



**North Yorkshire County Council
Richmond (Yorks) Constituency Committee – 12 June 2019
York North Yorkshire & East Riding Local Enterprise Partnership
Richmondshire Update**

1.0 Purpose of the Report

- 1.1 This paper provides an update on the Local Enterprise Partnership activity in the Richmondshire district whilst also providing an update on the proposed merge with Leeds City Region and the development of the Local Industrial Strategy

2.0 Strategic Focus

- 2.1 The LEP Strategic Economic Plan (SEP) set out a small number of strategic ambitions:
- Grow the economy by £2billion
 - Double House building rates and triple affordable house building rates
 - Improve east-west connections
 - Connect every student to business
- 2.2 These are monitored and delivered through 5 Priorities which are ‘owned’ by the sub-boards, with each board providing a report back to each main LEP Board.
- Business Board
 - Profitable, Ambitious Small Businesses
 - A global leader in agri-food and bio-renewables
 - Skills & Employability Board
 - Inspired People
 - Infrastructure Board
 - Successful, distinctive places
 - Well-connected economy
- 2.3 Through the sub-boards a series of strategies/plans have been developed to support implementation and ensure the LEPs strategic objectives are delivered. These are all developed in partnership with local stakeholders to secure commitment and buy in across the region. These are summarised below:

LEP Sub-Board	Strategy/Plan in Place	Strategy/Plan under development
Business	1. Energy Strategy 2. Grow Yorkshire (Plan to support food & Farming post CAP) www.growyorkshire.co.uk	Circular Economy Framework
Skills & Employability	1. Workforce Skills Strategy 2. Careers Strategy 3. Apprenticeships Plan 4. Social Inclusion Strategy	Higher Level Skills Plan
Infrastructure	1. Non-statutory Spatial Framework adopted by all Local Authorities 2. Housing Proposition (Joint with Housing Board) 3. Strategic Transport Plan	Natural Capital Asset Map & Plan Mobile & Digital Strategy Future Market Towns

3.0 Infrastructure

Local Growth Fund Capital	Current position/ next key milestone	LGF Awarded	LGF Spent	%	Jobs Created/ Safeguarded	New Homes
Improving mobile phone coverage	Contracted	£1,000,000	£1,000,000	100%		
Growth at Catterick Garrison.	Completed	£2,000,000	£2,000,000	100%	2,600	1,900
North Yorkshire Rural Connectivity Grant (DfT)	DfT retained	£24,000,000	£22,611,888	94%		

- 3.1 York, North Yorkshire & East Riding Housing Proposition
Working jointly with York, North Yorkshire & East Riding Housing Board a housing proposition has been developed and submitted to Homes England. The priorities are;
- MOD and large sites
 - Rural Affordable Housing
 - Off-Site Manufacturing
- 3.2 York, North Yorkshire, East Riding & Hull Non-Statutory Spatial Framework
Underpinning the above is a non-statutory spatial framework, which identifies the growth corridors within the geography. The framework is enclosed as a separate Annex 1.

3.3 Natural Capital

Recognising the value of Natural Capital across the region, work is underway alongside the Local Nature Partnership to develop a Natural Capital asset register and plan to support the attraction of investment into the regions natural capital.

3.4 A pilot programme has been undertaken taking a 'Landscape Enterprise Network' approach to support investment. This has included a pilot focused around Ricer Skell and Fountains Abbey working with National Trust and local landowners in Yorkshire Dales to demonstrate how co-investment upstream has financial benefits for a range of local stakeholders/businesses downstream.

3.5 Mobile & Broadband Coverage

Working with NYCC and NYNET additional investment has been secured into rural broadband and mobile. Recent confirmation of a further c£11.5m EAFRD (EU Funding) to NYNET will see additional investment into rural broadband, whilst the announcement in 2018 confirmed investment to support NYNET to put ultrafast broadband (City Centre speed) into key market town centres. The model will connect up public sector building to better enable private sector investment.

3.6 In addition NYCC have been leading some work mapping mobile coverage across the region. The LEP has committed £1million to invest in reducing 'not-spots' within rural mobile coverage.

4.0 Business

4.1 The LEP Business engagement activity is summarised below;

SME - Growth Businesses	3x Growth Advisers covering Scarborough, Ryedale, Richmondshire, Hambleton only – primarily signposting businesses to business support programmes. Also telephone helpline signposting to support programmes Do not cover Harrogate, Selby, Craven as LCR equivalent cover these areas and didn't want to confuse business	75 High Intensity Business Supports
		700 Medium Intensity Business Supports
		2000 Light Touch Business Supports
		ESIF Funding contracted and delivering
SME - Fledgling, Small and Micro Business Support	Online and telephone advise signposting to support available Working with business networks to support their members.	Signposting to EU Funded Programmes – See below
		How's Business Website content developed and updated
		Strengthened relations with Business Networks & partners
Large Business Support	1 post working with Local Authorities and LCR around investment	Inward Investment Offer and support for large businesses in place

	opportunities – new role which is still evolving and primarily responsive. Key Account Management activity is left to Local Authorities.	Support programme for larger SME's in place – EU funded.
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Sector Specific

Develop Policy & Priorities	Specific stakeholder group around energy and circular economies working with industry, academia and public sector to develop strategies and investment opportunities	Low Carbon – Local Energy Strategy with action plan and investment opportunities. Low Carbon ESIF project developed
		Circular Economy framework developed together with action plan.
Developing delivery mechanisms for established policy	Programme to engage farming post brexit to mitigate impact of CAP. Working with all key networks and farming groups to co-ordinate whilst developing an EU support programme.	Food & Farming – Launch Grow Yorkshire to support food & farming Farm Business Advice secured through ESIF Industry steering group

4.2 In addition to the above there is a range of EU funded business support programmes providing intensive support to businesses who wish to grow this includes:

- Northern Powerhouse Investment Fund - Loan & Equity Investment
- Lets Grow Business Grants
- Manufacturing Growth Programme
- Product & process Innovation
- Supporting Innovation in Agri-Food
- Exporting for Growth
- Spark Fund – Innovation Support
- Skills Support for the Workforce

5.0 Skills

5.1 As detailed earlier, a range of skills strategies are now in place. These include strategies for

- Workforce Skills
- Careers & Employability
- Social Inclusion
- Apprenticeships

5.2 In addition a future skills needs assessment has been undertaken for a range of key sectors which will shape future priorities.

5.3 A wide range of EU funded programmes are in place to provide skills investment. These are summarised below;

Social Inclusion 4,629 people supported & 28 Community Led Local Development Projects 107 grants awarded to community projects supporting unemployed	Support employment from untapped workforce: New calls developed to support employers increase diversity in the workplace.
	Build skills of long term unemployed: Stronger communities Richmondshire Partners include: A1 Community Works AEGIS Counselling Services Autism Plus Citizens Advice Just the Job Environmental Enterprise Riverside Group Inspired Youth
Young People	Careers & Enterprise: 60 Schools signed up and Careers Hub launched.
	All schools in Richmondshire signed up Improve Careers Guidance 35 schools in Careers Hub with more intensive support to achieve Gatsby Benchmarks. (National Standard)
	Connect vulnerable young people to opportunities Not In Employment Education or Training (NEET) numbers low, therefore project working predominately with Pre NEETS as a preventative measure.
	Apprenticeships Work is underway to increase the awareness of degree level apprenticeships and increase the transfer of unspent levy to grow apprenticeships in the supply chain.
Workforce Skills 4,315 people supported 1,269 businesses supported 87 diverse skills initiatives	Targeting workforce issues including gender & diversity
	Increase productivity through workforce skills

6.0 Local Industrial Strategy

6.1 Following the publication of the Government Industrial Strategy, local areas, led by LEPs have been tasked with creating Local Industrial Strategies (LIS), which bring out the distinctive characteristics of local places. These strategies will be used to secure investment from central government into local areas. The exact nature of this funding is currently unclear given the uncertainty surrounding brexit.

- 6.2 A LIS should be focused on driving productivity in local areas and built around the five drivers of productivity
- New Ideas
 - People
 - Places
 - Business Environment
 - Infrastructure
- 6.2.1 And the four Grand Challenges
- Big Data & AI
 - Low Carbon
 - Ageing Society
 - Future Mobility
- 6.3 The LEP has secured a robust evidence base and the next phase is to align this evidence to existing strategies, engage local partners and understand the opportunities for the different economic geographies across the new diverse LEP area.
- 6.4 There are two key early stages to the local engagement. Stage 1: is workshops in the afternoon of our Annual Conference. The conference itself is titled 'Good Growth in Distinctive Places' and the workshops in the afternoon are for:
1. Yorkshire Coast
 2. Rural Powerhouse
 3. Future Market Towns
 4. City of York
- 6.5 The focus will be to agree the underlying principles for developing the LIS and then to focus on the future – we are seeking local knowledge and expertise around future trends to shape additional evidence we may need to commission.
- 6.6 Stage 2: These will be followed by local events, delivered in partnership with the Local Authorities.
- 6.7 These will be focused on the areas/corridors identified within the Spatial Framework, which has been agreed by all Local Authorities and ensures we build on existing work. The outcome of the local events will be an agreed economic narrative for the areas including opportunities and challenges.
- 6.8 The local events will be focused on:
- A1/A19 Corridor
 - Yorkshire Dales
 - North York Moors
 - Yorkshire Coast
 - York City Region
 - M62 Energy Corridor
 - A59 York-Harrogate
 - A59 Skipton – Bradford – Colne

6.9 Collectively this will ensure we turn the regional evidence base into a shared understanding of the functional geographies in our area alongside the opportunities and challenges. This will then evolve into emerging priorities on which we will again engage locally before we then undertake an options analysis to identify the best policy levers with which to deliver our priorities.

7.0 Future of LEPs

7.1 Following the government review 'Strengthening Local Enterprises' recommendations came out which dictated that LEPs could not have overlapping boundaries. Currently the York, Harrogate, Craven & Selby parts of York, North Yorkshire & East Riding overlap and are also members of Leeds City Region.

7.2 In order to comply with the recommendations, negotiations are taking place to merge York & North Yorkshire with Leeds City Region. These are ongoing with a view to being implemented in April 2020.

7.3 Within these negotiations, a priority is protecting the importance of the rural agenda's and the influence of local areas is key.

7.4 To ensure alignment for the future model we are collaborating closely with regard to the Local Industrial Strategy.

7.5 Further information will be shared when negotiations are complete.

8.0 Recommendation

8.1 Members of the Richmond (York) Constituency Committee note the contents of the report.

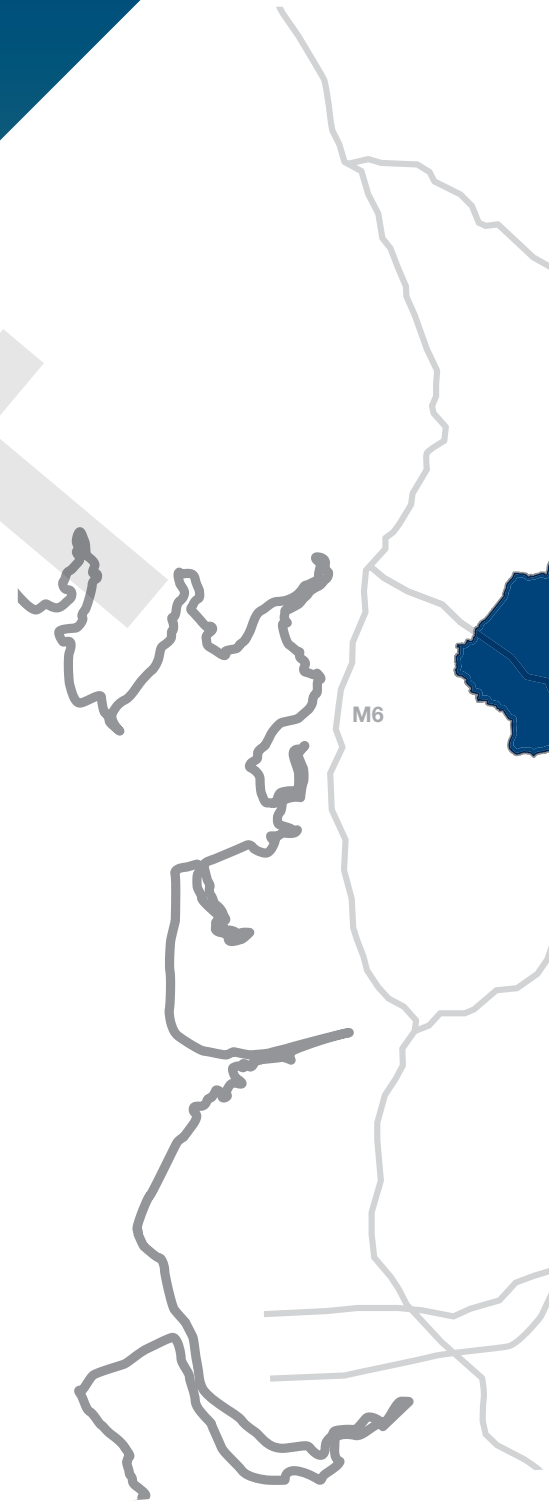
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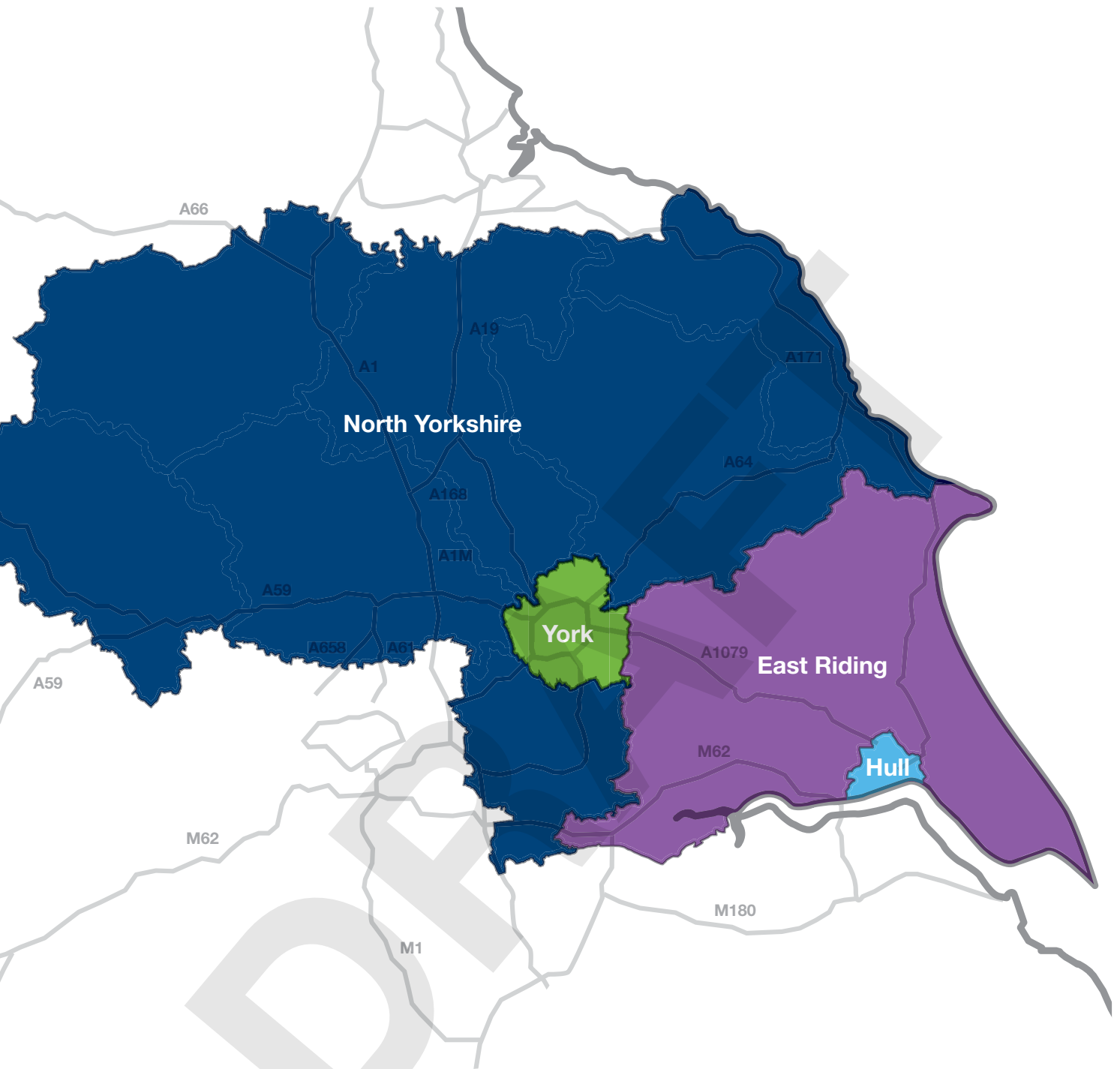
6 June 2019



YORK, NORTH YORKSHIRE,
EAST RIDING AND HULL
Spatial Framework: A Vision for Growth

DRAFT





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INTRODUCTION

1 Purpose: this paper summarises work on the Spatial Framework (SF) and its core approach.

2 SF Geography: the SF covers York, North Yorkshire, East Riding and Hull (YNYERH). It includes the following authorities and considers relationships with adjoining areas:

Craven | East Riding of Yorkshire | Hambleton | Harrogate | Hull | North Yorkshire | North York Moors National Park | Richmondshire | Ryedale | Scarborough | Selby | York | Yorkshire Dales National Park

3 SF Time Frame: The SF looks beyond the current round of existing and emerging Local Plans which have end dates ranging from 2027 to 2035. Importantly the SF takes the existing and emerging Local Plans as its position for the first 15-20 years. With its long term 2050 horizon, the SF seeks to provide a long term approach to shape the next generation of plans and programmes – to deliver co-ordinated growth and shape future infrastructure investment.

4 SF Engagement to Date:

Technical input to the SF has largely been sought from local authority local plan/planning policy, economic development, transport, housing and health officers. There has been some officer engagement with a limited number of key stakeholders to request existing evidence. No wider stakeholder, developer or community/public engagement has taken place through the largely technical ‘desk based’ exercise to date.

5 SF Evidence Base: Existing evidence,

strategies and plans have been reviewed to provide the basis of the SF. No new evidence base work has been undertaken, added value derives from looking at the evidence in a joined-up way and on a wider geography. A series of eight evidence review reports (see below) have been prepared – to identify key issues, needs and opportunities which will influence the future growth of the YNYERH Area. Drawing on the evidence reviews, an options paper sets out an assessment of alternative approaches.

Economy	Transport and infrastructure	Population and housing	Experience elsewhere
Health and deprivation	Place	Natural capital and processes	Neighbouring authorities

CONTEXT

- 6 Economic.** The location of growth will influence our ability to deliver local, northern and national objectives to boost productivity, raise wage levels, expand business market areas and enlarge labour markets. Better connectivity lies at the heart of this approach. Building a Northern Powerhouse is focusing on boosting the local economy by investing in skills, innovation, transport and culture. Our strategic economic plans focus on more and better jobs, the importance of places and more homes, developing our workforce and enhancing our infrastructure. Analysis of employment projections by the YNYER LEP (involving Hull) highlights key future economic drivers. Automation, an ageing population, global and UK industrial sector focus, increased flexible and mobile working, online retailing, the changing nature of city/town centres, market led agglomeration of businesses, universally available broadband and major transport improvements will all shape economic growth – along with many factors that we cannot predict.
- 7** Capitalising on key initiatives (e.g. city and town centres as economic hubs, coastal growth, City of Culture), key projects (e.g. Bridlington marina, York Potash), key assets (e.g. our natural capital, heritage, ports), key sites (e.g. Enterprise Zones, strategic employment sites, Cyber Security Park) and sectors (e.g. renewable energy, ports and logistics, agriculture & food manufacturing, tourism) along with a focus on better connectivity and a balanced approach with housing requires a longer term and cross boundary approach to support sustainable economic growth.
- 8 Environment.** The area has internationally recognised assets including national parks, a world heritage site, historic cities and towns, the Yorkshire Coast, Yorkshire Wolds and Humber estuary. Our urban, rural and coastal settlements in an extensive countryside offer a distinctive living and working environment and a high quality of life for many communities. Harnessing and improving our natural capital provides a key opportunity to achieve economic, social and environmental benefits. Green and blue infrastructure corridors and networks and wider landscape scale management offers an opportunity for the environment to be at the heart of living, working and spending leisure time in the area. Addressing flood risk and climate change will be fundamental.
- 9 Social.** The area has many contrasts – in terms of health, life expectancy, education, housing affordability, housing conditions, income and prosperity. The location of development and future investment will influence people's lifestyles, physical and mental health and access to services and facilities. Connecting communities with opportunities will be important to supporting to people's prosperity and well-being and the achievement of overall growth.

EMERGING SPATIAL FRAMEWORK APPROACH

10 The SF needs to provide vision, direction and coherence whilst retaining the space and discretion for Local Plans to make allocations for development that take in to account local sustainability, viability, political and community factors. Three key components are proposed for the SF:

- A **sub area approach** to reflect the different characteristics, roles and functional relationships of different parts of the large YNYERH area
- An **overall strategy** for the area, based on a **development corridor approach**, enabling local strategies/plans to be 'greater than the sum of their parts' in realising growth
- Based on the corridor approach, the identification of **strategic development zones**, as broad locations for the future focus of development and associated investment

11 The SF does not address the issue of housing and employment land numbers - the need and distribution of development growth in the YNYERH area. It is just based on a broad understanding of the likely scale of growth arising from current projections and Local Plan assessments. Housing needs would be addressed by the Local Plan process under current plan making arrangements.

Sub Area Priorities

12 Rationale: The identification and use of sub areas provides a means of recognising that the SF area is large and diverse and a 'one size fits all' approach is unlikely to be appropriate. Different parts of the area have distinct characteristics, functions and needs. Sub areas provide a functional basis to shape and influence the application of the overall strategy across the SF area. Sub areas overlap and do not function independently of each other. The proposed SF sub areas are based largely on Travel to Work Areas, which reflect economic and transport factors. Links to adjoining areas/city regions also shape the sub areas.

13 Proposal. The purpose of the sub area growth priorities is to highlight particular emphasis, focus and approaches that need to be taken into account in managing and delivering growth in that sub area, in addition to the overall SF approach. This provides a better guide to the identification of particular development solutions by Local Plans. Six sub or delivery areas are proposed as follows, with examples of key issues that the growth priorities would reflect:

- a) Hull and East Riding:** continued renewal of the City/urban area of Hull; Enterprise Zone/strategic employment sites; East-West multi-modal corridor & key related strategic sites; energy sector; Ports/international gateway; Hull City Centre/visitor destination/cruise terminal opportunity; need for rail/electrification/HS3 and A63 road improvements; North Yorkshire/Humber ports A1079 east-west connectivity; managing flood risk; and improving housing quality and options
- b) Coast ('North Coast' - Scarborough, Bridlington, Whitby & National Park):** continued regeneration of Scarborough and Bridlington; Whitby's heritage assets and National Park; SMP defence strategy; strengthen/diversify economic base; offshore; GCHQ opportunity; potash & spin offs; deprivation; and, need for improved road and rail connectivity
- c) A1 Corridor:** towns as economic hubs; network of settlements & centres – Northallerton, Thirsk, Catterick Garrison as a new town with military driven growth; link to Darlington & HS2; A1 Upgrade; ECML upgrade; access to rail; strategic sites; defence estate review; and Tees Valley regeneration emphasis

d) A59 Western Corridor:

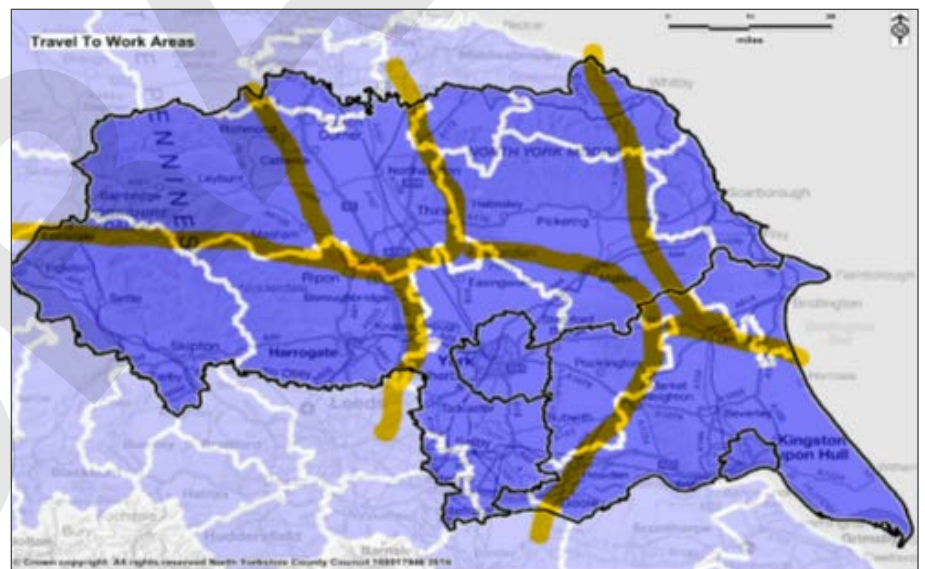
connections to Leeds, Airedale corridor, Bradford, Leeds Bradford Airport & related Employment Zone and Lancashire; east-west connectivity; Harrogate rail line; Harrogate Central; Junction 47; infrastructure needs/congestion; Green Belt boundary; and, landscape quality

e) Yorkshire's National Parks (Moors & Dales, 2 linked parts):

natural capital; regional place makers/assets; links to adjoining areas (Tees Valley, south east Cumbria, north east Lancashire) health & recreational resource; sustainable tourism; upland/natural flood management; York Potash; local needs; long term sustainability of the communities and special qualities of the parks; and, A171 improvement where compatible with National Park purposes

f) York & its hinterland: York as an economic driver; Green Belt; Outer Ring Road; York Central; HS2, rail links; P&R corridors; historic character and setting; Selby's connections; major redevelopment opportunity sites in Selby; Sand Hutton NAFIC; Malton Food EZ economic opportunities on A1, A19 & M62; A1079, Malton; improving east-west connectivity & Grimston Bar highway and Malton river crossing constraints

SPATIAL FRAMEWORK SUB AREAS



Overall Development Corridor Approach

- 14 Rationale.** A coherent overall approach provides the opportunity for local strategies and plans to be ‘greater than the sum of their parts’ in realising growth and investment in the YNYERH area. Plan preparation experience in the YNYERH area and from joint plans/frameworks elsewhere points to 4 options for an overall strategy/ approach: maintain the current urban/ town focussed approach; a greater urban focus/concentration; more dispersed; and corridor focussed.
- 15 Assessment of Alternatives.** Feedback from the SF Task and Finish group indicated that most towns and cities have scope for further growth, albeit that this requires major infrastructure investment in most. Levels of growth could start to impact on the character and function of some places. The **current approach** could be maintained, with future development in and around the places that are the current focus for growth. This option could still be appropriate in some parts of the area but as an overall approach this strategy may not support patterns of development that make the most of our economic, transport and infrastructure opportunities and needs.
- 16** Given that the YNYERH area is a large area with urban, coastal and extensive rural areas, a **greater urban focus/ concentration** is unlikely to provide a balanced approach that meets the needs for all parts of the area. Over the long term there is a risk of generating urban sprawl. The options and sites being considered through the Harrogate and York Local Plans highlight that alternative development solutions are likely to be required in the current round of Local Plans. This approach may though continue to be applicable for places such as Hull and Scarborough. Looking at the YNYERH area as whole a greater urban focus/concentration is unlikely to be sufficient to meet the homes and jobs needed up to 2050 and may result in an imbalanced approach.
- 17** A **more dispersed** approach helps to sustain smaller and more rural communities, with more places and different sizes of settlements playing a role in accommodating growth. Again, this is likely to play a role in Local Plan approaches and has value in maintaining sustainable rural communities and supporting activity amongst smaller developers. However, as an overall strategic approach it would run counter to creating critical mass, the efficient use and provision of infrastructure supporting and enabling transport improvements. Dispersed growth is often relatively limited in scale, a lot of provision would be required to meet future development needs.

18 Proposal. A transformational **development corridor approach** is proposed as an overall strategic approach for the SF. This option has adaptability to include elements of the other 3 options and to be varied in different geographical parts of YNYERH. For example, a series of settlements along a transport corridor, development focused on rail stations, regeneration and economic corridors and rural service spines of settlements could all form part of an overall development corridor approach to delivering growth. Analysis of the evidence review papers highlights that the development corridor approach:

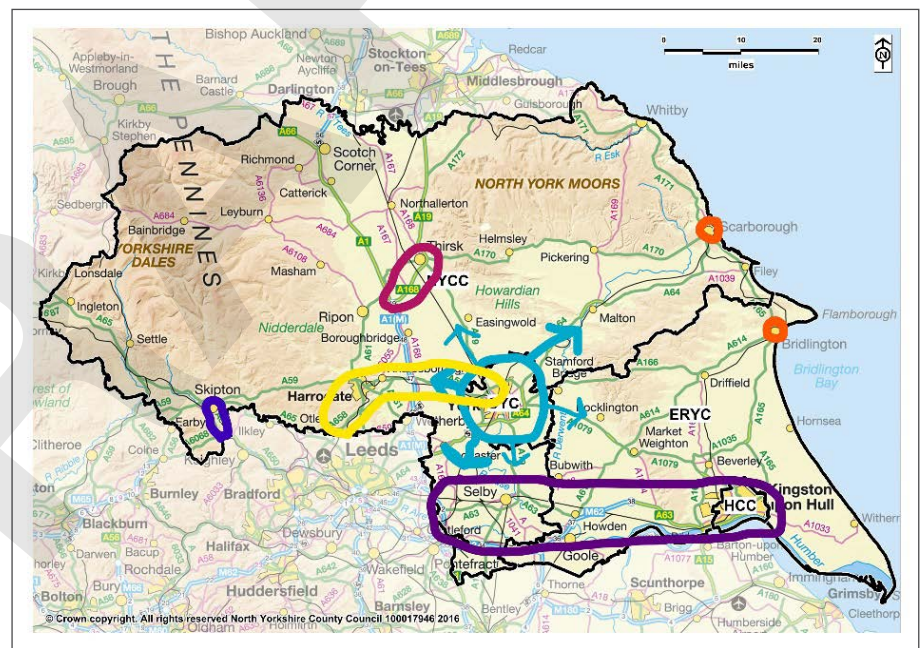
- Links up and focuses on key economic opportunities in the area including centres, places, opportunities and major sites that will drive job growth
- Develops the concept of a network of centres, with stronger connections between them
- Supports local, regional and northern scale connectivity improvements - which promotes greater access to markets for businesses and larger labour market catchments
- Uses transport corridors as a stimulus for economic and social development
- Has the 'flex' to support both expanded and compact cities and towns
- Makes best use of existing infrastructure and serves to spatially prioritise new investment
- Focuses on and links the areas with regeneration needs
- Reduces impact on key natural assets in the area
- Provides strategic opportunities for linked green infrastructure and landscape scale environmental and water management and enhancement
- Creates a more strategic case and programme for planned and desired infrastructure improvements

Strategic Development Zones

19 Rationale. The concept of Strategic Development Zones (SDZ) is that these are broad locations, which offer opportunities to realise and link up strategic opportunities in providing a focus for meeting future growth and development needs and including key employment sites. Within these broad locations, Local Plans would retain the discretion to be able to identify, consider and choose from different development solutions which would then be brought forward as allocations. Detailed evidence, viability / deliverability testing, political and community consultation work will test and find the best way of achieving the strategic focus through Local Plans. Co-ordinated working will be needed across adjoining Local Plans.

20 Not all growth/development will take place in the SDZs. Windfall development is likely to continue as well as local or 'non-strategic growth' will accommodate on-going housing development in villages and towns which is needed to sustain local communities. The SF will provide a strategic steer and coherence to individual plans, strategies and investment programmes – establishing the big strategic picture of potential growth opportunities and the necessary infrastructure to drive development across the area. The SDZs will also provide a focus for cross boundary development solutions and the shared prioritisation of infrastructure improvement and investment.

21 Proposal. Six Strategic Development Zones (SDZs) have been identified. 'Development solutions' within an SDZ could include urban redevelopment, urban extensions, new towns (5,000+ homes to support a secondary school), new villages (1,500 homes) and key settlements (the expansion of a number of selected or linked smaller settlements/villages). The Spatial Framework work to date has been undertaken as a high level strategic exercise to identify broad locations. Under current arrangements the Local Plan process would determine the development solution.



22 SDZ 1: 'Energy' Corridor or 'Transpennine East' Corridor:

- i.** Connects the cities and centres of Hull and Leeds (and beyond), linking up growth to support improved local & inter-city connectivity
- ii.** Regional regeneration corridor - linking Leeds Aire Valley EZ, Wakefield five towns, Selby opportunities, Goole/Howden and Hull /Paull EZs and GreenPort
- iii.** Supports Northern Powerhouse rail and energy sector focus
- iv.** Scope to support a shift to rail and seeks to make better use of existing infrastructure
- v.** Links up key strategic economic sites and redevelopment opportunities - Kellingley, Eggborough, Burn, Drax, Capital Park Goole, Port of Goole, Melton, Humber Bridgehead, West Hull Corridor, River Hull Corridor, East Hull Corridor, Hull Green Port, Hedon Haven)
- vi.** Scope for cross boundary solutions to meeting development needs, managing flood risk and developing green infrastructure
- vii.** Promote housing growth that enables access along the east-west corridor to connect residents with the strategic economic opportunities

23 SDZ 2: 'Harrogate Line' Corridor:

- i.** Further improvement of the York-Knaresborough-Harrogate-Leeds is the top priority rail improvement for North Yorkshire
- ii.** Future development would support planned rail line and station improvements and increase the viability of future enhancements
- iii.** Scope to promote a sustainable transport (rail and park & ride) and green infrastructure (cycling & leisure) corridor
- iv.** Links up key existing and possible future development opportunities including York Central, York North West (British Sugar), Poppleton P&R & rail station, Green/Kirk Hammerton, Flaxby, Harrogate Central, Pannal, Leeds Bradford Airport & Employment Zone and Leeds City Centre

24 SDZ 3: 'Central' A168 Corridor:

- i.** Opportunity to provide a development focus in the A1/A168 Corridor
- ii.** Central location – away from the National Parks & AONBs and the regeneration focus in the Tees Valley and Darlington
- iii.** Scope for 'transport choice' – A1M and A19 road links, Thirsk Station/ ECML and 'inter urban' bus routes (between Northallerton, Thirsk, York, Scarborough, Ripon & Harrogate)
- iv.** Potential response to the Defence Estates Review, an opportunity to consider the future availability of Dishforth airfield
- v.** Could link up key existing and possible longer term development opportunities including Dishforth (J49 - A1M/A168/A19), Dalton airfield/industrial estate, Thirsk station/ECML (& potential for a Thirsk Parkway Station), Sowerby Gateway, and Thirsk.

25 SDZ 4: York Growth Zone

- i.** Responds to the role of York as a regional economic driver of growth
- ii.** Recognises the need to protect York's historic character & setting
- iii.** York's green wedges provide a sub-regional/strategic 'green corridors' approach to guide the location of development solutions – whether cross boundary or within the York area
- iv.** Rail lines (and associated stations) form the prime strategic 'movement corridors', supported by potential extended park & ride/ or bus corridors (which could also create the critical mass for new forms of public transport)
- v.** Guided by a long term strategic sequential approach:
 - a.** maximising the opportunities for urban redevelopment
 - b.** exploring urban extensions and expanded or further garden villages (guided by the above strategic principles, the development strategy that results from the current Local Plan and the identification of development solutions in other SDZs)
 - c.** identifying locations in adjoining authorities, guided by the strategic green and movement corridors, to help meet York's development needs and enable York to fulfil its role as a sub-regional economic and employment centre

26 SDZ 5: Coastal Growth Zone

- i.** Twin growth poles' approach, with a focus on Scarborough and Bridlington
- ii.** Continue the regeneration and growth of the main existing urban areas and major resort towns on the Yorkshire coast
- iii.** Realise shared opportunities – offshore activities, tourism, links to York Potash, urban regeneration, Bridlington Marina, economic growth, enhanced access
- iv.** Makes the best use of SMP related investment and protecting existing towns
- v.** Further develop role of Seamer as a southern urban focus/ hub for Scarborough linked to station improvements
- vi.** Smaller scale growth focussed to smaller settlements to the south of each resort, such as Humnanby and Carnaby
- vii.** Requires investment outside the area to improve connectivity - improved journey times on the A64 and improvements to the Scarborough to York and Hull rail lines and services

27 SDZ 6: Airedale Corridor

- i.** Scope for a cross boundary focus with Bradford and Pendle as an extended Airedale Corridor creating improved trans-Pennine routes
- ii.** Ties to LCR spatial priorities
- iii.** Opportunity to strengthen east-west connections - Colne/Skipton/Bradford
- iv.** Key focus within North Yorkshire would be Skipton and South Craven
- v.** Opportunity to create a stronger southern gateway to the Yorkshire Dales national park
- vi.** Transport Corridor focus, including rail
- vii.** Links key opportunities and regeneration opportunities along an extended Airedale corridor (Skipton-South Craven – Airedale – Bradford) and East Lancashire Corridor (Skipton – Barnoldswick, Colne)
- viii.** Part of a wider west-east corridor from York and beyond to Lancashire, with opportunities for improved cross-pennine links including the A59 and A65 routes

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NEXT STEPS

28 The Local Government North Yorkshire and York (LGNYY) Leaders Group have agreed to the principle of preparing a long term non-statutory Spatial Framework for the YNYERH area and that the technical work undertaken should form the starting point for the next steps. The overall approach is geared to producing a Spatial Framework as a non-statutory document. This would leave the option open to further consider producing a Statutory Joint Plan for parts or the whole of the YNYERH area. The detail and implications of the 2017 Housing White Paper proposals will continue to be assessed over the coming months.

29 In the short term, technical work on the emerging Spatial Framework will be taken forward by:

- i.** Undertaking a limited/targeted engagement exercise on the emerging Spatial Framework with 'prescribed bodies' identified under the Duty to Cooperate and with strategic partnerships – to test the emerging approach/narrative/evidence base and develop a better understanding of delivery and infrastructure constraints and opportunities.
- ii.** Continuing to feed in the Spatial Framework development process the preferred strategies for growth arising from emerging Local Plans for areas such as Craven, York, Harrogate and Hambleton and any other Plan reviews
- iii.** Locally assessing and further developing the Strategic Development Zones as part of the partnership based approach.
- iv.** Keeping a watching brief on the assessment of housing needs, for example the Government is to consult on options for introducing a standard approach to assessing housing needs.

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