impact	Areas Affected
Scale of housing growth (21,936 dwellings over the plan period)	<ul style="list-style-type: none"> <li>• 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.</li> <li>• Puts pressure on surrounding District's to provide more housing and puts pressure on house prices on their house prices therein if needs are not fully met in York</li> </ul>	<ul style="list-style-type: none"> <li>• SHMA geography</li> <li>• York Sub-area comprising the City of York and parts of the following:               <ul style="list-style-type: none"> <li>○ Harrogate Borough</li> <li>○ Ryedale District</li> <li>○ East Riding of Yorkshire</li> <li>○ Selby District</li> <li>○ Hambleton District</li> <li>○ NYMNP</li> </ul> </li> </ul>
Scale of employment growth (4,516m <sup>2</sup> B1 – B8 and 164,394m <sup>2</sup> other)	Potential to increase inward commuting from adjacent authorities.	<p>Leeds City Region (part)</p> <p>North Yorkshire and York Sub-Region (part)</p> <ul style="list-style-type: none"> <li>• York Sub-area comprising the City of York and parts of the following:               <ul style="list-style-type: none"> <li>○ Harrogate Borough</li> <li>○ Ryedale District</li> <li>○ East Riding of Yorkshire</li> <li>○ Selby District</li> <li>○ Hambleton District</li> </ul> </li> </ul>
Retail growth	<p>Draw of York's city centre and its other retail areas extending the retail catchment beyond its local authority boundaries</p> <p>Potential to increase inward retail trips from adjacent authorities</p> <p>Potential negative impact upon vitality and health of the centres of surrounding settlements.</p>	<p>North Yorkshire and York Sub-Region</p> <ul style="list-style-type: none"> <li>• York Sub-area comprising the City of York and parts of the following:               <ul style="list-style-type: none"> <li>○ Harrogate Borough</li> <li>○ Ryedale District</li> <li>○ East Riding of Yorkshire</li> <li>○ Selby District</li> <li>○ Hambleton District</li> <li>○ Scarborough Borough</li> </ul> </li> </ul>
Leisure	<ul style="list-style-type: none"> <li>• International, National and Regional draw of York as a leisure (tourism) destination</li> </ul>	<ul style="list-style-type: none"> <li>• Leeds City Region</li> <li>• North Yorkshire and York Sub-Region</li> </ul>

**Strategic matters requiring cooperation from City of York's and other authorities' Duty to Cooperate Matrices**

Strategic Issue	Impact	Areas Affected
	<ul style="list-style-type: none"> <li>• York as the 'Gateway to Yorkshire'</li> <li>• Potential to increase inward leisure trips</li> <li>• Wider benefits to surrounding areas with linked leisure trips, tourist accommodation offer in neighbouring areas and need for wider tourism promotion / coordination</li> </ul>	<ul style="list-style-type: none"> <li>• York Sub-area</li> </ul>
Physical infrastructure - Transport	<ul style="list-style-type: none"> <li>• Increased traffic on the Strategic Road Network (principally the A64)</li> </ul> <p><i>Radial routes</i></p> <ul style="list-style-type: none"> <li>• A19 N&amp;S;</li> <li>• A59</li> <li>• B1224 etc</li> </ul>	<ul style="list-style-type: none"> <li>• A64 between its junction with the A1(M) and Scarborough</li> <li>• Leeds City Region</li> <li>• North Yorkshire and York Sub-Region</li> <li>• York Sub-area               <ul style="list-style-type: none"> <li>○ Harrogate</li> <li>○ Selby</li> <li>○ East Riding</li> <li>○ Scarborough</li> <li>○ Ryedale</li> <li>○ Hambleton</li> </ul> </li> </ul>
	Increased congestion in and around York	
	<ul style="list-style-type: none"> <li>• Increased traffic on the locally strategic road network (principally the A1237 York Outer Ring Road (northern section))</li> </ul>	
	<ul style="list-style-type: none"> <li>• Connectivity between York, Harrogate and Leeds</li> <li>• Connectivity across wider NY Sub-Region including Selby, Ryedale, Hambleton, Harrogate, Scarborough etc...</li> </ul>	
	<ul style="list-style-type: none"> <li>• Strategic rail including               <ul style="list-style-type: none"> <li>- Haxby station</li> <li>- York Station (+HS2)</li> <li>- York-Harrogate-Leeds line</li> <li>- Access to Leeds Bradford Airport</li> <li>- Rail devolution and re-franchising</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• National (to be discussed with the Office of Rail Regulation)</li> </ul>

**Strategic matters requiring cooperation from City of York’s and other authorities’ Duty to Cooperate Matrices**

<b>Strategic Issue</b>	<b>Impact</b>	<b>Areas Affected</b>
Physical infrastructure – Waste and Minerals	<ul style="list-style-type: none"> <li>• Sustainable Waste Management</li> </ul>	<ul style="list-style-type: none"> <li>• North Yorkshire and York Sub-Region               <ul style="list-style-type: none"> <li>○ York</li> <li>○ North Yorkshire</li> <li>○ North York Moors</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Mineral Extraction</li> </ul>	
Physical Infrastructure - Energy	<ul style="list-style-type: none"> <li>• Proliferation or uncoordinated provision of renewable energy facilities</li> <li>• Cumulative impact of renewable energy facilities within and across City’s administrative area.</li> <li>• Amenity impacts upon neighbouring communities beyond the City boundaries (proposed policy response is).</li> </ul>	<ul style="list-style-type: none"> <li>• North Yorkshire and York Sub-Region</li> <li>• York Sub-area, particularly at local authority borders</li> </ul>
Gypsies, Travellers and Showpeople	<ul style="list-style-type: none"> <li>• Uncoordinated provision of suitable sites leading to over-provision or under provision at the Sub-regional / Sub-area level</li> <li>• Impact would extend to surrounding Districts if York don’t meet its own needs</li> </ul>	<ul style="list-style-type: none"> <li>• North Yorkshire and York Sub-Region</li> <li>• York Sub-area, particularly at local authority borders</li> </ul>
Social infrastructure - Education Establishments	<ul style="list-style-type: none"> <li>• Travel to education establishments outside York and travel into York’s education establishments from outside York</li> </ul>	<ul style="list-style-type: none"> <li>• York Sub-area, particularly the following:               <ul style="list-style-type: none"> <li>○ Harrogate Borough</li> <li>○ Ryedale District</li> <li>○ East Riding of Yorkshire</li> <li>○ Selby District</li> <li>○ Hambleton District</li> </ul> </li> </ul>
Natural and Historic Environment	<ul style="list-style-type: none"> <li>• Flood Risk</li> </ul>	<ul style="list-style-type: none"> <li>• City of York</li> <li>• North Yorkshire and York Sub-Region</li> <li>• York sub-area</li> </ul>
	<ul style="list-style-type: none"> <li>• Green Infrastructure Corridors</li> </ul>	City of York North Yorkshire and York Sub-Region York sub-area Local Nature Partnership area

**Strategic matters requiring cooperation from City of York’s and other authorities’ Duty to Cooperate Matrices**

Strategic Issue	Impact	Areas Affected
	<ul style="list-style-type: none"> <li>• Water Environment</li> <li>• Biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>• Humber River Basin Districts:               <ul style="list-style-type: none"> <li>○ Swale, Ure, Nidd and upper Ouse</li> <li>○ Wharfe and Lower Ouse</li> <li>○ Derwent (Humber)</li> <li>○ Derwent SAC</li> <li>○ Sherwood Acquifer</li> </ul> </li> </ul>
	<ul style="list-style-type: none"> <li>• Visual impact on Landscape</li> </ul>	City of York <ul style="list-style-type: none"> <li>• York sub-area, particularly the following:               <ul style="list-style-type: none"> <li>○ Harrogate Borough</li> <li>○ Ryedale District</li> <li>○ East Riding of Yorkshire</li> <li>○ Selby District</li> <li>○ Hambleton District</li> </ul> </li> <li>• Local Nature Partnership area</li> </ul>
Climate Change	<ul style="list-style-type: none"> <li>• Any wind turbine applications near the York boundaries could have a visual impact on neighbouring authorities.</li> </ul>	<ul style="list-style-type: none"> <li>• Harrogate Borough</li> <li>• Ryedale District</li> <li>• East Riding of Yorkshire</li> <li>• Selby District</li> <li>• Hambleton District</li> </ul>

**Note** More detail in relation to evidence, actions and resulting positive outcomes are contained in the Duty to Cooperate Matrix at Appendix 1.

# **Appendix 3**

## **City of York local Plan Duty to Cooperate Matrix**





Ref	Strategic Issue	Impact	Areas affected	Evidence	Where 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</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 &amp; 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 (21,936 dwellings over the plan period)	<ul style="list-style-type: none"> <li>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.</li> <li>There is a potential pressure on surrounding District's to provide more housing and puts pressure on house prices on their house prices therein if needs are not fully met in York</li> </ul>	<ul style="list-style-type: none"> <li>SHMA geography</li> <li>York Sub-area (Part) comprising the City of York and parts of the following: <ul style="list-style-type: none"> <li>Harrogate Borough</li> <li>Ryedale District</li> <li>East Riding of Yorkshire</li> <li>Selby District</li> <li>Hambleton District</li> <li>NYMNP</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>The North Yorkshire and York Strategic Housing Market Assessment (2011) shows the York housing market extends beyond the City of York local authority boundary and that people who work in York have in many cases sought housing in the adjoining districts</li> <li>York Sub-area study</li> <li>2011 Census travel to work data (when available)</li> <li>ONS sub-national population projections and mid-year population estimates.</li> <li>Scale of housing growth in York enables York to meet its own needs without adding any undue pressure on the ability of neighbouring authorities to meet their own assessed</li> </ul>	<ul style="list-style-type: none"> <li>Meeting with East Riding of Yorkshire Council 02/07/13</li> <li>Meeting on 17/03/14 with adjoining authorities to discuss Housing policy in the York Local Plan</li> <li>York Local Plan Housing Provision and Land Supply in the Plan area and the Housing Market area Technical Meeting with adjoining authorities 29/07/14</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> <li>Supporting a more balanced provision of jobs and homes. . (need to identify mechanism to monitor ensure this within Plan)</li> <li>Identifying impacts of specific allocations on adjacent authorities within the SHNA geography and York Sub-area</li> </ul>	<ul style="list-style-type: none"> <li>Annual housing completions</li> <li>5-year completions to trigger review of development targets</li> <li>Commuting patterns and traffic flows</li> <li>Public transport patronage data</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>

<b>Ref</b>	<b>Strategic Issue</b>	<b>Impact</b>	<b>Areas affected</b>	<b>Evidence</b>	<b>Where issue discussed</b>	<b>Resolution / Mitigation</b>	<b>Monitoring</b>	<b>Actions / Response</b>	<b>Resulting Positive outcome</b>
				needs.					

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
2	Scale of employment growth (134,516m <sup>2</sup> B1–B8 and 164,394m <sup>2</sup> other)	<ul style="list-style-type: none"> <li>Potential to increase inward commuting from adjacent authorities</li> </ul>	<ul style="list-style-type: none"> <li>Leeds City Region (part)</li> <li>North Yorkshire and York Sub-Region (part)</li> <li>York Sub-area (part) comprising the City of York and parts of the following: <ul style="list-style-type: none"> <li>Harrogate Borough</li> <li>Ryedale District</li> <li>East Riding of Yorkshire</li> <li>Selby District</li> <li>Hambleton District</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>York/ North Yorkshire/ East Riding LEP: Strategic Economic Plan Consultation</li> <li>Draft (Dec. 2013)</li> <li>Full (Mar. 2014)</li> <li>City of York Council Economic and Retailing Growth Analysis and Visioning Work (2013) indicates that for a scenario based on higher growth in the key growth sectors for York, its economy could support up to 16,169 additional jobs by 2030 (on average approximately 1000 jobs per year)</li> <li>Work with other (adjoining) authorities to gather evidence on the diversion of trade from other centres</li> </ul>		<ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>Flexibility in site release to meet 5yr supply requirements</li> </ul>	<ul style="list-style-type: none"> <li>Annual monitoring of employment permissions / completions</li> <li>Annual job growth figures</li> <li>Annual traffic counts</li> <li>Commuting patterns and traffic flows</li> <li>Public transport patronage data</li> <li>Links between employment growth and housing growth</li> </ul>	<ul style="list-style-type: none"> <li>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.</li> </ul>	

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where 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"> <li>• Draw of York's city centre and its other retail areas extending the retail catchment beyond its local authority boundaries</li> <li>• Potential to increase inward retail trips from adjacent authorities</li> <li>• Potential negative impact upon vitality and health of the centres of surrounding settlements.</li> </ul>	<ul style="list-style-type: none"> <li>• North Yorkshire and York Sub-Region (part)</li> <li>• York Sub-area (part) comprising the City of York and parts of the following: <ul style="list-style-type: none"> <li>○ Ryedale District</li> <li>○ East Riding of Yorkshire</li> <li>○ Selby District</li> <li>○ Hambleton District</li> <li>○ Scarborough Borough</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 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 floorspace in the city centre could increase by 34,000m<sup>2</sup> (more if based on short term trend)</li> <li>• The Retail Study Update 2014</li> </ul>		<ul style="list-style-type: none"> <li>• City Centre, district and local centres to form the focal point for uses, services and facilities.</li> <li>• To maintain the vitality and viability of the City Centre through its function as a Primary Shopping Area (PSA) and strategic retail allocation at Castle Piccadilly</li> <li>• Reduce travel by private car and increase use of more sustainable forms of travel (walk, cycle and public transport)</li> </ul>	<ul style="list-style-type: none"> <li>• Annual monitoring of new net retail floorspace in York.</li> <li>• Annual retail sector job growth figures</li> <li>• Annual traffic counts</li> <li>• Public transport patronage data</li> <li>• Monitoring of retail trends in surrounding districts and settlements.</li> </ul>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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)</li> </ul>	
4	Leisure	<ul style="list-style-type: none"> <li>• International, National and Regional draw of York as a leisure (tourism) destination</li> <li>• York as the 'Gateway to Yorkshire'</li> <li>• Potential to increase inward leisure trips</li> <li>• Wider benefits to surrounding areas with linked leisure trips, tourist accommodation offer in</li> </ul>	<ul style="list-style-type: none"> <li>• Leeds City Region (part)</li> <li>• North Yorkshire and York Sub-Region (part)</li> <li>• York Sub-area (part)</li> </ul>	<ul style="list-style-type: none"> <li>• York is one of the UK's most attractive places to live in and visit.</li> <li>• 'Economic Impact of Tourism, Yorkshire 2008' stated York attracted 7 million visitors per year (5.9 million tourist and 1.1 million business)</li> </ul>		<ul style="list-style-type: none"> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• Visitor surveys (for York and Yorkshire)</li> <li>• Annual traffic counts</li> <li>• Public transport patronage data</li> </ul>	<ul style="list-style-type: none"> <li>• The City of York Local Plan contains a policy relating to Leisure employment use (D2) at Naburn Designer Outlet (12,000m<sup>2</sup>)</li> <li>• 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</li> </ul>	

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
		neighbouring areas and need for wider tourism promotion / coordination							
5	Other commercial development	• None identified	• N/A	• N/A	•	• 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"> <li>• Increased traffic on the Strategic Road Network (principally the A64)</li> <li>• <i>Radial routes</i> <ul style="list-style-type: none"> <li>○ A19N&amp;S;</li> <li>○ A59</li> <li>○ B1224 etc</li> </ul> </li> <li>• York ORR</li> </ul>	<ul style="list-style-type: none"> <li>• A64 between its junction with the A1(M) and Scarborough</li> <li>• Leeds City Region (part)</li> <li>• North Yorkshire and York Sub-Region (part)</li> <li>• York Sub-area (part) <ul style="list-style-type: none"> <li>○ Harrogate</li> <li>○ Selby</li> <li>○ East Riding</li> <li>○ Scarborough</li> <li>○ Ryedale</li> <li>○ Hambleton</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• City of York Strategic Transport Model outputs.</li> <li>• Highways Agency MAT tool and Dynameq modelling outputs</li> <li>• Specific junction modelling outputs (e.g. A64 Grimston Bar)</li> <li>• A64 Corridor Connectivity Study Final Report (2011) states that significant increases in traffic flows are forecast on the western section of the A64 towards York. Forecast flows to the east of Malton are comparatively low.</li> <li>• Traffic counts on A64 commissioned by the Highways Agency</li> <li>• Traffic Counts at the A64/A1079 Grimston Bar interchange (including A166 and Elvington Lane)</li> </ul>	<ul style="list-style-type: none"> <li>• Local Government North Yorkshire and York Spatial Planning and Transport Board meetings</li> <li>• Local Government North Yorkshire and York Spatial Planning and Transport Technical Officer Group meetings</li> <li>• Leeds City Region Strategic Planning (Duty to Cooperate) Group Meetings</li> <li>• A64 Officers Group</li> <li>• Meetings between City of York Council and the HA (plus East Riding Council and NYCC as appropriate) on: <ul style="list-style-type: none"> <li>○ 27/11/12</li> <li>○ 21/05/13</li> <li>○ 23/09/13</li> <li>○ 18/11/13</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Transport Assessments, Travel Planning and promotion of more sustainable forms of transport to reduce future traffic growth.</li> <li>• Strategic public transport improvements (e.g. Haxby Rail Station)</li> <li>• Strategic highway network improvements (e.g. A64/A1079/A166/Elvington Lane junction improvements at Grimston Bar</li> <li>• 'softer measures' to encourage modal shift to forms of transport more sustainable than private motorised transport (car)</li> </ul>	<ul style="list-style-type: none"> <li>• Annual traffic counts</li> <li>• Commuting patterns and traffic flows</li> <li>• Public transport patronage data</li> <li>• Number and performance of Travel Plans implemented</li> <li>• Completions of required infrastructure</li> </ul>	<p>The City of York Local Plan contains a policies relating to :</p> <ul style="list-style-type: none"> <li>• Permitting development in accessible locations</li> <li>• Implementing strategic public transport improvements (including Haxby Rail Station)</li> <li>• Minimising and accommodating trips</li> <li>• Demand Management</li> <li>• City of York Council is working in partnership with East Riding of Yorkshire Council and the Highways Agency to determine improvements needed at A64/A1079/A166/Elvington Lane junction.</li> <li>• <i>Work with HA: NYCC:SBC:RDC&amp;ERYC on A64 through the</i></li> </ul>	<ul style="list-style-type: none"> <li>• It is envisaged Local Plan policies and investment in public transport will enable 15% of trips to be undertaken using public transport</li> <li>• Memorandum of Understanding for A64 Trunk Road York - Scarborough Improvement Strategy</li> <li>• HA undertaking route strategy feasibility studies for A64</li> <li>• A64 Officers Group constituent local authorities are contributing to a complementar</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
				<p>commissioned by East Riding Of Yorkshire Council (2013)</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• City of York Local Plan Transport Infrastructure Investment Requirements Study</li> </ul>	<ul style="list-style-type: none"> <li>○ 16/12/13</li> <li>○ 30/01/14</li> <li>○ 15/08/14</li> <li>○ 19/08/14</li> </ul>			<p><i>A64 Officers Group</i></p> <ul style="list-style-type: none"> <li>• <i>Work with SDC HDC &amp; HBC on A19 &amp; A59.</i></li> <li>• What if infrastructure cannot be delivered and congestion worsens – what would be the policy response / mitigation be?</li> </ul>	<ul style="list-style-type: none"> <li>• y feasibility study for improving a section of the A64.</li> <li>• Indicative assessment of the scale of improvements required (and costs) to the A64/A1079/A166/ Elvington Lane junction improvements at Grimston Bar</li> <li>• Sufficient investment in local transport infrastructure to achieve a lower level of delay on the A64 than may have been realised, otherwise.</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
6b	Physical infrastructure Transport	<ul style="list-style-type: none"> <li>Increased congestion in and around York</li> </ul>		<ul style="list-style-type: none"> <li>Traffic Modelling undertaken for the 'Transport Implications of the City of York Local Plan Preferred Options (June 2013)' indicates traffic delay could increase by 2.75 times its current value by 2030</li> <li>City of York Local Plan Transport Infrastructure Investment Requirements Study</li> </ul>		<ul style="list-style-type: none"> <li>Transport Assessments, Travel Planning and promotion of more sustainable forms of transport to reduce future traffic growth.</li> <li>Strategic Public transport improvements (e.g. enhanced Park &amp; Ride and improved bus turn-around and interchange at York Station)</li> <li>Strategic highway network improvements (e.g. James Street Link Road Phase II)</li> <li>Strategic cycling/pedestrian network links and improvements</li> <li>'softer measures' to encourage modal shift to forms of transport more sustainable than private motorised transport (car)</li> </ul>	<ul style="list-style-type: none"> <li>As above</li> </ul>	<ul style="list-style-type: none"> <li>The City of York Local Plan contains a policies relating to : <ul style="list-style-type: none"> <li>Permitting development in accessible locations</li> <li>Implementing strategic public transport improvements (including Access York Phase I and improved bus turn-around and interchange at York Station)</li> <li>Implementing strategic highway network capacity improvements (e.g. James Street Link Road Phase II and improvements to A1237 junctions)</li> <li>Minimising and accommodating trips</li> <li>Demand Management</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Sufficient investment in local transport infrastructure to achieve a lower level of delay on the network than may have been realised, otherwise</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
6c	Physical infrastructure Transport	<ul style="list-style-type: none"> <li>Increased traffic on the locally strategic road network (principally the A1237 York Outer Ring Road (northern section))</li> </ul>	<ul style="list-style-type: none"> <li>Leeds City Region (part)</li> <li>North Yorkshire and York Sub-Region (part)</li> <li>York Sub-area (part)</li> </ul>	<ul style="list-style-type: none"> <li>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</li> <li>City of York's Local Transport Plan 2011-2031 (LTP3) states that <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'...</i>such that <i>'Journey times on sections of the A1237 Outer Ring Road are long and unreliable at busy times of day.'</i></li> <li>City of York Local Plan Transport Infrastructure Investment Requirements Study</li> </ul>		<ul style="list-style-type: none"> <li>Transport Assessments, Travel Planning and promotion of more sustainable forms of transport to reduce future traffic growth.</li> <li>Strategic Public transport improvements (e.g. enhanced Park &amp; Ride)</li> <li>Strategic highway network improvements (e.g. Carriageway and junction capacity enhancements on the A1237)</li> <li>Strategic cycling/pedestrian network links and improvements</li> <li>'softer measures' to encourage modal shift to forms of transport more sustainable than private motorised transport (car)</li> </ul>	<ul style="list-style-type: none"> <li>As Above</li> </ul>	<ul style="list-style-type: none"> <li>The City of York Local Plan contains a policies relating to : <ul style="list-style-type: none"> <li>Permitting development in accessible locations</li> <li>Implementing strategic public transport improvements</li> <li>Implementing strategic highway network capacity improvements (e.g. Carriageway and junction capacity enhancements on the A1237)</li> <li>Minimising and accommodating trips</li> <li>Demand Management</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Sufficient investment in local transport infrastructure to achieve a lower level of delay on the network than may have been realised, otherwise</li> </ul>



Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
				<p>NYCC agrees that York ORR dualling route is protected.</p> <ul style="list-style-type: none"> <li>• Need strategic vision do not want piecemeal development</li> <li>• Consider “ringmaster approach</li> <li>• Cumulative Impacts</li> </ul> <p>Consider adjacent Plans</p>				<ul style="list-style-type: none"> <li>• NYCC suggest that York ORR sites are not accessible due to congestion. Consider circular P&amp;R</li> </ul>	
6d	Physical infrastructure Transport	<ul style="list-style-type: none"> <li>• Connectivity between York, Harrogate and Leeds</li> <li>• Connectivity across wider NY Sub-Region including Selby, Ryedale, Hambleton, Harrogate, Scarborough etc....</li> </ul>	<ul style="list-style-type: none"> <li>• City of York</li> <li>• Harrogate Borough</li> <li>• Leeds City</li> <li>• NY sub-region</li> </ul>	<ul style="list-style-type: none"> <li>• 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.’</li> </ul>		<ul style="list-style-type: none"> <li>• Improved Rail services between York, Harrogate and Leeds</li> </ul>	<ul style="list-style-type: none"> <li>• Completion of measures recommended in Leeds – Harrogate – York Rail Line Improvements, Outline Transport Business Case</li> </ul>	<ul style="list-style-type: none"> <li>• The adopted Harrogate Core Strategy includes significant improvement to rail services between Harrogate, Knaresborough and York In its vision</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Agreement between City of York Council, Harrogate Borough Council and NYCC for improved Rail services between York, Harrogate and Leeds.</li> <li>• NYCC intention to fund sections of double-tracking York-Harrogate-Leeds line</li> </ul>
		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"> <li>• Sustainable Waste Management</li> </ul>	<ul style="list-style-type: none"> <li>• North Yorkshire and York Sub-Region <ul style="list-style-type: none"> <li>○ York</li> <li>○ North Yorkshire</li> <li>○ North York Moors</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>		<ul style="list-style-type: none"> <li>• At a sub-regional level:</li> <li>• Develop facilities to manage residual municipal waste</li> <li>• Safeguard existing facilities</li> <li>• Identify suitable alternative facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Waste recycling disposal tonnage</li> </ul>	<ul style="list-style-type: none"> <li>• Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan</li> <li>• Joint working with North Yorkshire County Council on the Energy from</li> </ul>	<ul style="list-style-type: none"> <li>• The Joint Plan is approaching the preferred options stage and it is anticipated to reach adoption by the end of</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
				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.		for municipal waste and other waste streams		Waste project at Allerton Park (or other alternate provision)	2016.
7b	Physical infrastructure Waste and Minerals	<ul style="list-style-type: none"> <li>Mineral Extraction</li> </ul>	<ul style="list-style-type: none"> <li>North Yorkshire and York Sub-Region <ul style="list-style-type: none"> <li>o York</li> <li>o North Yorkshire</li> <li>o North York Moors</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>Avoid sterilisation of potential future sources</li> </ul>	<ul style="list-style-type: none"> <li>Planning Permissions granted for purposes other than minerals extraction that could sterilise potential future sources of sand and gravel</li> </ul>	<ul style="list-style-type: none"> <li>Joint City of York, North Yorkshire and North York Moors Waste and Minerals Local Plan will set out mineral safeguarding areas and policies to avoid sterilisation of such resources</li> </ul>	<ul style="list-style-type: none"> <li>The Joint Plan is approaching the preferred options stage and it is anticipated to reach adoption by the end of 2016.</li> </ul>
8	Physical Infrastructure Energy	<ul style="list-style-type: none"> <li>Proliferation or uncoordinated provision of renewable energy facilities</li> <li>Cumulative impact of renewable energy facilities within and across City's administrative area.</li> <li>Amenity impacts upon neighbouring</li> </ul>	<ul style="list-style-type: none"> <li>North Yorkshire and York Sub-Region</li> <li>York Sub-area, particularly at local authority borders</li> <li>River Derwent Corridor on York-East Riding border</li> </ul>	<ul style="list-style-type: none"> <li>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</li> <li>A Renewable Energy Strategic Viability Study for York (2010)</li> <li>City of York Council Renewable Energy Study (2014)</li> </ul>	<ul style="list-style-type: none"> <li>Meetings with East Riding Council (2-7-13)</li> </ul>	<ul style="list-style-type: none"> <li>Joint working and coordination required</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>Allocations and applications</li> </ul>	<ul style="list-style-type: none"> <li>Effective cooperation and joint working to avoid proliferation or uncoordinated provision of renewable energy facilities</li> <li>River Derwent SSSI has been removed from the areas of search or renewable energy along with other areas of constraint.</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
		<p>communities beyond the City boundaries (proposed policy response is..).</p> <ul style="list-style-type: none"> <li>• Impact of Potential Areas of Search for Renewable Energy on the River Derwent SSSI</li> </ul>							<p>energy schemes as well as the anticipated individual and <u>cumulative effects</u> that schemes may have on:”</p> <ul style="list-style-type: none"> <li>• Supporting text refers to cross boundary impacts and the need for discussion with relevant neighbouring authorities.</li> <li>• The revised Renewable Energy Study (2014) identifies revised areas of search for wind energy which excludes the River Derwent Corridor.</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
NPPF Para 156 link - Homes and jobs needed in the area									
9	Gypsies, Travellers and Showpeople	<ul style="list-style-type: none"> <li>• Uncoordinated provision of suitable sites leading to over-provision or under provision at the Sub-regional / Sub-area level</li> <li>• Impact would extend to surrounding Districts if York don't meet its own needs</li> </ul>	<ul style="list-style-type: none"> <li>• North Yorkshire and York Sub-Region</li> <li>• York Sub-area, particularly at local authority borders</li> </ul>	<ul style="list-style-type: none"> <li>• A new joint Harrogate Borough Council / Selby District Council study indicates there is relatively small need in the respective authority areas.</li> <li>• City of York Gypsy, Travellers and Showpeople Accommodation Needs Supporting Paper indicates 63 Gypsy and Traveller Pitches plus 21 Showpeople plots required to 2023/24</li> <li>• North Yorkshire Gypsy and Traveller Accommodation Assessment</li> </ul>	<ul style="list-style-type: none"> <li>• Leeds City Region Strategic Planning (Duty to Cooperate) Group meetings</li> </ul>	<ul style="list-style-type: none"> <li>• Joint working and coordination required</li> <li>• 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:</li> <li>• 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</li> </ul>	<ul style="list-style-type: none"> <li>• Allocations and applications</li> </ul>	<ul style="list-style-type: none"> <li>• York Gypsy and Traveller Strategy</li> <li>• City of York Gypsy, Roma, Traveller and Showpeople Accommodation Assessment 2014</li> <li>• City of York Gypsy, Roma, Traveller and Showpeople Site Assessment 2014</li> <li>• City of York Local plan includes a policy for the supply of Gypsy and Traveller pitches and Showpeople plots</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
						<p>a suitable piece of land for the group.</p> <ul style="list-style-type: none"> <li>• An Officer explained working with Hull City Council to rehouse Traveller families.</li> <li>• Travellers Trust work with neighbouring areas and other Traveller support/representative groups including Leeds GATE.</li> <li>• The Traveller and Ethnic Minority Support Service have liaised with people in Lincoln, Doncaster and Leeds.</li> </ul>			<p>site management, and develop a common protocol for managing unauthorised encampments. This work is already underway with Wakefield and York leading on a project to develop a common methodology to identify sites for the Leeds City region strategic planning (duty to cooperate) group.</p>
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"> <li>• <i>Travel to education establishments outside York and travel into York's education establishments from outside York</i></li> </ul>	<ul style="list-style-type: none"> <li>• York Sub-area (part) particularly the following: <ul style="list-style-type: none"> <li>○ Harrogate Borough</li> <li>○ Ryedale District</li> <li>○ East Riding of Yorkshire</li> <li>○ Selby District</li> <li>○ Hambleton District</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Information provided by respective authority's 'education teams'</li> </ul>	<ul style="list-style-type: none"> <li>• Meeting between CoYC and NYCC on 10/06/14</li> <li>• Meeting between CoYC Forward Planning and Education teams on 12/06/14</li> </ul>	<ul style="list-style-type: none"> <li>• Joint working and coordination required N/A</li> </ul>	<ul style="list-style-type: none"> <li>• Location of new / enlarged education establishments either allocated or constructed in relation to residential allocations</li> </ul>	<ul style="list-style-type: none"> <li>• Coordinate School Catchment Plans etc. to assess likely impacts (NYCC to lead)</li> </ul>	<ul style="list-style-type: none"> <li>• Better planned school placements and home to school transport services</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
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"> <li>Flood Risk</li> </ul>	<ul style="list-style-type: none"> <li>City of York</li> <li>North Yorkshire and York Sub-Region</li> <li>York sub-area</li> </ul>	<ul style="list-style-type: none"> <li>City of York's Strategic Flood Risk Assessment</li> <li>Draft City of York Flood Risk Management Strategy</li> </ul>		<ul style="list-style-type: none"> <li>Avoidance of creating flood management issues in neighbouring local authorities</li> </ul>	<ul style="list-style-type: none"> <li>Flood events</li> <li>Implementation of Catchment Flood Management Plans</li> </ul>	<ul style="list-style-type: none"> <li>York's Local Plan contains policies which seek to: <ul style="list-style-type: none"> <li>Manage Flood risk</li> <li>Reduce surface water run-off</li> </ul> </li> <li>Development of Catchment Flood Management Plans for the Yorkshire and North East Region</li> </ul>	<ul style="list-style-type: none"> <li>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 work in partnership with the Environment Agency and other Risk Management Authorities.</li> </ul>
12a	Natural environment	<ul style="list-style-type: none"> <li>Green Infrastructure Corridors</li> </ul>	<ul style="list-style-type: none"> <li>City of York</li> <li>North Yorkshire and York Sub-Region</li> <li>York sub-area</li> <li>Local Nature Partnership areas</li> </ul>	<ul style="list-style-type: none"> <li>Regional Biodiversity Strategy</li> <li>River Basin Management plans</li> </ul>		<ul style="list-style-type: none"> <li>Retention and enhancement of Green Infrastructure Corridors</li> <li>Joint planning to seek to align GI corridors across boundaries</li> </ul>	<ul style="list-style-type: none"> <li>Extent of green corridors retained or enhanced</li> </ul>	<ul style="list-style-type: none"> <li>Leeds City Region Green Infrastructure Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Development of a York Green Infrastructure Strategy as stated in policy GI1 will involve cross-boundary working and delivery mechanisms.</li> </ul>
12b	Natural environment	<ul style="list-style-type: none"> <li>Water Environment <ul style="list-style-type: none"> <li>River Ouse</li> <li>River Derwent</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Swale, Ure, Nidd &amp; Upper Ouse Catchment</li> <li>Yorkshire Derwent Catchment</li> </ul>	<ul style="list-style-type: none"> <li>Water Framework Directive</li> <li>Emerging Joint Management Strategy for the River Derwent</li> <li>Humber River Basin District: Challenges Summary of significant</li> </ul>	<ul style="list-style-type: none"> <li>Meeting With Environment Agency 30/09/13</li> <li>Meeting with East Riding Council 2/7/13</li> </ul>	<ul style="list-style-type: none"> <li>Close Liaison with the Environment Agency</li> </ul>	<ul style="list-style-type: none"> <li>Design and construction of flood defences and sustainable drainage schemes (SuDS)</li> </ul>	<ul style="list-style-type: none"> <li>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</li> </ul>	<ul style="list-style-type: none"> <li>Alleviation of barriers to fish, mainly associated with land drainage and flood defences</li> <li>City of York</li> </ul>

Ref	Strategic Issue	Impact	Areas affected	Evidence	Where issue discussed	Resolution / Mitigation	Monitoring	Actions / Response	Resulting Positive outcome
				water management issues, A consultation and choices consultation,				schemes (SuDS)	Council is working with partners to potentially restore some of York's urban becks to reduce the impact of urbanisation on river channels.
12c	Natural Environment	<ul style="list-style-type: none"> <li>Biodiversity</li> </ul>		<ul style="list-style-type: none"> <li>Water Framework Directive</li> </ul>					<ul style="list-style-type: none"> <li>Development of a York Green Infrastructure Strategy as stated in policy G11 will involve cross-boundary working and delivery mechanisms.</li> </ul>