

**BOARD MEETING:** 5<sup>th</sup> December

**REPORT PRESENTED BY:** James Farrar

**TITLE OF PAPER:** York, North Yorkshire & East Riding Spatial Plan

## **1 Purpose of the Report**

- 1.1 To consider a potential draft of a spatial plan for the area and agree steps towards establishing a Spatial Plan for York, North Yorkshire and East Riding

## **2 Background**

- 2.1 The following extracts from the Growth Deal for York, North Yorkshire & East Riding set the context for the preparation of a Spatial Plan.

*“The LEP and local planning authorities commit to getting up-to-date Local Plans in place, deliver effective strategic planning by working together and across boundaries, and ensure delivery of housing in Local Plans.”*

*“The Government recognises the particular housing needs identified across the LEP area and the importance of working with the LEP and partners to help meet their aim of doubling house building and tripling delivery of affordable housing.”*

## **3. Working Draft Spatial Plan**

- 3.1 The tabled working draft Spatial Plan aims to pull together and set out the key spatial implications of the Strategic Economic Plan and by doing this provide a ‘growth direction’ to shape and co-ordinate local plans, strategies, investment programmes and decisions.
- 3.2 Key features of the content of working draft spatial plan are that it:
- a. Reflects the Growth Towns, growth drivers and strategic investments set out in the Strategic Economic Plan
  - b. Seeks to explain the functional basis of the LEP area as a whole and the four ‘key geographies’ used in the SEP
  - c. Highlights key functional relationships with adjoining LEP areas
  - d. Utilises the ‘Growth Towns Draft 5 Year Plans’ included in the SEP, which reflect the situation with Local Plans as at March 2014
- 3.3 The intended added value of the working draft Spatial Plan is that it:
- a. Articulates the ‘growth’ message
  - b. Pulls together the key SEP messages for places and areas
  - c. Assists Local Planning Authorities with identifying and addressing genuinely strategic issues (as required by the NPPF)
  - d. Provides part of an evidence base for meeting the Duty to Cooperate and articulating the LEP’s view, as a prescribed body that LPAs need to work with
  - e. Sets out 10 priorities to give a sense of required spatial outcomes
  - f. Provides a spatial dimension to the ‘Strategic Fit’ element of project appraisal and prioritisation

3.4 The process of preparing the working draft Spatial Plan has been based on:

- a. An independent desk top exercise of reviewing the SEP and framing the key place and spatial components as a plan
- b. Discussions with the Leeds City Region, Tees Valley Unlimited and Humber LEPS on priorities and inter-relationships and a desk top review of the Cumbria, North Eastern and Lancashire SEPs
- c. A workshop hosted by the York, North & East Riding Spatial Planning & Transport Officers Group with a wider invite to economic development and housing strategy officers from local authorities and also other agencies such as the Highways Agency, Network Rail and the Homes & Communities Agency

**4 Possible Short Term Development of the Spatial Plan**

4,1 Given that the tabled working draft Spatial Plan is based on the SEP and the Local Growth Deal, it could be evolved to articulate a slightly broader set of priorities that have a major strategic bearing on the York, North Yorkshire and East Riding Area. For example on:

- a. *Transport strategy/priorities* – reflecting the significance of ECML, HS2, Rail North and One North to future economic prospects
- b. *Roles of Places* – building on the 2011 North Yorkshire & York Strategy and more recent place statements in Local Plans

4.2 A more challenging evolution would be on *strategic sites*. The Humber Spatial Plan has a focussed purpose to set out a portfolio of sites for investors and for this to prioritise the infrastructure investment of statutory agencies. The strategic investments in the SEP do this to an extent but the site content of the ‘Growth Towns 5 Year Plans’ is variable in content, reflecting the now further changed different positions on Local Plans across the LEP area. Set out below is an example of what could be included in the Yorkshire Coast Spatial Priority just for Scarborough. In more firmly identifying strategic sites the challenges include:

- a. The different stages of local plan preparation across the LEP area
- b. The criteria to determine what a ‘strategic site’ is
- c. How any potentially long list of strategic sites is prioritised to identify a clear offer to investors

<p><b>Strategic Sites Growth Towns 5 year Plans</b></p> <p><i>Employment</i></p> <p>1) Scarborough Business Park 2) Whitby Business Park</p> <p><i>Housing</i></p> <p>3) Middle Deepdale 4) High Mill Farm, Scalby 5) West Garth, Cayton</p>	<p>There are opportunities to create more serviced land at the business parks in Scarborough and Whitby. There are three major housing schemes in the Scarborough urban area that can accommodate over 1000 dwellings each.</p>
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## **5 Possible Medium to Long Term Development of a Spatial Plan**

- 5.1 Discussion at the workshop identified a number of messages which were tested with the group to confirm that they were agreed as overall conclusions that the Spatial Plan:
- a. Needs to focus on how the SEP will be delivered
  - b. Should assist with cross boundary and cross agency infrastructure provision and co-ordination
  - c. Reflect a business led and broader local authority and partner led approach
  - d. Keep tightly focused on the 'larger than local'
  - e. Should meaningfully shape Local Plans in the future
  - f. To do the above cover not just economic strategic issues
  - g. Support collective working can deliver over and above what's planned
- 5.2 The National Planning Policy Framework (NPPF) sets out a list of five strategic priorities: homes and jobs needed in an area; the provision of retail/leisure/commercial development; infrastructure provision (including transport and energy) & flood/coastal management; community/cultural infrastructure; and climate change mitigation/adaptation. The NPPF focus is on cross boundary issues.
- 5.3 Different models of strategic planning are emerging that address these wider strategic priorities. AGMA are now taking forward a statutory Joint Plan for the Greater Manchester. There are other more long standing examples of Joint Core Strategies, such as for the Black Country. Other examples of joint working include non-statutory Joint Planning Statements and joint evidence base/methodology working that can also serve to co-ordinate.
- 5.4 Whatever form of joint working is undertaken it raises the need for effective Governance arrangements in looking at and arriving at a view or position on cross boundary issues. Arrangements need to achieve buy-in. A form of strategic spatial planning for the York, North Yorkshire and East Riding creates an opportunity to:
- a. Support effective cross boundary working
  - b. Establish an agreed and shared single procedure for discharging the Duty to Co-operate
  - c. Instigate joint commissioning to achieve alignment and economies of scale
  - d. Make Local Plan more defensible at Examination
  - e. Support the delivery of the SEP and the growth agenda
  - f. Ultimately provide a collaboration mechanism for agreeing and meeting development needs - and also for meeting development needs that cannot wholly be met within individual local authority areas
  - g. Helping to reconcile the 'strategic' growth agenda with 'local' agendas

## **6 Benefits of Wider Cross Boundary Working**

- 6.1 Discussions with adjoining LEPS have highlighted the benefits that could be achieved with cross LEP area working. There are particular economic, housing and transport policy approaches that require cross boundary alignment to be successful. Commonalities are evident with priority economic sectors and with strategic investment projects. For example

improving East-West connections is a key theme for Tees Valley Unlimited and also the Humber. A combined East-West Connectivity Package for the North East of England (e.g. from the A1 to the coast) could for be a more powerful addition to the strong (and also helpful) transpennine emphasis of One North.

## **7 Recommendations**

- 7.1 The draft high level spatial plan is accepted, covering the LEP geography, with a view to formal production of a spatial plan for York, North Yorkshire and East Riding, in partnership with local authorities and stakeholders.

## **8 Appendices**

- 8.1 Appendix 1 – Draft Spatial Plan – Separate document

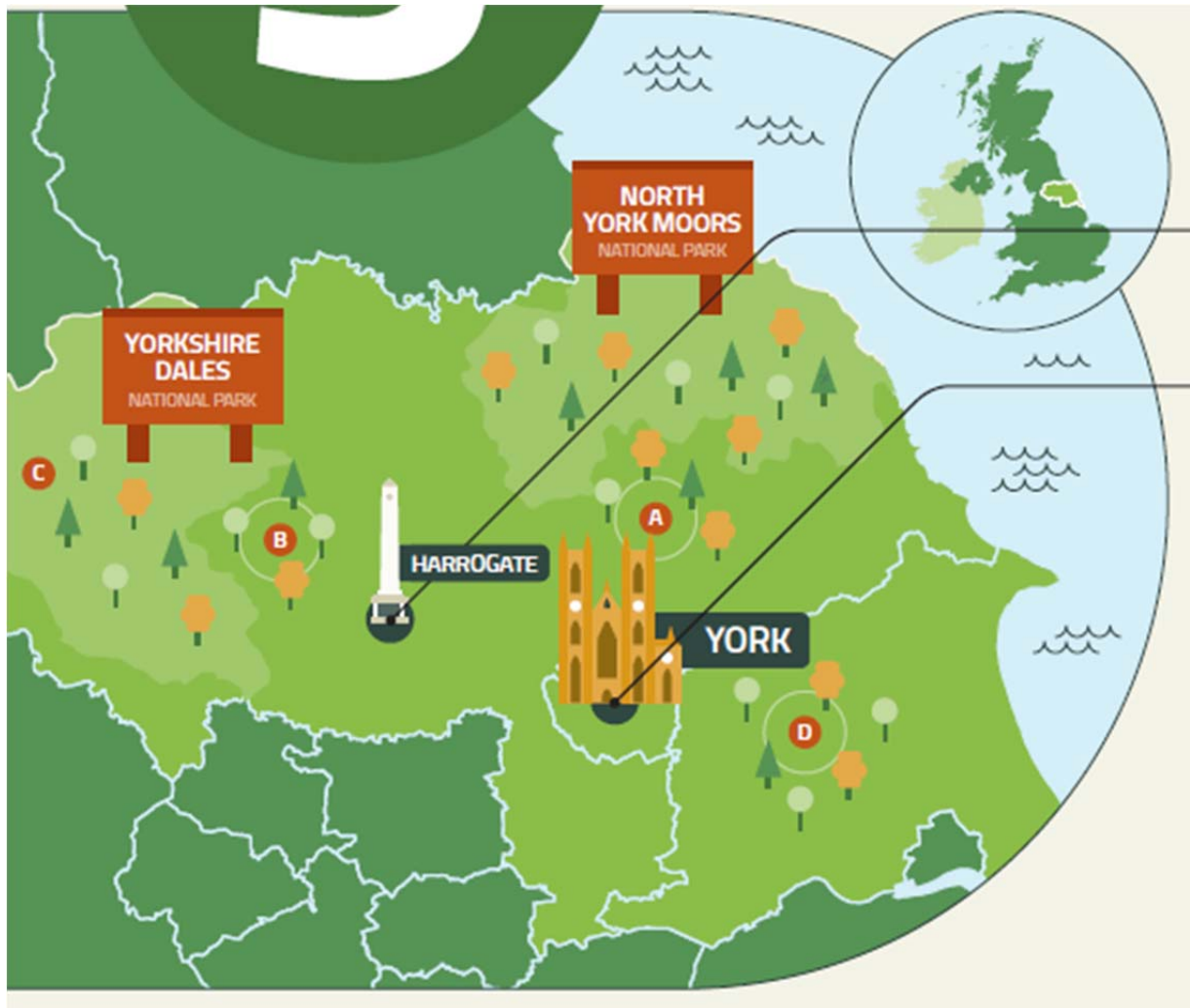
### **James Farrar**

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5 December 2014

# York North Yorkshire & East Riding Spatial Plan

Working Draft



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## SECTION 1: GROWTH AMBITIONS

- 1.1 The York, North Yorkshire and East Riding Local Enterprise Partnership (LEP) is the largest LEP area and has distinctive characteristics and assets that will drive economic growth and make our area a thriving prosperous place, where businesses are growing in size, number and long term profitably. The **Strategic Economic Plan** for our area forms a single strategy that sets out the key economic issues, opportunities and priorities for our area, provides an EU Strategic and Investment Funds Strategy and meets Central Government requirements for Local Growth Deal funding. The Plan's *Vision* and four clear *Ambitions* to deliver this vision are:

### Our Vision

To make York, North Yorkshire & East Riding the place in England to grow a small business, combining a quality business location with a great quality of life



- 1.2 The strategy of the Strategic Economic Plan is owned by **stakeholders** across our area and focuses activity and resources on priorities that are rooted in economic **assessment and evidence**, informed by our distinct economic geography. These have been developed through a process of extensive stakeholder consultation and engagement. Business input has been at the heart of this plan; local government, statutory agencies, education and the voluntary and community sector have also been involved. Existing and emerging Local Plans across the area provide a key part of the evidence base. This all provides the basis for the Spatial Plan.
- 1.3 This **Spatial Plan** focuses on 'where things take place' and 'how much' in terms of the relative scales, types and focus of development and investment. It explains the spatial implications of the Strategic Economic Plan and sets a framework within which plans, strategies, investment programmes and individual development and investment decisions can achieve, speed up, co-ordinate and enhance the delivery of the ambitions of the economic plan. The Spatial Plan seeks to guide how the area will grow, meet its housing needs, utilise its environmental assets and address its transport and environmental management pressures, in ways that sustainably support growth by:
- Focussing on where investment, activity and development takes place, as a major influence on the scale and nature of the impacts of the Strategic Economic Plan.
  - Going beyond 'traditional' land use planning to set out a framework that guides future development, policy interventions and private and public investment and activity.
  - Joining up approaches on strategic issues that cross boundaries

## **Sustainable Economic Growth**






- 1.4 The Strategic Economic Plan has a single minded focus on ensuring that investment is made where it will deliver the greatest impact and value for money. The Vision for the area reflects economic, social and environmental dimensions and thereby supports the achievement of sustainable development, whereby *Sustainable* means ‘ensuring that better lives for ourselves don’t mean worse lives for future generations’ and *Development* means ‘growth’ (National Planning Policy Framework foreword).
- 1.5 For York, North Yorkshire and the East Riding the Strategic Economic Plan responds to the particular opportunities, needs and challenges facing the area. So for this part of the world this means that:
- Job creation and business growth requires a focus on realising the potential of many small and micro businesses
  - Our international reputation and strengths in the food manufacturing, agritech and bio-renewables sectors need to be capitalised on
  - Great places - historic cities and towns, rural and coastal areas - are integral and vital to our economy
  - The natural and built environment underpins large parts of our economy and shapes our national and international profile
  - The availability of the right type of housing, which is affordable, is crucial to recruitment and maintaining a strong labour supply
  - Commuting patterns and an ageing population are shaping the demand for homes
  - Our transport networks should enable businesses to move their goods and people around reliably and efficiently.
- 1.6 In creating the conditions for growth Local Plans, housing, economic development, transport, private sector investment and the investment of agencies will need to take a joined up and short, medium and long term approach to support economic growth.

### **Spatial Priority 1 – Sustainable Economic Growth**

**Plans and decisions will unlock and enable sustainable economic growth in the York, North Yorkshire and East Riding economy by promoting development and investment that supports:**

- i. Distinctive and successful cities, towns, rural and coastal areas**
  - ii. A high quality living and business environment**
  - iii. More inclusive communities**
- 1.7 Change will be managed and determined at the local level but many of the conditions and issues that will affect the achievement of economic growth operate above local authority boundaries. Shared outcomes for areas and places and clear priorities enable greater coordination, prioritisation and effective delivery. How spatial planning can make a difference to all the five SEP priorities is illustrated by the following table.



SEP Priorities	Implications for Places and Spatial Planning
 <p data-bbox="188 488 469 551">Profitable and ambitious small and micro business</p>	<p data-bbox="528 230 1406 293"><i>“Ambitious businesses that are supported to innovate, improve and grow”</i> will need:</p> <ul data-bbox="576 331 1366 595" style="list-style-type: none"> <li>• Allocating a sufficient quantity and choice of employment land</li> <li>• Providing the right type of employment land in the right locations</li> <li>• Supporting vitality and viability of city, town &amp; local centres as focal points for services &amp; facilities serving the surrounding population</li> <li>• Supporting proposals that sensitively improve visitor facilities, attractions and infrastructure</li> <li>• Identifying suitable sites and supporting a diverse rural economy including reuse of existing buildings</li> </ul>
 <p data-bbox="188 887 469 983">A global leader in food manufacturing, agri-tech and bio-renewables</p>	<p data-bbox="528 595 1382 658"><i>“Driving growth by building on our international reputation in agri-tech &amp; bio-renewables”</i> will require:</p> <ul data-bbox="576 696 1366 893" style="list-style-type: none"> <li>• Supporting and providing appropriate land, premises and infrastructure for key economic sectors</li> <li>• Fostering clusters and networks of activity</li> <li>• Enabling the movement of raw materials, finished products and raw materials</li> <li>• Building competitive advantage through higher level skills</li> </ul>
 <p data-bbox="188 1305 363 1339">Inspired people</p>	<p data-bbox="528 983 1374 1046"><i>“Growing businesses able to access ambitious people, with the right skills and the right attitude”</i> will be dependent on:</p> <ul data-bbox="576 1084 1334 1312" style="list-style-type: none"> <li>• High quality living environments</li> <li>• Investment in new affordable housing provision</li> <li>• Providing sufficient affordable housing in new developments</li> <li>• Providing the right type and number of homes in the right places</li> <li>• Access to services &amp; facilities and education &amp; employment opportunities</li> <li>• Addressing deprivation</li> </ul>
 <p data-bbox="188 1641 469 1704">Successful and distinctive places</p>	<p data-bbox="528 1339 1374 1402"><i>“Enhanced growth and opportunities in targeted locations”</i> will be influenced by:</p> <ul data-bbox="576 1413 1334 1704" style="list-style-type: none"> <li>• Unlocking existing development sites</li> <li>• Identifying new development sites</li> <li>• Protecting the area’s environmental quality</li> <li>• Placing a premium on quality of place</li> <li>• Managing the scale and distribution of housing and employment growth</li> <li>• Effective collaboration with adjoining areas</li> <li>• Vibrant cities, towns, villages, coast and countryside</li> <li>• Protecting and enhancing environmental assets</li> </ul>
 <p data-bbox="188 2011 488 2045">A well connected economy</p>	<p data-bbox="528 1704 1374 1738"><i>“Businesses with strong connections to their customers and markets”</i> require:</p> <ul data-bbox="576 1776 1398 1973" style="list-style-type: none"> <li>• Access to international gateways such as ports, airports and rail links to continental Europe</li> <li>• National rail and road links to markets</li> <li>• The ability to move reliably and efficiently across the LEP area</li> <li>• Ease of access to jobs, education, services and facilities in cities, towns and rural and coastal areas</li> </ul>

## SECTION 2: WIDER MARKETS

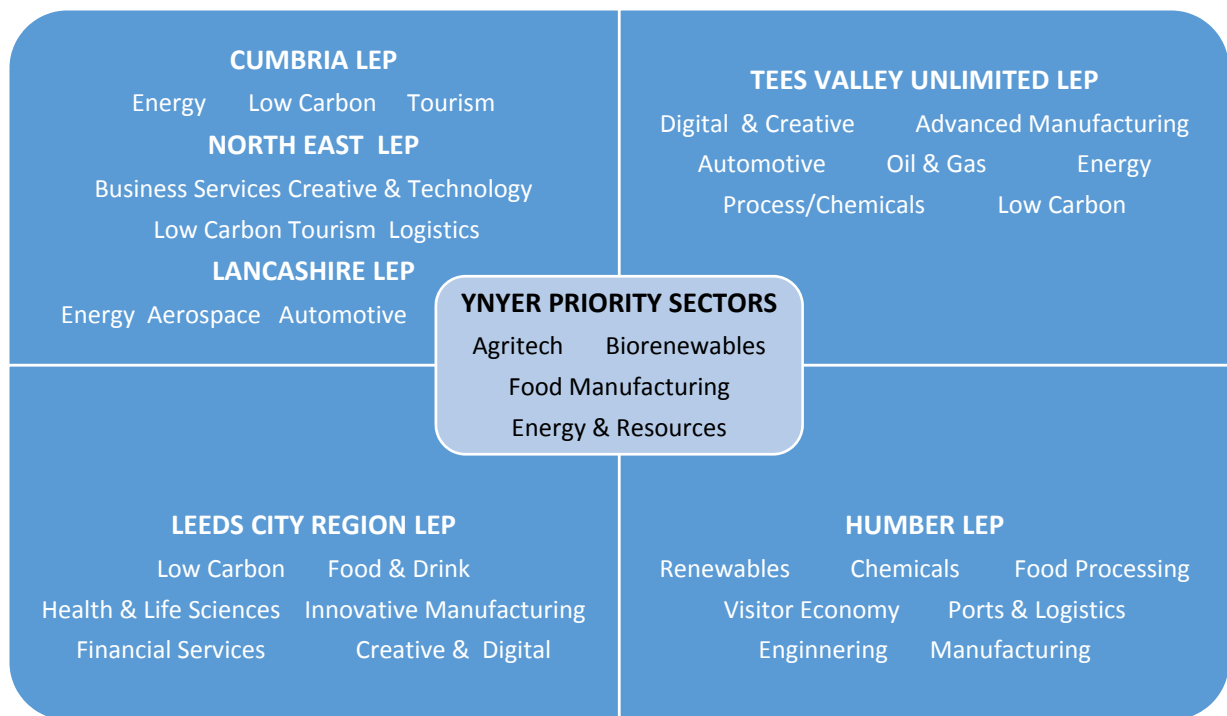
2.1 The LEP area brings together a predominantly rural area and also includes to the east the Yorkshire Coast. It's more southerly parts cover the districts of Craven, Harrogate, Selby and City of York, all of which are also parts of the Leeds City Region. The East Riding extends from north of the Humber estuary to Bridlington and also forms part of the Humber LEP. Further north the connections to the Tees Valley become stronger with the North Yorkshire Districts of Hambleton, Richmondshire, Ryedale and Scarborough. To the west the LEP area links with both Cumbria and Central Lancashire.

2.2 Realising the LEP area's economic growth potential requires wide-ranging collaboration and co-operation at different geographic scales:

<b>International</b>	Links between industry and research create major export opportunities -the University of York and the Food & Energy Research Agency (FERA) have a major international presence.  Biovale and France ..... to add
<b>National</b>	Scope for a National AgriFood Innovation Campus to be at the core of a national catalyst programme and exemplar catapult centre
<b>North of England</b>	<i>One North</i> sets out a strategic proposition for an inter-connected North to enable cities to drive growth. The ambition is for the North to be a "dynamic counterweight and complement to the London and South East economy".  <i>Rail North</i> aims to see the five largest cities in the North linked by fast high quality services and major towns and cities benefitting from consistent express services
<b>Regionally</b>	The BioVale proposals are being taken forward jointly with Leeds City Region

2.3 There are strong labour market linkages with **neighbouring LEP areas**. For example there are significant two way flows of people between Leeds and York and Harrogate, between the East Riding and Hull and between North Yorkshire towns the urban areas of the Tees Valley. Managing development pressures, providing affordable and market housing, achieving urban regeneration & housing market renewal and managing commuting patterns requires joined up working with neighbouring areas. The Strategic Economic Plans for the neighbouring LEP areas include a focus on particular economic sectors which are set out in the following diagram. There are important links for example with

- The movement of raw materials (such as food, bio-fuels and potash) from the LEP area to the chemicals and energy industries in the Humber and Tees Valley
- The supply of people for more labour intensive activities
- The Humber and Tees ports providing an important export gateway for local businesses
- Common key sectors providing opportunities for collaboration and innovation



- 2.4 The priority sectors highlighted above present many opportunities. To make the most of the LEP area’s assets and strengths and to target investment where it will deliver greatest impact and value for money a focus to collaborative working is required.

**Spatial Priority 2 – Wider Economic Linkages**

Plans and decisions should aim to:

- i. **Support a region-wide Bio-Economy cluster, BioVale, developing and spreading the benefits of the Bio-Hub at the University of York and National Agri-Food Innovation Campus at Sand Hutton**
- ii. **Top link key investments in bio-energy to the low carbon, energy and renewables sector and chemicals industry along the M62 corridor and in both the Humber and Tees Valley**
- iii. **Optimise the opportunities for the LEP area provided by the Humber Ports and TeesPort as international trade gateways and for offshore energy**

- 2.5 Better transport provides economies of scale and agglomeration benefits. It provides firms with employees, enables them to be closer to other businesses and facilitates access to local, national and international markets. Many parts of the LEP area’s transport network form key parts of **international, national and regional transport links**. Our LEP area benefits from excellent North-South connections, including the recently upgraded A1 (M) and A19 corridor and the East Coast Main Line (ECML). From the northern rail hub of York, you can access eight of the 10 largest UK cities in less than two hours. The further investment in HS2 will further improve this rail connectivity.



- 2.6 The 'One North' proposition includes a new dedicated 125 mph trans-pennine rail-link connected to the HS2 lines and Manchester Airport. For 'strategic highways' the proposition includes removing network gaps from the North East to South Yorkshire and northwards towards Scotland and enabling the better movement of freight by road, water and rail.
- 2.7 Transpennine rail electrification from Manchester to Selby and York will be completed by 2018. Further extension of this 'East of Pennines Electrification' or improved connecting lines would significantly improve the LEP area's connectivity nationally and across the North of England. The York-Scarborough rail line links through to Leeds, Manchester Airport and Liverpool, investment needs include enhanced services, stations and inter-change facilities. The proposed electrification of the Leeds-Selby-Hull line presents similar opportunities.
- 2.8 The York-Harrogate- Leeds rail line is being upgraded from one track to two tracks between Knaresborough and Cattal which will facilitate the doubling of train frequencies between these key employment centres

### **Spatial Priority 3 – Northern Connectivity**

**Plans and decisions will support the further extension of trans pennine rail electrification across the LEP area and improve rail services and facilities on east-west routes with a priority on\*:**

- i. **Modernising the Leeds-Harrogate-York rail line to increase service frequency, reduce journey times and improve performance**
- ii. **Improving stations, inter-change facilities and services between Scarborough and York**
- iii. **Improving stations, reducing journey times and upgrading facilities on the Selby-Hull line to maximise the benefits of the planned electrification**

***\*Opportunity to further expand to include a transport strategy for the LEP area with broader based priorities such as:***

- a) Improving ECML, reflecting the final Prospectus, promoting the case and complementing HS2***
- b) Enabling the LEP area to be HS2 ready by improving connectivity to the HS2 network, investing in the 'classic' network north of York and getting stations ready as HS2 passenger hubs***
- c) Support for measures to enable planned electrification to happen (e.g. at Selby and Church Fenton Stations)***
- d) Further electrification priorities to feed into the Electrification Task Force for the North***
- e) Shared E-W and coastal access improvements with Tees Valley***
- f) Support for Humber LEP and Tees Valley LEP priorities to improve access to the Humber and Tees ports***
- g) Improving links to the A1 north of Newcastle and A19 to improve connectivity to Scotland and the North East***

### 3 LEP AREA CORE STRATEGY

- 3.1 Our area combines market towns, cities, coast and countryside. In total the LEP area covers more than 10,700 square km and by land area is one of the largest economies in England. It has a population of around 1.14 million. York, North Yorkshire and East Riding functions as a whole economic area - a Strategic Economic Area. Common characteristics of the LEP area include:
- An older age profile than nationally
  - Productivity has declined and is significantly below the average for England
  - Economic activity rates are well above the national average
  - A very attractive place to live
  - High levels of economic, social and environmental capital
  - Localities with sometimes high and hidden deprivation
- 3.2 Successful economic growth will mean rising incomes and increased business profitability, productivity and resilience. **How much growth** to plan for is a key challenge facing the area. Growing the economy by £3bn will require a range of outcomes by 2020 which include increasing GVA and productivity, more businesses start ups, increased exports, higher employment rates and falling carbon emissions. Between 2005-2011 economic growth (15.9%) was below the national increase (18.8%). This lower historic base rate of growth, combined with the ambition and opportunity to capitalise on growth sectors and our excellent quality of life and high quality environment requires a step change in the level of growth that will be supported and the creation of new jobs.
- 3.3 85,000 new households are predicted to form in the LEP area between 2013 and 2026, about 6,000 per year. HOW MANY NEW HOMES DID 'WHAT HOMES WHERE' TOOLKIT INDICATE? In the last two years there were over 2,500 new homes delivered and just over 20% were affordable. Between 2016-2020 the Strategic Economic Plan aims to increase the delivery to almost 5,500 new homes with 30% being affordable.

#### **Spatial Priority 4 – Scale of Growth**

**To meet the economic and social needs of communities and businesses across the York, North Yorkshire and East Riding of Yorkshire area plans and investment programmes should:**

- Deliver 20,000 new jobs across the area**
  - Support over 21,000 small and microbusinesses to grow and improve**
  - Double the rate of house building across the area**
  - Triple the delivery of affordable housing across the area**
- 3.4 Local planning authorities, through Local Plans and the determination of planning applications, have a key role in delivering sustainable development that reflects the vision and aspirations of local communities. **Where will the growth will be located** is a key challenge facing Local Plans. Strategy and site allocation approaches need to be based on co-operation with neighbouring authorities, public, private and voluntary sector organisations. The approach of the Strategic Economic Plan sets out strategic priorities that do cross local boundaries. Co-ordinated patterns of growth and movement will be essential to ensure that

the overarching priority to achieve sustainable economic growth will be achieved. There are many distinctive and different urban, rural and coastal settlements in the LEP area. These places vary in size and function but all act as the focal point for commercial, cultural, service, transport, and employment activity.

- 3.5 A multi-centred approach, with a pattern of linked service centres, will help to meet the needs of rural and coastal areas. **Focussing growth** on a corridor at the heart of the LEP area, along with Growth Towns across the area, will support a balanced pattern of growth across the area that makes the most of existing infrastructure and investment, maximises accessibility, reduces the need to travel and capitalises on the largest investment opportunities. Coastal areas and rural areas need to be protected and enhanced as attractive and vibrant places and communities, providing quality of place and an excellent environmental, economic and social resource.

#### **Spatial Priority 5 – Pattern of Growth**

**Development and investment activity will be managed across the area to achieve a pattern of growth that aims to:**

- i. Focus major development and investment in the A1/A19 Growth Corridor**
- ii. Transform economic, environmental and social conditions in the Regeneration Priority Area of the Yorkshire Coast**
- iii. Safeguard and enhance the landscape, natural resources and cultural heritage of the Dales, Moors and Wolds as an outstanding economic and environmental resource**
- iv. Support a network of cities and towns as growth towns and strengthen their roles as economic, transport and service centre hubs**
- v. Unlock sites and development opportunities within growth towns as the focus for most development**

- 3.6 The varied urban, rural and coastal nature of the LEP area has a significant influence on **transport provision and accessibility** – and thereby economic growth. Better local transport connectivity will help deliver higher levels of productivity and greater competitiveness. Improved journey time reliability, better travel quality and shorter journeys help to widen and strengthen labour markets, reduce costs, improve business efficiency and increase access to new and larger markets.
- 3.7 Our approach is multi-modal to support both growth and low carbon goals. It recognises that for a large rural area the dominant mode of travel is by road but with an opportunity for rail to provide extra capacity. The LEP area benefits from excellent North- South connections, including the A1 (M)/A19 corridor and the East Coast Main Line (ECML). East- West links across the LEP area are less well developed and require investment. This constrains the performance of the main growth centres and their surroundings, the location of Growth towns and the number of movements between them has shaped the investment priorities.
- 3.8 Enhancing the reliability of the current transport network, particularly the condition of the road network, is also important to link the many growth and service centres across the large LEP area, improving connections for businesses and their employees customers and

providing access to markets for raw materials and finished products. In an increasingly information driven economy e-connectivity is equally important as physical connectivity. The roll out of broadband internet is commercially constrained by the large geographical extent and low population density of the LEP area.

#### **Spatial Priority 6 – LEP Area Connectivity**

**Plans and decisions will improve connections and the reliability of the existing transport network between Growth Towns and other key local growth centres and focus on improving East-West transport connections by prioritising:**

- i. Road improvements on the A64, A1079 and A59 east-west highway links**
- ii. Rail investment on the Leeds-Harrogate-York , York-Scarborough and Leeds-Selby-Hull rail lines**
- iii. Increased superfast broadband coverage**

- 3.9 Across the LEP area there is a need to protect and encourage the sustainable use of the area's **natural resources** and manage the effects of **natural processes**. The area's rich natural resources and assets can easily be damaged by inappropriate use and development and processes such as coastal erosion and flooding can have major economic, social and safety implications. The LEP area's two National Parks, two Areas of Outstanding Natural Beauty, the Yorkshire Coast and the Yorkshire Wolds provide an outstanding range of environmental and economic benefits. Rural uplands account for over a third of the LEP land area and our natural geography creates a need for effective flood risk management.

#### **Spatial Priority 7 – Green and Blue Infrastructure**

**Plans and decisions will positively plan to create and enhance networks and corridors of green and blue infrastructure to support healthy communities, cultural value, climate change resilience and economic growth, with a particular focus on:**

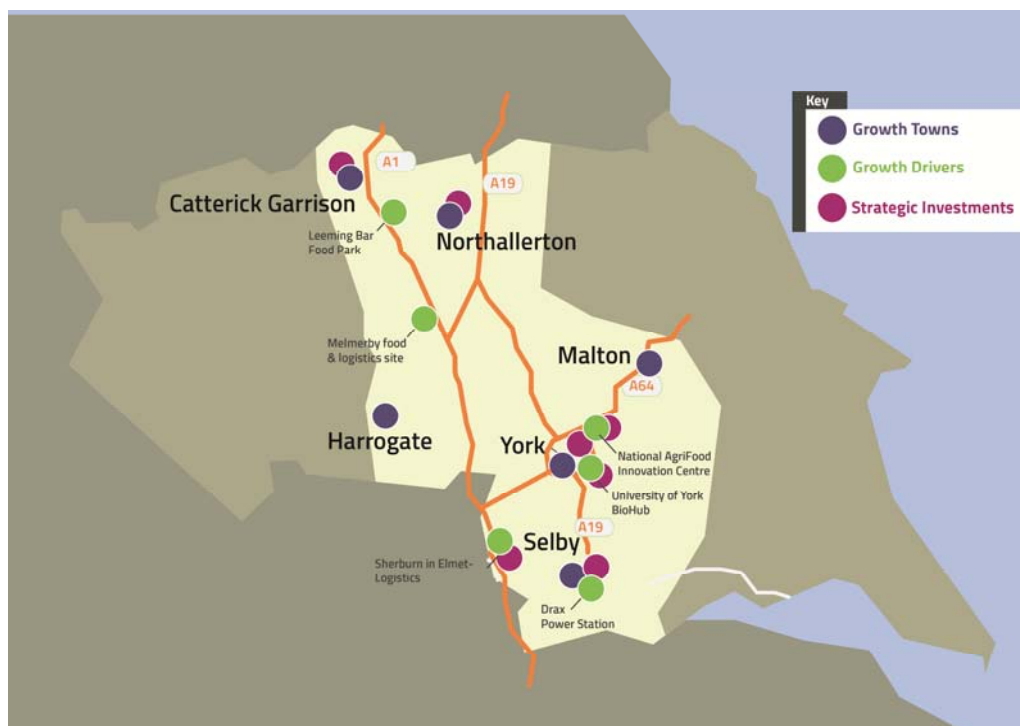
- i. Encouraging positive land management for flood alleviation in upland areas to reduce downstream flooding and enhance biodiversity**
- ii. Supporting the provision of renewable energy, flood risk management and attractive and accessible working and living environments**
- iii. Avoiding unacceptable flood risk and designing and constructing new development to successfully manage and mitigate against current and future flood events**



KEY DIAGRAM TO BE INSERTED

## 4 A1/A19 GROWTH CORRIDOR

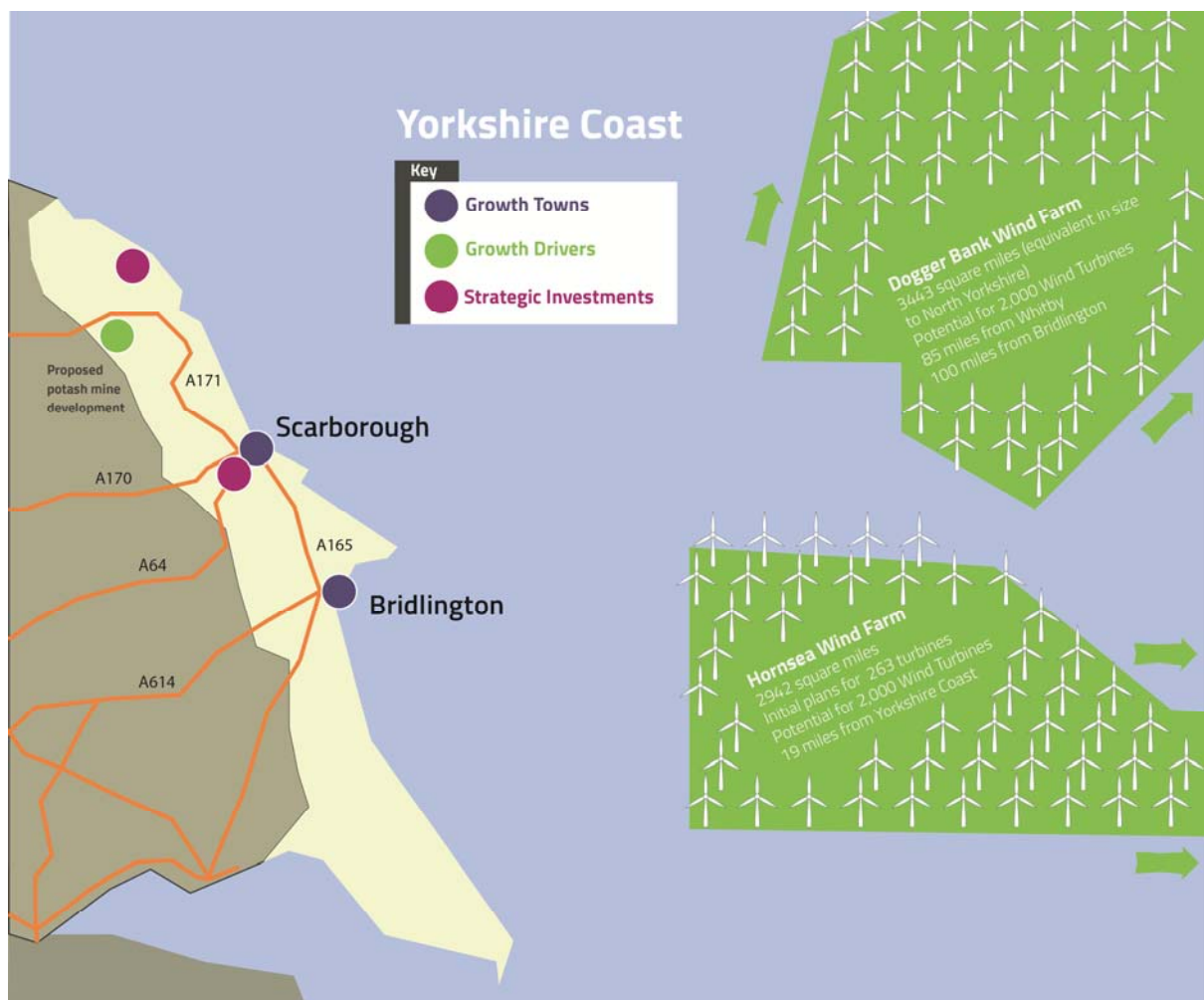
- 4.1 The A1/A19 corridor runs through the heart of the LEP area.
- 4.2 In terms of infrastructure this corridor benefits from excellent connectivity with the A1/A19 and East Coast Main Line giving fast access to the rest of the UK providing rapid access to the trunk road and rail network for businesses. The corridor includes the City of York and the towns of Catterick, Harrogate, Selby, Malton and Northallerton which provide a focus for growth within this corridor.
- 4.3 The corridor is where most of the large investment opportunities are located. At the south of the Corridor is Drax, the UK's largest cleanest coal powered power station which is investing over £ 1 billion in converting to biomass and developing the emerging technology around Carbon Capture and Storage. The City of York and our world leading AgriFood and Bio-Economy Innovation assets sit in the centre of the corridor. Further north, the Leeming Bar Food Park continues to expand, whilst the governments long term commitment to Catterick Garrison provides the opportunity for major housing growth and a new Catterick town centre further north.
- 4.4 Within this corridor, there are major strategic sites, allocated within Local Plans and/or with approved planning, but where exceptional infrastructure costs are stopping or delaying development. Removing these barriers is essential to delivering our aim of doubling house building rates and increasing the level of affordable housing, whilst providing employment land to support future growth



<b>SPATIAL PRIORITY 8 - A1/A19 GROWTH CORRIDOR</b>	
<b>PRIORITIES FOR ACTION</b>	<b>RATIONALE</b>
<p><b>A: Pattern of Growth</b></p> <p>1) Focus most development on the Growth Towns of Catterick Garrison, Harrogate, Malton, Northallerton, Selby and York</p>	<p>These are the major centres for employment, housing, transport, services and cultural facilities. This focus will help to unlock major development sites, make the best use of existing infrastructure and reduce the need to travel and emissions.</p>
<p><b>B: Roles and Functions of Places</b></p> <p>1) Catterick – enhanced town centre and service centre for Rural Richmondshire</p> <p>2) Harrogate – a commercial and conference centre hub</p> <p>3) Malton – a focus for jobs, homes and shops in Ryedale</p> <p>4. Northallerton – a County Town serving other market towns and the rural hinterland</p> <p>5. Selby- a growing and regenerated hub for</p> <p>6. York - an international hub for knowledge driven, creative and high technology industries</p>	<p>There is significant opportunity to utilise and further strengthen the roles of the Growth Towns to the benefit of their wider hinterlands. Fostering distinctive roles will support successful growth by avoiding unnecessary competition and ensuring that as high quality places each area uses its own assets and opportunities to build future growth. Each growth town presents a particular opportunity to add value to the overall offer of this growth corridor.</p>
<p><b>C: Transport</b></p> <p>1) Tackling congestion in York</p> <p>2) Tacking congestion in Harrogate</p> <p>3) Improve links between Harrogate, York and Leeds</p>	<p>Key elements of York’s highway network are nearing capacity. Continued growth is at threat from congestion. The outer ring road also forms a key part of strategic LEP area east-west connections. Urban congestion issues in Harrogate/Knaresborough provide a barrier to unlocking the town’s economic potential. Better journey times between Harrogate, York &amp; Leeds will maximise the growth of these economic drivers.</p>
<p><b>D: Environment</b></p> <p><b>1) Sustainable Flood Mitigation</b></p> <p><b>2) See Spatial Priority 7</b></p>	<p>Flood management and mitigation measures will be needed to enable significant development opportunities to progress. As the focus for growth in the LEP area this corridor will require a co-ordinated green infrastructure approach to provide an attractive high quality living and working environment with a distinctive offer.</p>
<p><b>E: Growth Drivers</b></p> <p>1) Drax Power Station</p> <p>2) Leeming Bar Food Park</p> <p>3) Melmerby Food &amp; Logistics site</p> <p>4) Sherburn in Elmet Logistics site</p> <p>5) National AgriFood Innovation Centre at Sand Hutton</p> <p>6)University of York BioHub</p>	<p>Drax has been transformed into a largely biomass fuelled facility and presents a key carbon capture &amp; storage opportunity for. High quality food manufacturing and the agriculture sector are key sector strengths. The University of York and the Food and Environment Research Agency provide the foundations for driving the growth of the bio-renewables and agrifood sectors.</p>
<p><b>F: Strategic Investments</b></p> <p>1) Catterick Garrison</p> <p>2) Sherburn A1 Employment Site</p> <p>3) North Northallerton Development Area</p> <p>4) Olympia Park Selby</p> <p>5) York</p>	<p>Catterick Garrison provides an opportunity to create a new town centre and stimulate growth in surrounding areas. Sherburn provides a major employment site close to the A1. The North Northallerton development area is the key strategic site for the area, similarly Olympia Park presents an opportunity to transform Selby’s town centre and meet housing and employment needs. Key development sites in York including York Central, British Sugar and Nestle South.</p>

## 5 YORKSHIRE COAST

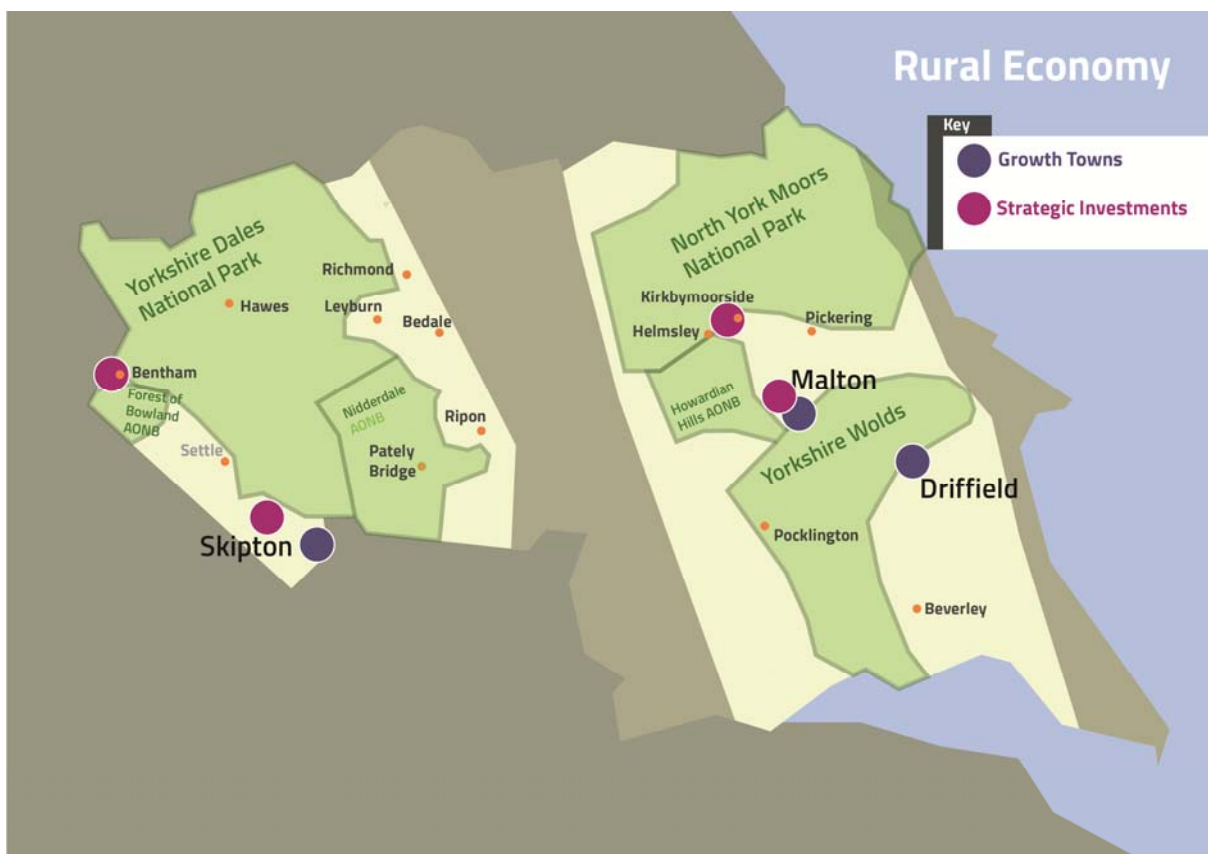
- 4.1 The Yorkshire Coast has one of the finest coastlines in Britain. It features famous seaside towns such as Scarborough, Whiby and Bridlington, Flamborough Head, Spurn Point and many seaside towns such as Filey, Hornsea, Staithes and Withernsea.
- 4.2 The Yorkshire Coast is a unique environmental asset. From Bridlington Bay northwards it is characterised by headlands, cliffs and bays backing inland to upland areas and moors. The coast south of Bridlington is generally characterised by fast eroding low clay cliffs. There are many designations along the coast, including internationally important biodiversity sites. Safeguarding and improving the onshore and marine environment is important to protecting this unique character and as a driver to diversify the economy and broaden the tourism offer. Coastal erosion and sea level rise present threats to stretches of the coast.
- 4.3 Unemployment, deprivation and skills issues are present in most towns. There is a need to strengthen the tourism offer and diversify the economy. Re-inventing the town centres of coastal resorts will be vital to attracting new investment. Improving road and rail services and infrastructure will help reduce peripherality and contribute to the wider LEP area priority to strengthen east-west transport link. Offshore wind opportunities, creative and digital industries and a new potash mine near Whitby all have the potential to drive growth.



<b>SPATIAL PRIORITY 9 – YORKSHIRE COAST</b>	
<b>PRIORITIES FOR ACTION</b>	<b>RATIONALE</b>
<p><b>A: Pattern of Growth</b></p> <p>1) Focus most development on the Growth Towns of Scarborough and Bridlington</p> <p>2) Add something on local growth towns as service centres??</p>	<p>Scarborough and Bridlington are the largest towns along the coast and provide jobs, services and facilities for much of the area. There are concentrations of deprivation and worklessness. Economic growth and regeneration requires more housing.</p>
<p><b>B: Roles and Functions of Places</b></p> <p>1) To establish the growth towns as premier East Coast resorts with reinvigorated town centres and a broader and better economic base and tourism offer</p>	<p>There is significant opportunity to strengthen the roles of Scarborough and Bridlington and unlock major housing growth, town centre, harbour and marina developments</p>
<p><b>C: Transport</b></p> <p>1) Reduce peripherality by improving east-west transport links</p> <p>2) Improve links with growth towns outside the area</p>	<p>There is a significant degree of journey time unreliability on the A64 between York and Scarborough and unattractive stations and services along the rail line result in poor connectivity.</p>
<p><b>D: Environment</b></p> <p>1) Transform coastal towns utilising their seaside character and settings to improve the quality of the public realm and environment, the housing offer and diversify the economy</p> <p>2) Protect and enhance the unique character, heritage and biodiversity of the undeveloped coast and coastal waters</p> <p>3) Avoid the risk from flooding, erosion and landslip</p>	<p>The seaside and historic character of the towns is a key asset. The importance of the high quality natural environment and landscapes of the Yorkshire Coast is being recognised. Coastal processes have a direct bearing on natural resources, nature conservation, communities, properties and economic activities along the coast.</p>
<p><b>E: Growth Drivers</b></p> <p>1) York Potash mine</p>	<p>The £2bn York Potash project proposal will develop a new high-tech potash mine and has the potential to generate £1bn exports and supply chain opportunities for local companies.</p>
<p><b>F: Strategic Investments</b></p> <p>1) Whitby Offshore Industries Hub</p> <p>2) Middle Deepdale Housing Site Scarborough</p>	<p>Whitby is the nearest port to Dogger Bank where the world's biggest wind farm is to be constructed and offers opportunities to service the offshore wind sector. Unlocking the mixed tenure Middle Deepdale project will enable housing growth and act as the catalyst for the wider regeneration of the Eastfield Area.</p>

## 6 DALES, MOORS AND WOLDS

- 6.1 This area is defined by its high environmental quality. It is predominantly rural in character, providing an outstanding landscape with small towns acting as service hubs for jobs and visitors. The Moors and Wolds have a markedly different landscape character to the Dales but share many of the same issues and opportunities. These include an economy with a strong agriculture, food and visitor economy focus, the pressures of integrating economic and environmental concerns, housing demand and affordability and a combination of good skills and employment levels but often low incomes.
- 6.2 Settlements are smaller in population terms and more dispersed. Towns such as Driffield, Skipton and Richmond are important centres of employment and services and act as gateways to access the scenery and resources of these areas. Investment is needed to ensure sustainable economic communities rather than large scale growth.
- 6.3 Accelerating development and supporting the growth ambitions of small rural based businesses will be important. The two national park and two AONB authorities have been working with partners to enhance these living and working upland landscapes. There is opportunity to improve the resource efficiency of 'high nature value' upland farming and to develop green, high quality and locally distinctive tourism and environment based businesses.



<b>SPATIAL PRIORITY 10 – DALES, MOORS &amp; WOLDS</b>	
<b>PRIORITIES FOR ACTION</b>	<b>RATIONALE</b>
<p><b>A: Pattern of Growth</b> 1) Meet local needs for housing, employment and services in the local growth centres of Bentham, Bedale, Hawes, Helmsley, Kirbymoorside, Leyburn, Pickering, Pately Bridge, Pocklington, Richmond, Ripon and Settle</p>	<p>Across a large rural and upland area supporting sustainable growth in a number of key settlements acts to provide services and facilities that serve the needs of, and are accessible to, people living in these communities and the surrounding rural areas. Many smaller communities are relatively remote from larger centres.</p>
<p><b>B: Roles and Functions of Places</b> 1) All the local growth centres will be sustained as local focal points for local services, facilities and development to meet the essential needs of rural communities.</p>	<p>These settlements provide important local facilities that help to meet the essential needs of rural communities. Limited development, of an appropriate scale and type, can positively contribute to meeting local needs and supporting the long term sustainability of communities.</p>
<p><b>C: Transport</b> See Spatial Priority 6.</p>	<p>The condition of the local road network is a key constraint on the economy in rural areas. As the highway network continues to deteriorate travel on links to local growth centres and from feeder villages will get progressively worse impacting on rural businesses. Reaching markets outside a very local area, home-based or remote working and effective trading will be restricted by poor broadband connectivity.</p>
<p><b>D: Environment</b> 1) Protect and enhance the character, heritage and biodiversity of the Yorkshire Dales &amp; North York Moors National Parks, the Nidderdale &amp; Howardian Hills AONBs and the Yorkshire Wolds 2) Develop green infrastructure that provides services to the wider economy</p>	<p>The area's natural environment gives the area iconic regional, national and international status. There are many statutory designated areas. The outstanding environmental and built assets in the area need to be safeguarded and enhanced through a conservation-led approach that provides a basis for supporting new and existing local businesses, especially in tourism and agriculture. Supporting green infrastructure will help support significant improvements to the visitor infrastructure.</p>
<p><b>E: Growth Drivers</b> 1) Protected Landscapes</p>	<p>The protected landscapes provide a basis for sustainable economic growth and diversification.</p>
<p><b>F: Strategic Investments</b> 1) Malton Agri-Business Park 2) Broughton Hall Business Park, Skipton 3) Bentham Employment Expansion 4) Kirbymoorside Employment Expansion</p>	<p>Investment is needed to meet abnormal infrastructure costs, accelerate development and support the growth ambitions of rural based businesses. Initial proposals at 4 settlements will be rolled out across other local growth centres.</p>

## 7 IMPLEMENTATION

- 7.1 Range of Policies and strategies to get the priorities right, co-ordinate activity,
- 7.2 Private and public sector investment on the ground.
- 7.3 Reinforce the 'spatial dimension of the SEP'
- 7.4 SEP/LGF investment summarised below





**Rear Cover:**

**KEY CONTACTS**