

Local Government North Yorkshire and York**24 July 2015****York, North Yorkshire and East Riding (YNYER) Spatial Plan****1.0 Purpose of the Report**

- 1.1 To seek the support and endorsement of Local Government York and North Yorkshire (LGNYY) for the YNYER Spatial Plan.

2.0 Background and Context

- 2.1 Work was undertaken during late 2014 on a baseline position from which to develop a sub-regional, non-statutory, Spatial Plan for the York, North Yorkshire and East Riding sub-area. Chief Executives subsequently gave their support to the further preparation of the Spatial Plan and tasked the YNYER Directors of Development Group with progressing it.
- 2.2 Building upon the foundation work undertaken late last year, the Directors of Development further commissioned O'Neill Associates to support this work funded through agreed contributions from each local authority. In parallel with this report seeking the formal endorsement of LGNYY Leaders, a similar report will be presented to the YNYER LEP Board recommending its similar support.

3.0 The YNYER Spatial Plan : Summary Outline and Key Issues

- 3.1 Preparation of the Spatial Plan has been swift, commencing during April 2015, with most of the work being completed in around ten weeks. YNYER Chief Executives considered the draft Plan at their meeting of 18 June, and the proposed document incorporates and reflects their comments and contributions.
- 3.2 The Plan aims to support the delivery of sustainable development, and will help to enable housing and economic growth across the YNYER area. It aims to fulfil a number of purposes:
- To set-out an agreed overall planning strategy – to support, speed-up and enhance the delivery of Local Enterprise Partnership (LEP) Strategic Economic Plans; and to provide a strategic framework to help support bids for external funding for infrastructure and in support of growth.
 - To assist local authorities in relation to implementing and evidencing the Duty to Cooperate in plan-making by guiding and targeting issues of cross - boundary significance.
 - To identify the strategic focus for growth and investment across the area – to help prioritise future investment and inform the 'strategic fit' of proposals.

3.3 Care has been taken to ensure that the draft Plan has full alignment with the existing, and relatively recently developed, Humber Spatial Plan. It is intended that together these two documents represent a coherent spatial planning framework for the YNYER sub-area as a whole. The preparation process has included 1:1 meetings with planning and transport authorities thereby including officers at district, unitary, county and national park authorities, and the YNYER LEP. The discussions have focused on:

- The role and value of a Spatial Plan
- Strategic priorities and cross-boundary issues (strategic and topic based)
- Scale and location of planned housing and economic growth
- Environmental management / flood protection priorities.
- Transport priorities for growth.

3.4 The Spatial Plan builds on earlier work that was produced to identify the key spatial implications of the LEPs Strategic Economic Plan, with a view to adding more specific content on priorities from current and emerging Local Plans. As such the Spatial Plan largely reflects existing and emerging planning policy across the sub-area but provides a coherent framework within which infrastructure investment decisions to support growth can be assessed and prioritised, and the wider needs and opportunities of the YNYER area can be articulated. Whilst it does not set new planning policy, it is widely felt that the document will be helpful in evidencing inter-authority collaboration in relation to the Duty to Cooperate as local planning authorities take their Local Plans to examination. It will also help to support bids for external funding to facilitate growth.

3.5 Enabling economic growth is central to the Plan. It sets a Core Aim:

The Spatial Plan seeks to co-ordinate plans and planning/investment decisions in the York, North Yorkshire and East Riding area to support sustainable growth by focusing and delivering strategic development and infrastructure to deliver:

- i. **Distinctive and successful cities, towns, rural and coastal areas**
- ii. **A high quality living and business environment**
- iii. **More inclusive and sustainable communities.**

3.6 Section 9 of the Plan sets out priorities for action in relation to the three identified SEP geographic priority areas of the A1/A19 Growth Corridor; the Yorkshire Coast; and the Dales, Moors and Wolds. Overlaying all of these, the Plan identifies a core growth zone focussed on the Harrogate and York area, and stresses the need for improved north-south, and in particular east-west, transport corridors with a strategic focus on:

- Regenerating the towns of Bridlington, Goole, Scarborough and Selby, and
- Strengthening the roles of Beverley, Driffield, the major Haltemprice settlements, Malton and Norton, Northallerton, Thirsk, Richmond and Catterick Garrison, and Skipton.

- 3.7 From a transport and connectivity perspective, the Plan highlights the need for improved east-west links, including in relation to A64 / York Outer Ring Road / Harrogate / A59 corridor. It also supports measures to enhance access to the Humber ports including in relation to the A1079, and to make our sub-area HS2 and HS3 ready by improving connectivity to the HS2/3 network and getting stations ready as HS2 passenger hubs.
- 3.8 The Plan also promotes a network of growth towns and identifies critical infrastructure necessary to unlock growth opportunities within them. It also provides policy support for the sustaining of local service centres as viable hubs for services, facilities, employment and housing. It supports growth in the food manufacturing, agri-tech and bio-renewables sectors as well as harnessing our environment and heritage to support rural based businesses to grow. Finally, it seeks to increase housing supply including for affordable housing, and to promote local distinctiveness in new housing developments.

4.0 Further Development

- 4.1 The Spatial Plan very much reflects current planning policy across the YNYER area as set out within existing and emerging Local Plans, the LEP SEP, and sub-regional Housing and Local Nature Partnership strategies. As stressed above, it does not set further targets for housing or employment development over and above those set out by partner local authorities within their Local Plans.
- 4.2 However, there is considerable scope for the Spatial Plan to continue to evolve in the future in order that it can begin to provide a more robust framework for influencing and shaping future planning policy with a view to unlocking even greater growth opportunities across the sub-region through a genuinely collaborative and strategic approach. Before any further work of this nature is done, it is important that all local authorities involved are in agreement as to the objectives driving the work, and the approach to be adopted to achieve them. Chief Executives have therefore tasked the YNYER Directors of Development group with scoping-out, and reporting back upon, the issues and options for the further evolution and development of the Spatial Plan prior to any agreement being sought to such further work being undertaken.

5.0 Recommendations

- 5.1 It is recommended that LGNYY Leaders:
- (a) note, discuss and formally endorse the YNYER Spatial Plan;
 - (b) agree to accept a further report in due course in relation to the benefits, issues, objectives, options and approaches for the further evolution and development of the YNYER Spatial Plan.

Appendix

York, North Yorkshire and East Riding Spatial Plan (July 2015)

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**YORK, NORTH YORKSHIRE
& EAST RIDING**

SPATIAL PLAN

July 2015

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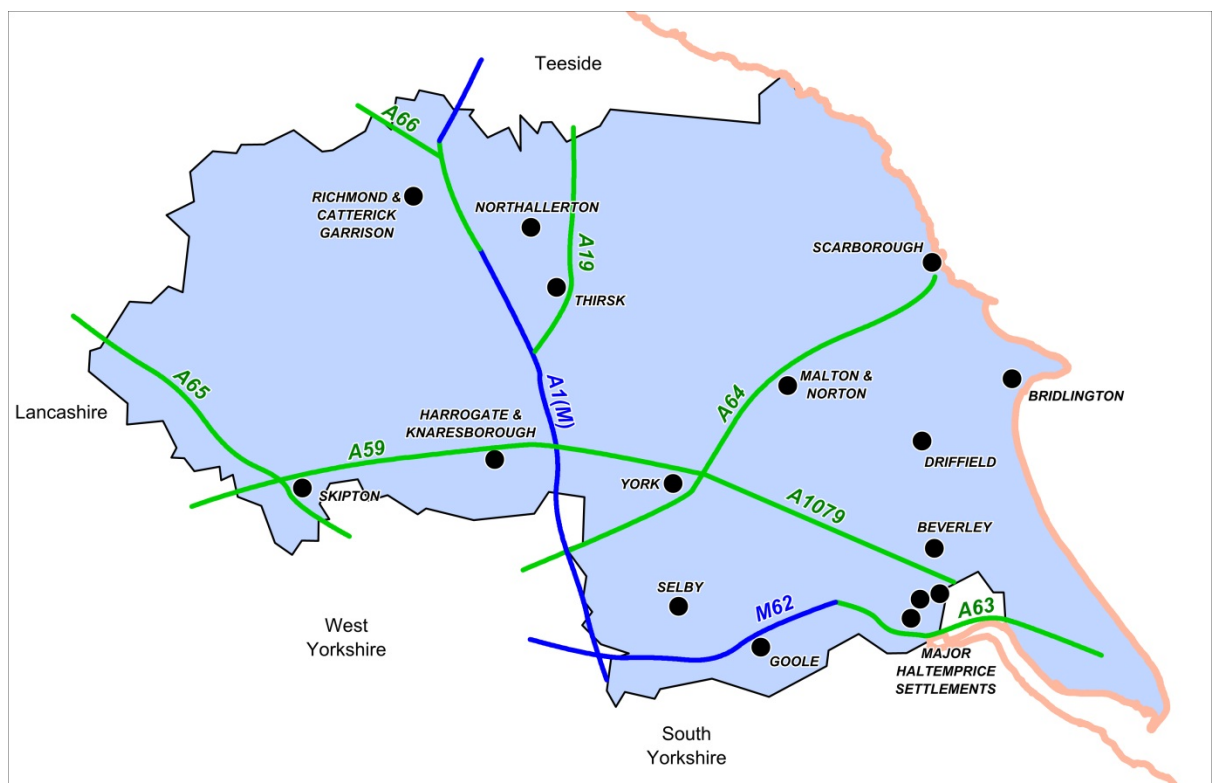
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1. INTRODUCTION

- 1.1 The York, North Yorkshire and East Riding (YNYER) area is a large geographic area with a distinctive character that includes urban centres, market towns, coastline and countryside. With two National Parks, three Areas of Outstanding Natural Beauty, historic cities and towns, a heritage coast and extensive countryside, it is one of the most beautiful and varied parts of the country.
- 1.2 Great places, landscapes and environments contribute to a good quality of life and attractive working environment. The YNYER area has a population of over 1.1m and covers over 3,000 square miles.



- 1.3 A significant presence of small and micro businesses and world leading high growth businesses and research institutions provide strong foundations for economic growth. Parts of the YNYER are amongst the most affluent in the country. However areas of deprivation, low wages and skills, and relatively high unemployment raise significant challenges.
- 1.4 Alongside this, an ageing population, the outward migration of young people and high house prices present particular issues for a large and extensively rural area. Some parts of the YNYER area benefit from excellent national transport connections, other parts are more remote and peripheral, whilst urban areas face particular pressures of congestion.
- 1.5 This Spatial Plan supports the delivery of sustainable development. It is a non-statutory planning framework focussed on cross boundary issues and strategic priorities for the location of new development and provision of infrastructure.

Core Aims

The spatial plan seeks to co-ordinate plans and planning/investment decisions in the York, North Yorkshire and East Riding area to support sustainable growth by focusing and delivering strategic development and infrastructure to deliver:

- i. Distinctive and successful cities, towns, rural and coastal areas**
- ii. A high quality living and business environment**
- iii. More inclusive and sustainable communities**
- iv. Improved connectivity within and beyond the area**

2. CONTEXT

2.1 The National Planning Policy Framework (NPPF) identifies three **roles for planning**:

- An **economic** role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure.
- A **social** role– supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- An **environmental** role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.2 These roles are mutually dependent and to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The Localism Act 2011 introduced a **Duty to Co-operate**, which places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation. Local planning authorities are required to make every effort to secure the necessary cooperation on strategic cross boundary matters.

A Strategic Spatial Plan

2.3 Collaborative working across boundaries can for some issues deliver more than can be achieved through local approaches. Inherent to this spatial plan is a focus on the ‘strategic’ as opposed to ‘local’, which means that the spatial plan concentrates on:

Table 1: Strategic Focus of the Spatial Plan

1.	Roles and relationships between places/areas in different local planning authority areas.
2.	The focus of and emphasis on delivering growth.
3.	Common issues that will have a significant cumulative effect across large parts of the plan area so that co-ordinated actions/policies are needed to address the implications for growth
4.	Improving connectivity within and beyond the area
5.	Connectivity between growth towns – network of places
6.	Unlocking growth of a town/settlement/area – as opposed to unlocking development of a site
7.	Opportunities to deliver a more efficient use of infrastructure and to achieve a greater overall level of improvement by taking a co-ordinated approach to the location and delivery of development and infrastructure

2.4 Statutory planning in the YNYER area takes place through the preparation of Local Plans and decisions on planning applications made by district, unitary and national park authorities. This spatial plan reflects the priorities of existing and emerging Local Plans, the Strategic Economic Plan and Housing Strategy for the YNYER area. Many of the conditions and issues that will affect the achievement of sustainable growth operate above local authority boundaries. An agreed overall planning strategy, with shared outcomes and clear strategic priorities, enables greater coordination and prioritisation for local planning and identifies how the YNYER area as a whole can contribute to driving national growth.

Northern Powerhouse

2.5 The YNYER area has a key role to play in linking and realising the potential of the three regional economies of the North West, North East and Yorkshire and the Humber. This influence includes being one of the best places to live in the UK, the presence of national heritage and environment assets and the many main national transport links running through the area. The vision for establishing the North of England as a global economic powerhouse aims to connect the six northern City Regions of Liverpool, Manchester, Sheffield, Newcastle, Leeds and Hull (areas in the YNYER area also form part of the latter two city regions). As an important economic area in its own right and as a link between the city regions the YNYER area will be influential in achieving a transformation of northern connectivity and the North's economy. This spatial plan sets out key priorities as to how and where the YNYER area will contribute to this growth.

Strategic Economic Plan

2.6 Planning across YNYER has a key role to support, speed up, co-ordinate and enhance the delivery of the Strategic Economic Plan (SEP) for the Local Enterprise Partnership (LEP) for York, North Yorkshire & East Riding. The SEP sets out the LEP's vision to make the area the place in England to start or grow a business, combining a quality business location with a great quality of life. Four ambitions and five priorities underpin the delivery of this vision:

Ambitions	Priorities
Create 20,000 jobs and deliver £3 billion growth	Profitable and ambitious small and micro businesses
Double housebuilding rates	A global leader in food manufacturing, agritech and biorenewables
Enable every student to be connected to business	Inspired people
Connect the east and west of our region	Successful and distinctive places A well connected economy

2.7 The SEP 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
- Growth and development will require the supply of minerals and other raw materials and the provision of waste management infrastructure
- Communication connectivity can improve access to markets and facilitate business growth, particularly in more remote areas

Housing Strategy

2.8 The demand for new homes in many parts of the YNYER is strong and the appeal of the area can result in supply falling behind demand, a limited range of tenures and high prices. The Housing strategy for YNYER, reflecting adopted and emerging Local Plans, sets priorities for housing and growth from 2015 to 2021. The housing strategy's vision is to enable more new homes and for all housing to be of a quality, type and size which meets the needs of our urban, rural and coastal communities and supports economic growth. A responsive and balanced housing market supports local economic vitality and long term economic growth by helping to maintain a local labour supply and supporting sustainable communities. The SEP aims to double house-building (compared to 2012-14 build rates) and triple the delivery of affordable housing.

Increase supply of good quality new housing across all tenures & locations.	Positive impact on health & well being.
Ensure that our housing stock reflects the needs of communities.	Continue to reduce homelessness.
Meet the diverse needs of all communities at all stages of their lives.	Allocate housing fairly & on need.
Ensure good design & environmental quality.	Provide housing for specific needs.
Make best use of our existing stock.	

Environmental and Health Strategies

2.9 The role of the environment and the health and well-being of communities and individuals in YNYER is crucial to achieving sustainable growth. The environment and the goods and services that it supports are a key asset:

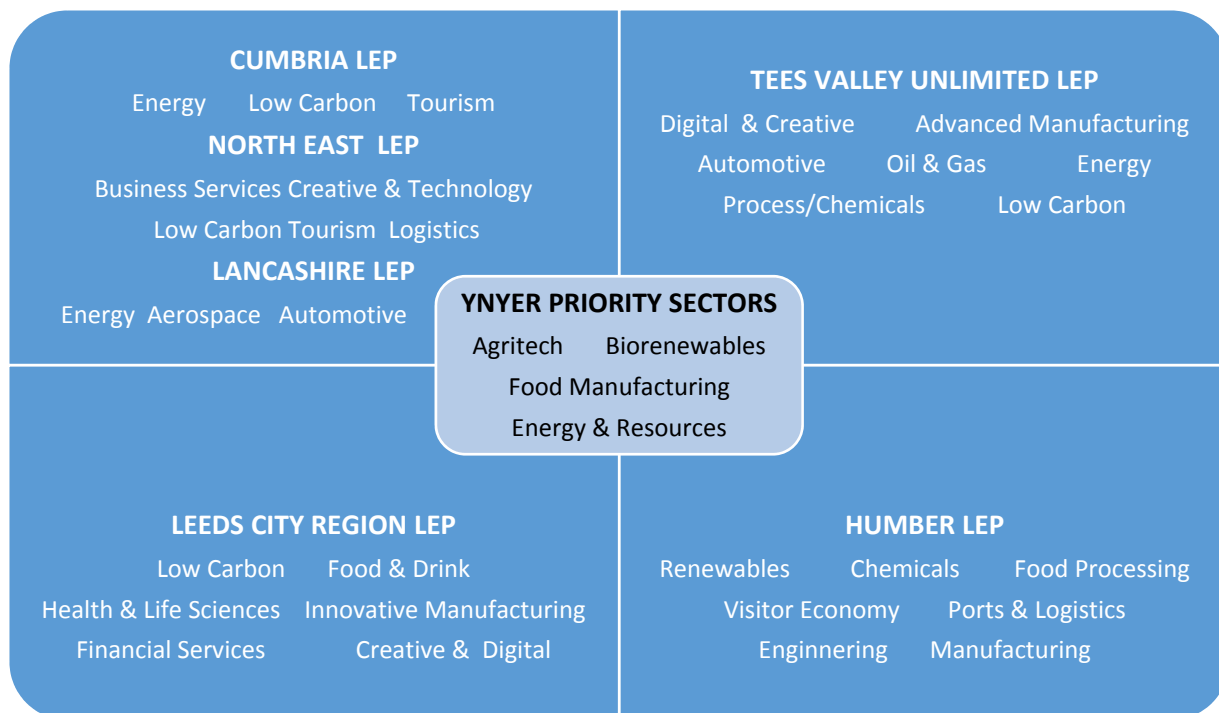
- The vision of the NY & Y Local Nature Partnership (LNP) is “to see the natural environment of North Yorkshire and York conserved, enhanced and connected for the benefit of wildlife, people and the economy” and the Hull and East Riding LNP aims to create a resilient ecological network across the area by working at a landscape scale
- Health and well-being strategies recognise the intrinsic links between health, the economy, living environments, housing conditions and sustainable communities

3. WIDER CONNECTIONS

- 3.1 The YNYER area is one of the largest economies by land area in England. It brings together a predominantly rural area bordering West Yorkshire and the Humber areas to the south, central Lancashire to the west and the Tees Valley to the north. From Skipton and Settle in the west to Scarborough, Whitby and Bridlington in the east – and from Selby and Goole in the south to Richmond and Northallerton in the north – the YNYER area has many inter-linkages with adjoining areas.
- 3.2 The southerly parts of the YNYER area cover the districts of Craven, Harrogate, Selby and City of York, all of which also form part of the Leeds City Region. To the south and east, the East Riding extends from north of the Humber estuary to Bridlington and also forms part of the Humber LEP area. Further north the connections to the Tees Valley and North East become stronger with the North Yorkshire Districts of Hambleton, Richmondshire, Ryedale and Scarborough. To the west the area links with both Cumbria and Central Lancashire.

Economic Links

- 3.3 Realising the YNYER area's economic growth potential requires wide-ranging collaboration and co-operation at different geographic scales. At an international scale 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. The BioVale initiative involves collaboration with the French Industries and Agro-Resources Cluster (IAG). At a national scale the National AgriFood Innovation Campus has the potential to be at the core of a national catalyst programme and exemplar catapult centre.
- 3.4 There are strong labour market linkages with neighbouring areas. For example there is significant two way commuting between Leeds and York and Harrogate, between the East Riding and Hull and between towns to the north of the YNYER area and the urban areas of the Tees Valley. Managing development pressures, providing affordable and market housing, achieving urban regeneration and housing market renewal and managing commuting patterns requires joined up working with neighbouring areas.
- 3.5 The Strategic Economic Plans for the neighbouring LEP areas include a focus on particular economic sectors which are set out in the following diagram. For example, there are important links 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 import/export gateway for local businesses
 - Common key sectors providing opportunities for collaboration and innovation



Transport Links

- 3.6 Many of the main national and northern transport links run into and through the YNYER area. Running north-south through the area are the A1(M) between South Yorkshire and Durham and the A168/A19 corridor linking the Tees Valley city region and Teesport to the motorway network. The East Coast Mainline (ECML) – the main north-south rail route - passes through the area from Doncaster and Leeds to Darlington with mainline stations at York, Thirsk and Northallerton. ECML services currently run beyond Leeds to serve Harrogate and Craven. The ECML provides key links to London, the North East and Scotland. York and Leeds will be gateways to the planned HS2 network.
- 3.7 To the south of the YNYER area, the M62/A63 provides good access to the Humber Ports and economic and enterprise zone opportunities centred on the Humber Estuary. The Humber is the UK’s busiest port complex by tonnage and Goole is rapidly expanding to become the county’s leading in-land port. The rail head at Selby also enables rail access to Felixstowe. The Transpennine rail service links Hull, York, Selby and Scarborough with Leeds, Manchester, Manchester airport, Liverpool and the North West. These east-west transport connections form part of one of Europe’s main transport corridors linking the west coast of Ireland, through northern England to Scandinavia, the Baltic and Russia. Cross country rail services provide links to Sheffield, Nottingham, Derby, Birmingham and the south west.
- 3.8 From Scotch Corner the A66 provides a major east-west link providing key links from the YNYER area and the Tees Valley to Cumbria and Scotland. Strategic road and rail connections link the YNYER area with a number of international airports including Newcastle and Durham Tees Valley airports to the north, Leeds Bradford, Humberside and Robin Hood Doncaster Sheffield airports to the south and Manchester to the west.

Housing Markets

- 3.9 There are larger housing market areas with YNYER and smaller local housing market areas within them. Housing markets often have dual characteristics. They can function over a wider area, with household migration and commuting areas extending into the West Yorkshire, Tees Valley and Hull/Humber conurbations, and on a wider scale, they can attract people (often retirees) from the south east and other affluent areas. At a more local level housing markets link smaller and rural communities to local service centres and employment.

Environmental Assets

- 3.10 National Parks, Areas of Outstanding Natural Beauty (AONBs), Heritage Coasts, rural hinterlands, waterways and urban green networks are all key economic, social and environmental assets for YNYER area, surrounding areas and for the nation. Attracting businesses, investors, tourists and visitors is highly dependent on a high quality and thriving natural environment. England's national parks are a very significant contribution to our economy, society and identity. As well as attracting national and international visitors the rural parts of the YNYER area provide an important recreational resource for people living in the adjoining urban areas.

4. GROWTH FOCUS

Our priorities:

1. **To focus and realise the benefits of significant development in towns and cities and investment opportunities in major transport corridors**
2. **To transform economic, environmental and social conditions in coastal settlements as priority areas for regeneration**
3. **To meet local needs and support the long-term sustainability of communities in remoter rural and coastal areas**
4. **To support the regeneration of urban areas in adjoining city regions**

4.1 Focussed and co-ordinated patterns of growth and movement will be essential to ensure that the overarching priority to achieve sustainable growth will be achieved. This requires a spatial approach that manages relationships between different areas across boundaries both within and beyond the YNYER area. Within the area there are three geographic areas identified in the SEP that provide a focus for managing growth.

4.2 This spatial plan reflects current local plans – which are at different stages across the area. Some plans are adopted or close to adoption, others are being reviewed and new plans are being prepared in some areas. Through the local plan process different options for growth will be considered and may emerge to change future patterns of development. For example different spatial options are being looked at for Harrogate District including settlement extensions, transport corridors and new settlements. New sites, for example Ripon Barracks in the case of Harrogate, may also come forward through the local plan process.

A1/A19 Growth Corridor

4.3 The North-South growth corridor based around A1/A19/East Coast Main Line runs through the heart of the area. This corridor benefits from excellent connectivity with rapid access to the trunk road and rail network and the rest of the UK for businesses. The City of York with its leading Universities and outstanding tourism offer, and Harrogate with its growing commercial and conference presence and our world leading AgriFood and Bio-Economy Innovation assets sit in the centre of the corridor. Northallerton, Thirsk, Richmond and Catterick Garrison and Selby all act as the focus for their wider rural districts.

4.4 At the south of the corridor is Drax, the UK's largest and cleanest coal fired power station, which is investing over £1 billion in converting to biomass and developing the emerging technology around carbon capture and storage. To the north, the Leeming Bar Food Park continues to expand, whilst the Government has a long term commitment to Catterick Garrison. A new Catterick town centre opens in July 2015 and major housing growth is taking place.

4.5 Focussing growth on this corridor at the heart of the YNYER area and its largest cities and towns, 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.

Yorkshire Coast

- 4.6 Yorkshire has one of the finest coastlines in Britain and is a significant environmental and tourism/economic asset. It features seaside towns such as Scarborough, Whitby, Bridlington, and Filey, Hornsea, Staithes and Withernsea. 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.
- 4.7 There are many designations along the coast, including a heritage coast and internationally important biodiversity sites, and strong features such as Flamborough Head and Spurn Point. Further north much of the coastline is within the National Park and coastal villages such as Staithes and Robin Hoods Bay have a high historical importance. 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 and to communities living in such areas.
- 4.8 Unemployment, deprivation and skills issues are present to varying degrees in most towns along the coast. 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 transport priority to strengthen east-west transport links. Offshore wind opportunities, creative and digital industries and a new potash mine near Whitby all have the potential to drive growth. The Easington gas terminal forms a significant component of the national gas supply infrastructure.

Dales, Moors and Wolds

- 4.9 This area is defined by its high environmental quality. It is predominantly rural in character, providing an outstanding landscape with market 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, an ageing population and affordability and a combination of good skills and employment levels but often low incomes.
- 4.10 The high quality landscapes of the National Parks and Areas of Outstanding natural beauty are particularly important to the local economy. The number of businesses per head of population is twice the national average in National Parks. Conserving the natural beauty, wildlife and cultural heritage of the YNYER area plays a wide ranging role in supporting land based industries, sustaining tourism and recreation and supporting sustainable rural economies and communities.
- 4.11 Settlements are smaller in population terms in these more rural areas and more dispersed. Towns such as Driffield, Pickering, Skipton and Richmond & Catterick Garrison are important centres of employment and services and act as gateways to these areas. Places such as Leyburn, Grassington, Hawes and Reeth play important roles as local service centres for remoter rural areas. Investment is needed to support sustainable communities and support the roles of towns as hubs for surrounding areas. Accelerating development and supporting the growth ambitions of

small businesses in these rural areas will be important. There is opportunity to improve upland farm and locally distinctive tourism and environment based businesses. Partnership working is important to enhancing upland landscapes as living and working areas.

Adjoining Urban Areas

- 4.12 The YNYER area has strong functional links with adjoining urban areas, as reflected by the overlapping LEP areas of the Humber and Leeds City Region. There are strong labour and housing market links with the Tees Valley, Darlington, Leeds, Bradford, Hull and Humber ports area and important links with potential for enhancement with Pennine Lancashire and the City of Lancaster. Collaborative working is required to support growth within and beyond the YNYER area – as strong urban centres will be pivotal to driving growth across the north of England. The relationship is two-way as the quality of life and environment of the YNYER area is a key part of the locational offer of the wider area.

Growth Delivery Priorities	
Roles of Places	Pattern and Focus of Development
Major focus of growth	<p>Delivering significant development and investment opportunities by focussing on a:</p> <ul style="list-style-type: none"> ▪ A core growth zone focussed on the Harrogate & Knaresborough and York area. ▪ North-South and East-West transport corridors with a strategic focus on: <ul style="list-style-type: none"> ○ regenerating the towns of Bridlington, Goole, Scarborough and Selby ○ strengthening the roles of Beverley, Driffield, the Major Haltemprice settlements, Malton & Norton, Northallerton, Richmond & Catterick Garrison, Thirsk and Skipton
Local needs focussed growth	<p>Meeting local needs and supporting sustainable communities by strengthening local service centres in the wider rural areas across York, North Yorkshire & East Riding including the:</p> <ul style="list-style-type: none"> ▪ Yorkshire Dales & North York Moors national parks ▪ Howardian Hills, Nidderdale and Forest of Bowland Areas of Outstanding Natural Beauty ▪ Yorkshire Wolds

Relationships Between Places	Pattern and Focus of Development
Managed growth <u>within</u> the YNYER area	<p>Co-ordinating development and investment activity in a York/Malton/Scarborough Corridor:</p> <ul style="list-style-type: none"> ▪ to support the regeneration of Scarborough ▪ to spread the benefits of York's economic growth and influence as an economic driver for the sub-region ▪ to strengthen the role of Malton and Norton <p>Supporting the role of and focus on York as a key growth driver by:</p> <ul style="list-style-type: none"> ▪ Managed growth in the East Riding Vale of York area (focussed on Pocklington & Market Weighton) ▪ Development restraint in the Easingwold area
Managed growth with areas <u>adjoining</u> the YNYER area	<p>Co-ordinating development and investment activity across boundaries to support growth and regeneration:</p> <ul style="list-style-type: none"> ▪ Beverley and the major Haltemprice settlements in the East Riding, in support of the transformation of Hull ▪ Skipton & South Craven, as an economic hub between and linked to West Yorkshire and Lancashire <p>Development restraint to support regeneration:</p> <ul style="list-style-type: none"> ▪ In the Stokesley area to support regeneration in the Tees Valley ▪ Between Richmond and Darlington, to support the sub regional centre role of Darlington and regeneration in the Tees Valley
Co-ordinated Resource Management	<p>Safeguarding and enhancing the area's key environmental and built assets:</p> <ul style="list-style-type: none"> ▪ Encouraging positive land management for flood alleviation in upland areas to reduce downstream flooding and enhance biodiversity ▪ Protecting the setting of National Parks

5. BETTER CONNECTIVITY

Our priorities:

1. **Improved east-west connectivity across and beyond the area with a particular focus on the overlapping impacts of urban congestion in York & Harrogate**
2. **Better access to national and regional rail services, including being HS2 & HS3 ready**
3. **Improved long distance connectivity to the north and south**

5.1 Better transport provides firms with access to employees, enables them to be connected with other businesses and facilitates access to local, national and international markets. Many parts of the YNYER area's transport network form key parts of international, national and regional transport links. Improving superfast broadband and mobile coverage (see sections 6 & 7) is also critical to ensuring that businesses across the area are well connected to their customers, markets and workforce.

North – South Transport Links

5.2 The YNYER area benefits from excellent North-South connections, including the recently upgraded A1 (M) and A19 corridor and the East Coast Main Line (ECML). In a national context this corridor provides key connections between London, the Midlands, the North and Scotland. In a northern context, it links the Humber, Sheffield and Leeds City Regions to Tees Valley, the North East and Scotland. Economies along the ECML are significant, contributing over £300 billion pa to the national economy (excluding London) and have significant further growth potential. Continued upgrades to these north-south connections and access to HS2 and HS3 will be crucial to the long term prosperity of the UK. For 'strategic highways' the One North transport 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. There are key rail linkages for freight from the ECML at Northallerton into Middlesbrough, Teesport and Port of Tyne, from Selby to Felixstowe and to the Humber ports. Local linkages to strategic north-south links are important to enable local areas to gain benefits from these connections.

East-West Transport Links

5.3 East- West links across the LEP area are relatively poor and require investment to realise the economic potential and boost the performance of the major urban areas of Harrogate and York and many growth towns such as Bridlington, Driffild, Malton, Scarborough and Skipton. Journey time reliability affects businesses and their staff. Whilst east-west transport connections need to be strengthened across the whole area the location of growth towns and the larger volume of movements between them have shaped the priorities for improvement.

5.4 Whilst transpennine links across the M62 are relatively good, further north, the transpennine links from Craven District to East and Central Lancashire and from

North Yorkshire to Cumbria are relatively poor. As well as linking major economic growth hubs in the YNYER area such as York and Harrogate, east-west links provide key connections to and from eastern and coastal towns, the Beverley, Hull and the Humber Ports and with the towns of central Lancashire and the wider North West of England. The Tees Valley area also shares a need for improved east-west connections and coastal access improvements.

- 5.5 In combination with urban congestion poor-east west transport links also contribute to significant constraints on the growth of Harrogate and York. There are significant delays on the York Northern Outer Ring Road and in the urban areas of Harrogate/Knaresborough and York. Improving east-west transport links in the YNYER area is important to economic growth in the area and for the North of England.

Rail Services

- 5.6 From the rail hub of York, eight of the 10 largest UK cities can be accessed in less than two hours. The full 'Y' HS2 route, once built and operational, will further improve this rail connectivity. The 'One North' proposition includes a new dedicated 125 mph trans-pennine rail-link connected to the HS2 lines and Manchester Airport. Transpennine rail electrification is being progressed from Manchester to Selby, Hull and York. Further extension of Transpennine electrification' improving connecting routes will significantly improve the area's connectivity nationally and across the North of England.
- 5.7 The York-Harrogate- Leeds rail line is being upgraded from one track to two tracks on parts of the route between Knaresborough and Poppleton. This will facilitate faster journey times and improved reliability, and potentially the doubling of train frequencies, between these key employment centres. The York-Scarborough rail line links through to Leeds, Manchester Airport and Liverpool, investment needs to include enhanced services, stations and inter-change facilities. The proposed electrification of the Leeds-Selby-Hull line presents similar opportunities.
- 5.8 In the Aire Valley fast and efficient commuter trains support and attract growing passenger demand between Skipton / South Craven and towns and cities in West Yorkshire. There are opportunities to enhance trans pennine rail links as alternatives to the congested main Leeds-Huddersfield-Manchester route. The protected track bed of the former Skipton to Colne railway line presents such an opportunity. Recent strategic investment in Pennine Lancashire has realised new direct services between nearby Burnley and Manchester.
- 5.9 Rail stations across the YNYER area play a key role as gateways to national, regional and local rail services and have the scope to stimulate economic growth and promoting the use of public transport and thereby have a significant impact on the towns and cities (and their hinterlands) that they serve. Investment in stations and the areas around stations can act as a catalyst to broader development and attracting inward investment.

Better Connectivity Delivery Priorities	
Improved long distance connectivity to the north and south	<p>Ongoing upgrades to the A1 and improving key links to the A1 at:</p> <ul style="list-style-type: none"> ▪ A168/Thirsk ▪ Sherburn in Elmet to A63/A1 <p>Removing capacity constraints, improving passenger and freight services and improving journey quality on the East Coast Mainline.</p> <p>Safeguarding and realising the benefits of Selby Railhead.</p> <p>Supporting the improvement of the Port of Goole (and Humber ports) and the role of waterways to bypass congested South East road and rail routes.</p>
Improved East-West Connectivity	<p>Improving journey-time reliability on the Central Lancashire to Yorkshire Coast/Humber corridor with improved A59/A1237/A64 & A1079 highway links including improvements to:</p> <ul style="list-style-type: none"> ▪ York Northern Outer Ring Road ▪ A64 York –Malton – Scarborough Corridor, including West of Malton and Hopgrove junction, ▪ A64/A1079 Grimston Bar junction ▪ A1079 Corridor ▪ A1(M)/A59 Junction 47 ▪ Harrogate Road network ▪ A59 Harrogate to Skipton, including overtaking lanes ▪ M65 Colne to Skipton <p>Modernising the Leeds-Harrogate-York rail line to improve performance and increase service frequency.</p> <p>Improving stations, inter-change facilities and services between Scarborough and York.</p> <p>Improving stations, reducing journey times and upgrading facilities on the Selby-Hull line to maximise the benefits of the planned electrification.</p> <p>Supporting improvements to rail infrastructure for freight including between Craven and the west coast rail hubs of Lancaster and Carlisle, as well as Manchester (via Clitheroe).</p>
Rail Station Hubs	<p>Enabling the LEP area to be HS2 ready by improving connectivity to the HS2/HS3 network and getting stations ready as HS2 passenger hubs.</p> <p>Enhancing existing rail stations to increase access to national and regional rail services and to promote their roles as economic/development hubs, public transport interchanges and gateways to the recreational and cultural offer of the area including:</p>

	<ul style="list-style-type: none">▪ York station as a strategic interchange and HS2 gateway station▪ Harrogate, Northallerton, Selby, Skipton and Thirsk as key gateways to the national network and London▪ Seamer, Skipton, Bridlington, Driffield, Beverley, Goole, Malton & Norton, Scarborough, <p>Providing new stations at:</p> <ul style="list-style-type: none">▪ Haxby, York▪ Cross Hills (South Craven)
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6. STRONG CENTRES

Our priorities:

1. **Promoting a network of growth towns to meet the majority of the area's development needs**
2. **Unlocking development opportunities and infrastructure constraints in growth towns**
3. **Sustaining local service centres as viable local hubs for services, facilities, employment and housing for local communities**

6.1 There are many distinctive and different urban, rural and coastal settlements in the LEP area. These places vary in size and function but generally act as the focal point for commercial, cultural, education, health, service, transport, and employment activity. A multi-centred approach, with a pattern of linked growth towns (including the city of York) and local service centres, will help to meet the needs of urban, rural and coastal areas. Digital infrastructure has a key role to play in supporting social and economic development.

Growth Towns

6.2 Growth towns have been identified as the main places that will accommodate future housing and employment growth. This supports a concentration on a limited number of towns across the YNYER area and for each local authority area.

6.3 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. The varied urban, rural and coastal nature of the YNYER area has a significant influence on transport provision and accessibility – and thereby economic growth and housing demand and supply.

6.4 Better local transport connectivity between centres 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. 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.

Unlocking Development Opportunities

6.5 In the Growth Towns 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

- 6.6 Infrastructure capacity constraints can restrict the future development of an area or a town as a whole, in addition to being specific to particular sites. Without unlocking strategic constraints the scope to bring forward any sites is significantly limited.

Local Service Centres

- 6.7 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. Meeting the needs of people in relatively remoter areas should be based on supporting the sustainability of local communities by improving existing services and facilities and providing additional housing and employment opportunities within settlements. Focussing smaller scale growth on local service centres strikes an appropriate balance between meeting local needs, protecting and enhancing our environmental assets and preventing new housing extensively catering for commuters from nearby areas. It supports the availability of a local labour market. Nearby larger towns (the Growth Towns) also have a influence and relationship with the local service centres in their hinterlands.
- 6.8 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 many parts of the YNYER area. Our transport, mobile and broadband network must be an enabler for thriving prosperous places where businesses are able to grow and communities are able to access services and facilities. Increasing superfast broadband and mobile coverage is a key priority for a large geographical area with a low population density. These issues serve to make the development of the infrastructure commercially unattractive in “not-spots” and initiatives to address the absence of fibre based coverage in these rural areas are vital to enable economic growth and support sustainable communities. Increased broadband provision will allow for a greater spread of growth and enable people to increasingly conduct business from home and from rural locations.

Strong Centres Delivery Priorities

<p>Network of growth towns</p>	<p>Focussing development on the eleven growth towns of:</p> <ul style="list-style-type: none"> ▪ Bridlington, ▪ Beverley ▪ Driffield ▪ Harrogate and Knaresborough ▪ Major Haltemprice settlements ▪ Malton and Norton, ▪ Northallerton ▪ Richmond and Catterick Garrison ▪ Scarborough ▪ Selby, ▪ Skipton ▪ Thirsk and, ▪ The city of York. <p>Improving the transport linkages between growth towns:</p> <ul style="list-style-type: none"> ▪ A164 Corridor Improvements ▪ Newland Bridge Maintenance ▪ 'A' road maintenance ▪ A166/ Stamford Bridge improvements ▪ A6136 upgrade and Catterick Garrison Town centre improvements ▪ A59 Skipton-Harrogate-York ▪ A64 York-Malton-Scarborough
<p>Critical infrastructure to unlock the growth of settlements</p>	<p>Tackling transport congestion:</p> <ul style="list-style-type: none"> ▪ Harrogate & Knaresborough ▪ Central Scarborough ▪ Bridlington Integrated Transport Plan Phases 1 & 2 ▪ Beverley Integrated Transport Plan and Park and Ride ▪ North and Central Northallerton ▪ York Northern ring road, <p>Widening transport choice:</p> <ul style="list-style-type: none"> ▪ Improving local rail links: <ul style="list-style-type: none"> ○ York-Harrogate-Leeds railway line ○ Hull-Selby-York railway line ○ Scarborough-Malton-York railway line ▪ Bus and cycling network improvements in Harrogate and York <p>Managing flood risk in:</p> <ul style="list-style-type: none"> ▪ Skipton ▪ Malton and Norton ▪ York
<p>Local service centres</p>	<p>Focussing development on Local Service Centres that provide services and facilities that serve the needs of, or are accessible to, people living in the surrounding rural areas in order to meet local growth needs and support the sustainability of local communities.</p> <p>Improving superfast broadband and mobile coverage particularly in not-spot areas.</p>

7. EMPLOYMENT GROWTH

Our Priorities

1. **Supporting growth in the food manufacturing, agri-tech and biorenewables sectors**
2. **Promoting growth towns and local service centres as strategic and local hubs of economic activity**
3. **Harnessing our environment and heritage to support rural based businesses to grow**

7.1 A growing and competitive economy is a key component of sustainable growth. Such conditions help to ensure that everyone can benefit from higher living standards, greater job opportunities and an overall better quality of life. To meet the economic and social needs of communities and businesses across the York, North Yorkshire and East Riding of Yorkshire area the SEP ambitions are to deliver 20,000 new jobs across the area and support over 21,000 small and microbusinesses to grow and improve. Successful economic growth will mean rising incomes and increased business profitability, productivity and resilience. Growing the economy by £3bn will require a range of outcomes by 2020 which include increasing GVA and productivity, more businesses startups, increased exports, higher employment rates and falling carbon emissions.

7.2 Between 2005 and 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.

Growth Sectors

7.3 YNYER is already an international leader in the bioeconomy, which combines the food manufacturing, agritech and biorenewables sectors. The R&D base in York competes on an international stage in agritech and biorenewables as home to international research groupings at the University of York. The Food and Research Agency (FERA) just outside York complements these resources as a national centre of expertise and innovation.

Economic Hubs

7.4 Future employment growth will be strongly driven by strengthening the role and performance of the YNYER areas cities and towns (the growth towns) and particularly their centres. City and town centres will be a prime focus for development, especially for uses that generate large numbers of people movements. Improving the quality and distinctiveness of town centres is critical for competitiveness. The growth towns across the YNYER area fulfil a significant role as the focal point for services, facilities, transport and employment for their immediate and surrounding areas. Focussing activity on these towns provides an efficient and concentrated approach to investment and service delivery.

- 7.5 Digital connectivity is of vital importance to communities and businesses. Digital connectivity can act as a barrier to growth and innovation or as a catalyst for economic and social development. Superfast networks can increase efficiency, support a new era of digital public services, enhance healthcare delivery and education capabilities. York is the country's first 'Gigabit City' offering the opportunity for the City to be a magnet for new business development and to use this step change in digital infrastructure to drive economic growth and global competitiveness. Improving broadband connectivity is of critical importance to the growth and competitiveness of rural businesses.

Rural Based Businesses

- 7.6 A key feature of YNYER is impressive landscapes and coastlines and a wealth of natural and historic assets. The natural and built environment is a key component of our economy and the health and well-being of communities. Within a wider context of protecting and enhancing our environment there is much scope to support small scale and innovative business and employment growth. In more remote and peripheral areas sustaining and maintaining local economic activity is a key challenge.

Employment Growth Delivery Priorities	
Growth sectors	<p>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.</p> <p>Agri-business park Malton</p> <p>To 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</p> <p>Optimise the opportunities for the area provided by the Humber Ports and TeesPort as international trade gateways and for offshore energy.</p>
Hubs of economic activity	<p>Strengthening the sub regional role of York through:</p> <ul style="list-style-type: none"> ▪ The establishment of a new Central Business District next to York Station ▪ The expansion of the University of York ▪ Maximising the benefits of the Gigabit city superfast broadband speeds <p>Supporting the roles of Growth Towns as a focus for economic activity including the development of a new town centre at Catterick Garrison.</p> <p>Supporting role of local service centres as the local focus for employment in rural and coastal areas.</p>
Rural based businesses	<p>Capitalise on the high quality environment and heritage of the YNYER area including by supporting innovative and locally responsive:</p> <ul style="list-style-type: none"> ▪ farm and estate diversification ▪ all year round visitor accommodation ▪ infrastructure for outdoor recreation ▪ green tourism

8. HOUSING GROWTH

Our priorities:

1. **Increase the supply of good quality new housing**
2. **Providing the right mix of housing types and increasing the delivery of affordable housing across the area**
3. **Promoting local distinctiveness**

8.1 The geography of the YNYER area presents a specific range of housing issues. The Growth deal for the YNYER area aims to double the rate of new house building across the area and triple the rate of affordable housing delivery in the next five years. Local Plans provide the mechanism through which statutory housing targets will be set.

Supply of Homes

8.2 Against a background of high and rising house prices, Housing Strategy and Strategic Economic Plan identify how the supply of new homes across all tenures falls well behind demand. The SEP highlights that between 2012 and 2014 there were over 2,500 new homes delivered (just over 20% were affordable) compared to 6,000 households that are expected to form per annum between 2013 and 2026. Between 2016 and 2020 the Strategic Economic Plan aims to increase the delivery to almost 5,500 new homes, with 30% being affordable.

Right Type of Housing

8.3 Our existing housing stock is not diverse – 88% is in the private sector, either owner occupied or privately rented. This is the second highest of all LEP areas in the country. The current supply of affordable housing is very low compared to other LEP areas and there are increasing pressures on this and on private rented stock. The Housing Strategy highlights that housing waiting lists in the area and the 2011 Strategic Housing Markets Assessments (SHMAs) covering the area identified a shortfall of over 4,000 affordable homes if new and pent up demand were to be met.

8.4 Very many young people will be unable to afford to access home ownership if house price and income trends continue. Private renting will remain the main option for many young people to live independently. Good quality private rented accommodation of a suitable size is often scarce and with low wages many workers struggle to find suitable homes. The YNYER area has a significant and growing population of people aged over 65 years. Many of these households will live independently, a proportion though will also live with a long term limiting illness and/or dementia. Providing the right type of housing for older people is a major issue for the area.

8.5 There is a need to deliver the right type and tenure of homes to meet the needs of a wide range of households on a wide range of incomes. This includes starter homes, private rented, intermediate tenures, more affordable housing and accommodation to meet the housing and care/support needs of older households.

Successful and Distinctive Places

- 8.6 The distinctive character of an area or the sense of place that it provides is an important element of building communities that people want to live in and places where businesses want to invest. It strongly influences decisions to invest or locate – whether as a household, business or visitor. Creating distinctive places by promoting high quality development and respecting features of value in urban rural and coastal areas contributes positively to making successful places that evolve over time.
- 8.7 All settlements are different and have diverse characters reflecting their history, scale, economic fortunes and location. The character and distinctiveness of settlements and their settings should be protected and enhanced as a key part of the approach to growing and regenerating places. The YNYER area is rich in character and its diversity is a major feature in terms of settlement and landscape character.

Local Plan Housing Growth Delivery Priorities - Scale of Housing Growth

<i>District/Unitary</i>	<i>Homes PA</i>	<i>Period</i>	<i>Source</i>
East Riding of Yorkshire	1,400	2012-2029	ER LP Strategy Document
Craven	160		Draft plan, new SHMA being prepared
Hambleton	455-470		OAN June 2015
Harrogate	621	2014-2035	March 2015 OAN
NYMNPA	26		2008 Core Strategy
Richmondshire	180	2012-2028	Adopted Core Strategy
Ryedale	200		Adopted Core Strategy
Scarborough	465	To 2032	Being finalised through revised OAN and SHMA
Selby	450		Adopted Core Strategy
York	TBC		Revised OAN work commissioned
YDNPA	55		OAN

Housing Growth Delivery Priorities - Location of Housing Growth

Growth Locations	Growth towns of Beverley, Bridlington, Driffield, Harrogate and Knaresborough, Malton and Norton, Northallerton, Richmond and Catterick Garrison, Major Haltemprice Settlements, Scarborough, Selby, Skipton, Thirsk and York.
Strategic Sites	Investing in major strategic sites at: <ul style="list-style-type: none"> ▪ Catterick Garrison ▪ Middle-Deepdale and south of Cayton, South Scarborough ▪ North Northallerton ▪ Sowerby Gateway, Thirsk ▪ Olympia Park, Selby ▪ Moor Road, Brough ▪ York Central, York ▪ Former British Sugar/Manor School site, York

9. SEP GEOGRAPHIC PRIORITY AREAS

SUMMARY OF A1/A19 GROWTH CORRIDOR SPATIAL PLANNING APPROACH	
PRIORITIES FOR ACTION	RATIONALE
<p>A: Pattern of Growth</p> <ol style="list-style-type: none"> 1) Focus most development on the Growth Towns of Catterick Garrison/Richmond, Harrogate and Knaresborough, Northallerton, Selby and city of York 2) Meet local needs for housing, employment and services in local service centres 	<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: Roles and Functions of Places</p> <ol style="list-style-type: none"> 1) <i>Catterick Garrison/Richmond</i> – enhanced town centre and service centre for Richmondshire 2) <i>Harrogate & Knaresborough</i> – a major centre and expanding commercial & conference centre hub 3) <i>Northallerton</i> – a County Town serving other market towns and the rural hinterland 4) <i>Thirsk</i> – local focus for jobs, homes and shops 5) <i>Selby</i> - local focus for jobs, homes & shops 6) <i>York</i> – a major economic centre for the wider area and international hub for knowledge driven, creative and high technology industries 	<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>C: Transport</p> <ol style="list-style-type: none"> 1) Reducing delays and promoting sustainable transport measures in Harrogate & York 2) A1237 Northern Ring Road Improvements 3) Improving the A1/A59 Allerton Park and A64/A162 Tadcaster junctions and the link from Drax to the M62 4) Improve Harrogate-York- Leeds and York-Scarborough rail links and improving rail gateways 5) Improving overall east-west connectivity 6) Improving rail stations as key 	<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 & Leeds will maximise the growth of these economic drivers.</p>

<p>strategic interchange</p> <p>7) A6136 Catterick Garrison / A1 access improvements</p>	
<p>F: Strategic Investments</p> <ol style="list-style-type: none"> 1) Sherburn A1 Employment Site 2) North Northallerton Development Area 3) Olympia Park Selby 4) York North West 	<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>

SUMMARY OF YORKSHIRE COAST SPATIAL PLANNING APPROACH

PRIORITIES FOR ACTION	RATIONALE
<p>A: Pattern of Growth</p> <ol style="list-style-type: none"> 1) Focus most development on the Growth Towns of Scarborough and Bridlington 2) Meet local needs for housing, employment and services in local service centres 	<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: Roles and Functions of Places</p> <ol style="list-style-type: none"> 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 2) To safeguard the maritime and fishing 	<p>There is significant opportunity to strengthen the roles of Scarborough and Bridlington and unlock major housing growth, town centre, harbour and marina developments. Other coastal settlements such as Whitby, Hornsea and Withernsea play important roles as local service centres. Historic fishing villages such as Staithes and Robin Hood's Bay contribute to the heritage and character of the area.</p>
<p>C: Transport</p> <ol style="list-style-type: none"> 1) Reduce peripherality by improving east-west transport links 2) Improve links with growth towns outside the area 3) Address severe junction capacity issues within Scarborough urban area. 	<p>There is a significant degree of journey time unreliability on the A64 between York and Scarborough and underperforming stations and services along the rail line resulting in poor connectivity. To realise the growth potential of Scarborough improvements/mitigation measures are required to key junctions in the town.</p>
<p>D: Environment</p> <ol style="list-style-type: none"> 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 2) Protect and enhance the unique character, heritage and biodiversity of the undeveloped coast and coastal waters 3) Avoid the risk from flooding, erosion and landslip 	<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>

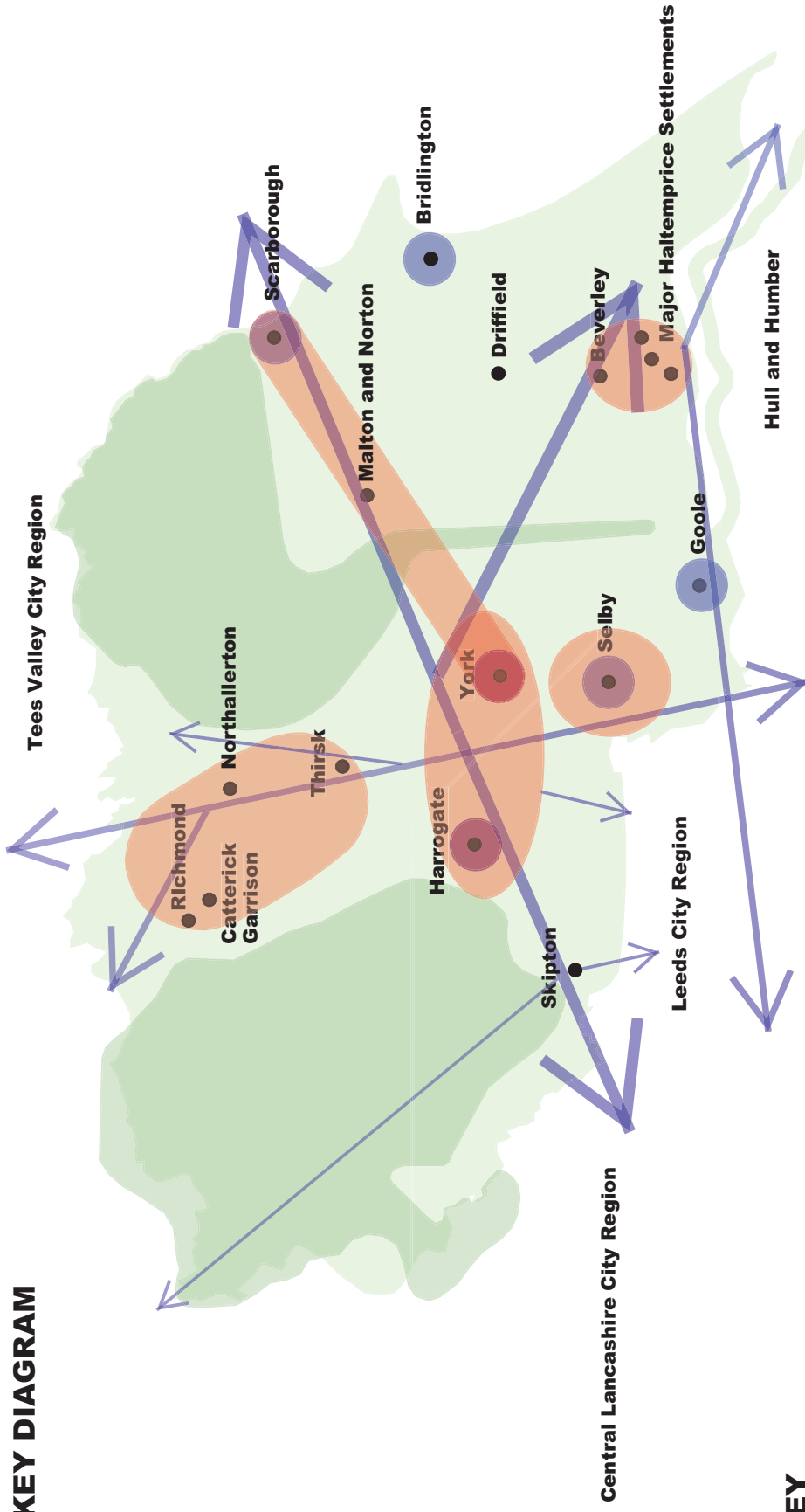
<p>E: Growth Drivers</p> <p>1) York Potash mine</p>	<p>The £2bn York Potash project proposal will develop a new high-tech potash mine and has the potential to generate £1bn exports and supply chain opportunities for local companies.</p>
<p>F: Strategic Investments</p> <p>1) Whitby Offshore Industries 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 along with south of Cayton and act as the catalyst for the wider regeneration of the Eastfield Area.</p>

**SUMMARY OF THE DALES, MOORS & WOLDS
SPATIAL PLANNING APPROACH**

PRIORITIES FOR ACTION	RATIONALE
<p>A: Pattern of Growth</p> <ol style="list-style-type: none"> 1) Focus development on the growth towns of Beverley, Driffield, Malton & Norton, Skipton and Richmond/Catterick Garrison. 2) Meet local needs for housing, employment and services in local service centres including Bentham, Bedale, Hawes, Helmsley, Kirbymoorside, Leyburn, Pickering, Pately Bridge and Settle 	<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: Roles and Functions of Places</p> <ol style="list-style-type: none"> 1) Driffield as a focus for development in the Wolds 2) Skipton as a local focus for homes and as a focus for jobs and shops for area between West Yorkshire and Lancashire 3) Malton – a local focus for jobs, homes and shops 4) 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>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>C: Transport</p> <ol style="list-style-type: none"> 1) Maintaining local highway links to local service centres 2) Enabling visitors to access recreational and tourism activities 	<p>The condition of the local road network is a key constraint on the economy in rural areas as the condition of the highway network between local service centres and feeder villages impacts 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>D: Environment</p> <ol style="list-style-type: none"> 1) Protect and enhance the character, heritage and biodiversity of the Yorkshire Dales & North York Moors National Parks, the Nidderdale, Howardian Hills and North Pennines 	<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</p>

<p>AONBs and the Yorkshire Wolds</p> <p>2) Develop green infrastructure that provides services to the wider economy</p>	<p>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>E: Growth Drivers</p> <p>1) Protected Landscapes</p>	<p>Conserving and enhancing the natural beauty, wildlife and cultural heritage of protected landscapes is nationally significant. For rural areas, landscapes provide a basis for sustainable economic growth and diversification including for land based industries, recreation and tourism.</p>
<p>F: Strategic Investments</p> <p>1) Malton Agri-Business Park</p> <p>2) Broughton Hall Business Park, Skipton</p> <p>3) Bentham Employment Expansion</p> <p>4) Kirbymoorside Employment Expansion</p> <p>5) South Skipton Employment Zone</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>

KEY DIAGRAM



KEY

- Growth Towns
- Urban Congestion Priority Area
- Regeneration Priority Area
- ↔ Transport Priorities
- Focus for Growth