YORK, NORTH YORKSHIRE, EAST RIDING AND HULL

Spatial Framework: A Vision for Growth

Richard Wood Associates

CORE APPROACH

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Contact for further Information:
Work on the YNYERH Spatial Framework is led by the Directors of Development on behalf of the Chief Executives and Leaders of the partner organisations. Further information can be obtained from either:

- **Chair of the YNYERH Directors of Development Group - David Bowe**
  (Corporate Director Business and Environmental Services,
  North Yorkshire County Council)
  E: **david.bowe@northyorks.gov.uk**
  T: **01609 532128,**
- **Secretary to YNYERH Directors of Development - Liz Small**
  (Growth & Heritage Services Manager, North Yorkshire County Council)
  E: **liz.small@northyorks.gov.uk**
  T: **01609 532416**

Prepared by:
Richard Wood Associates Limited
E: **richard.wood@richardwoodassociates.co.uk**
T: **07789 545213**
www.richardwoodassociates.co.uk

SECTION 1: INTRODUCTION

1.1 This Spatial Framework (SF) covers the York, North Yorkshire, East Riding and Hull (YNYERH) area and focuses on the period 2035 to 2050. It looks beyond the time frame of existing and emerging local plans, which set the planning approach across the area for the next 15-20 years. The SF is a non-statutory document, prepared to shape and influence the next generation of plans, strategies and investment programmes. Across the YNYERH area, Local Plans will continue to form the statutory development plan for each Local Planning Authority.



Purpose of the Spatial Framework

To promote a long term and co-ordinated approach to growth and infrastructure planning in the YNYERH area by:

- **outlining a vision and priorities for growth**
- **establishing an overall spatial strategy for the area, and**
- **identifying broad locations for future growth**

1.2 The SF has been prepared by fourteen partner organisations responsible for planning, transport, housing and economic development across the YNYERH area – providing an agreed framework to shape the future of communities and places across the area – and demonstrating a firm commitment to future growth and collaborative working.

Our Approach

1.3 A new strategic planning approach has been drawn up for the YNYERH area. This SF Core Approach document is the first of two stages and is framed to provide overall coherence and direction to growth and infrastructure planning across the YNYERH area. It provides a consistent strategic framework to shape and coordinate the preparation of Local Plans, industrial and economic strategies, transport and other infrastructure plans across the area. A key component of the SF is the identification of Strategic Development Zones (SDZs) – broad locations where future development and infrastructure investment will be prioritised.

1.4 The second part of the strategic planning approach involves the preparation of a Long-Term Development Statement (LTDS) for each SDZ, which provides a way for local authorities to work collaboratively with each other, and with key stakeholders, to develop a long-term approach to managing and accommodating development growth and infrastructure investment for an SDZ.

1.5 Whilst household and economic projections do not look to 2050, more homes and jobs will be needed. Further major development cannot be accommodated without significant investment in infrastructure and services. This is recognised nationally and locally. Without forward thinking about growth we will be limited in our efforts to secure funding for the essential infrastructure that we need – to support new development and regeneration, improve connectivity and manage our environment. Key examples of long-term planning include Network Rail's thirty-year Long-Term Planning Process (LTPP), the Government's vision for the Strategic Road Network to 2050, Transport for the North's Strategic Transport Plans with a 2050 focus and the 25-year horizon national Environment Plan.

Table 1: Benefits of the Spatial Framework

More Proactive Collaboration

- Shapes a place-based approach, providing a spatial context for identifying investment priorities for transport, green and blue infrastructure and major services and facilities
- Influences future land promotion through local plan 'call for sites' exercises
- Enables cross boundary solutions for meeting development needs to be explored

Better Infrastructure Delivery

- Encourages any new larger scale development solutions to be planned further ahead, allowing for long lead-in times for effective infrastructure delivery
- Links to the longer timescales of major transport and infrastructure investment programmes, which look well beyond the 15-year periods of Local Plans
- Influences the identification of overall/shared priorities for investment, with greater consistency between different plans, areas and investment programmes

Stronger Investment Case

- Increases investor confidence in the area through long term clarity about growth
- Positively positions the YNYERH area to take advantage of private sector inward investment opportunities and national funding programmes
- Helps to strengthen the strategic fit of business cases, support innovative funding models and deliver economies of scale and efficiencies

SECTION 2: CONTEXT

2.1 Many drivers of change and different policy imperatives will shape and influence future growth in the YNYERH area. This section summarises key issues, challenges and opportunities identified in the first phase of the work on the SF from existing evidence, strategies and plans (in and beyond the area). Options and alternatives are also considered in Section 4 (see also Annex 1, work phases).

2.2 **The UK's Industrial Strategy** aims to boost productivity through investment in skills, industries and infrastructure. The **Northern Powerhouse** forms part of this strategy and aims to bring together cities, towns and rural communities of the North of England to realise the potential of the North. Quality of life, universities and arts and culture are seen as key underpinning assets of the Northern Powerhouse strategy. The YNYERH area:

- Boasts outstanding and iconic landscapes, combined with a diverse offer of places to live, work and visit – major cities, great market and coastal towns and rural villages
- Includes the strong presence and international influence of the Universities of Hull, York, York St John and Coventry-Scarborough
- Offers a strong basis for arts and culture with a high quality natural and built environment, a rich heritage and a strong creative spirit

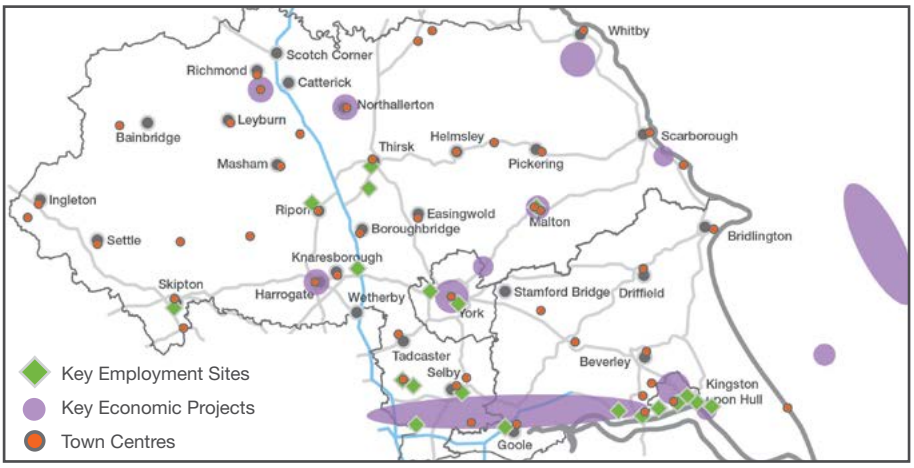
2.3 The **Northern Powerhouse Independent Economic Review (NPIER)** has provided a vision of economic transformation for the North that will rebalance the UK economy and increase international competitiveness. The NPIER identifies four prime capabilities (advanced manufacturing, energy, health innovation and digital) and three enabling capabilities (financial and professional services, logistics and education) that have a key role to play in driving higher productivity and growth. **Transport for the North** is focussed on delivering a vision of a *"thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all".*

2.4 **Strategic Economic Plans** for the YNYERH area focus on more and better jobs, the importance of places and more homes, developing our workforce and enhancing our infrastructure. The area has key science, research and development strengths – including the Universities, the National Agri-food Innovation Centre at Sand Hutton and York as a Science City. Hull's UK City of Culture initiative has demonstrated the wide-ranging impacts of cultural transformation. Key sectors include advanced manufacturing, digital services, logistics, food production with strategic economic opportunities in YNYERH linking to:

- **Energy** – the Humber is one of the world's leading hubs for offshore wind and energy generation and the M62 corridor is a focus for power and low carbon energy generation
- **Bio-Economy** – combining the area's strengths around agri-food, bio-renewables and bioscience and including two national agri-food centres of excellence based in York
- **Visitor Economy** – capitalising on the area's rich and diverse urban, rural and coastal environments and places, and significant heritage and cultural assets

2.5 Across the YNYERH area a network of town and city centres fulfil key roles as economic, service and transport hubs. There is a diverse range of Enterprise Zones (EZs) focussing on **key sites and opportunities** – York Central, Malton Food EZ and sites in Hull and the East Riding, as part of the Humber EZ. The Sirius Minerals Woodsmith Potash Mine in the North York Moors National Park, the Cyber Security Park at Scarborough, Harrogate Central and the military centre investment at Catterick Garrison highlight a diverse range of opportunities. Hornsea Project One, located off the Yorkshire coast, will be the world's largest offshore wind farm in 2020.

Figure 2: Economic Opportunities



2.6 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. Shifts to low carbon transport, clean power and low carbon heating will be vital to **clean growth** and meeting the UK's challenging commitments to reduce emissions by 80% to 2050 (from 1990 levels).

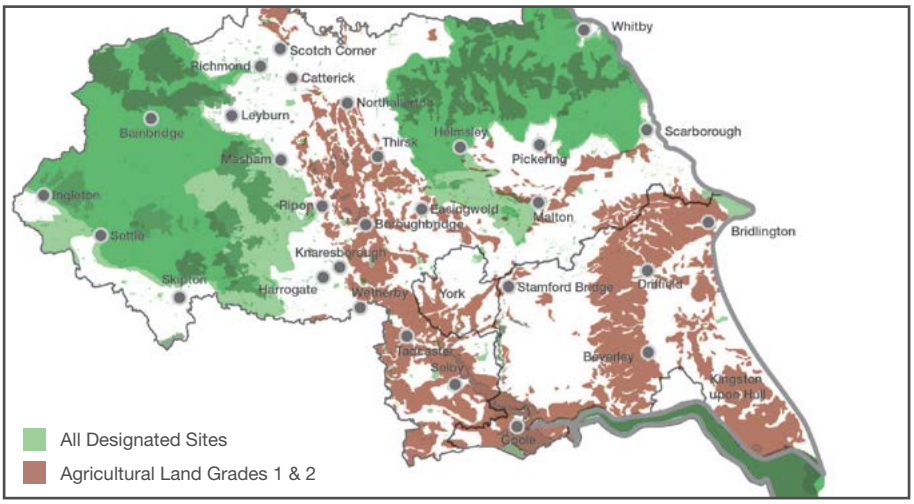
2.7 National policy has a clear objective to significantly boost the **supply of new homes** to address the longstanding failure to build enough housing to meet growing need. As well as increasing the supply and rate of new house building housing strategies across the YNYERH area are focussed on: increasing the mix of house types, tenures and sizes; improving the quality of housing and neighbourhoods; and meeting the needs of the ageing population and of younger people. The range of urban, rural and coastal characteristics presents a wide range of **housing challenges** – including relatively high urban house prices in North Yorkshire, neighbourhood renewal in Hull, more acute affordability issues in rural areas and stock condition issues in coastal areas. Housing needs will be assessed by Local Planning Authorities against the relevant and up-to-date evidence base, in line with National policy and guidance.

2.8 The Ports of Goole and Hull provide **international gateways**, with plans for a cruise terminal at Hull. Strong east-west **multimodal transport links** include the M62/A63 corridor, transpennine rail, the Humber estuary and the Aire & Calder navigation. The East Coast Mainline and A1M motorway are key north-south national transport links. Transport constraints dominate local infrastructure studies and 'Growth Town' assessments – but other **infrastructure issues** are identified such as flood risk and electricity distribution.

2.9 Boreholes and abstractions from rivers in the North York Moors and Yorkshire Wolds are major sources of **water supply** in the SF area, along with reservoirs supplying North and West Yorkshire. Yorkshire Water's inter connected grid allows water to be moved around the area. The challenges of sustainably managing water security, quality, drainage, wastewater and flood risk are considerable, in the light of population growth and the changing climate. Local **gas** and **electricity distribution networks** serve much of the SF area – however there are parts of the area that are not connected and connection challenges/costs could be significant. There is ongoing investment in the area's utility infrastructure – assets though are ageing. A wide range of **social infrastructure** such as for education and health has a critical influence, including schools and GP practice capacities and constraints.

2.10 The YNYERH area includes some of the most **spectacular and unspoilt landscapes** in the country. Large parts of the area are rural uplands, including the Yorkshire Dales and North York Moors National Parks, the Howardian Hills and Nidderdale Areas of Outstanding Natural Beauty and the Yorkshire Wolds. The more northern upland areas are remote but relatively close to major centres of population. The Yorkshire Coast is one of the finest coastlines in Britain, including the famous seaside towns of Scarborough and Bridlington and Heritage Coasts at Flamborough Head and Spurn Point. The Humber Estuary is the second-largest coastal plain estuary in the UK draining around 20% of the total land surface of England and supporting a rich variety of habitats and species.

Figure 3: Environment



2.11 Figure 3 combines and shows internationally and nationally important nature conservation sites (SAC, SPA, Ramsar, SSSI, SNCIs, NNRs); landscape areas (National Parks and AONBs); heritage assets (Heritage Coast, World Heritage Site, Scheduled Monuments, Registered Battlefields, and Registered Parks & Gardens of Historic Interest) and Grades 1 & 2 agricultural land. The area has many important sites and areas, with key concentrations in both National Parks and along the Humber Estuary.

2.12 Local Nature Partnerships for the Humber, North Yorkshire & York and Hull & East Riding are working to bring about improvements in the natural environment. Away from protected sites, there is scope to strengthen and restore habitats and improve links between them. There is an extensive network of regional and sub-regional **green infrastructure** corridors, largely following river corridors. East and North East Marine Plans have been drawn up or instigated to deliver the UK Vision for a marine environment with 'clean, healthy, safe, productive and biologically diverse oceans and seas.' **Historic environment assets** include Studley Royal Park including the Ruins of Fountains Abbey (the World Heritage site), the City of York, medieval castles and abbeys, prehistoric and medieval landscapes, Roman settlements and historic maritime features. The York Green Belt aims to protect the historic character and setting of York. The West Yorkshire Green Belt also extends into the area.

2.13 **Flooding and coastal change** risks to communities, businesses and infrastructure, and risks to health, well-being and productivity are key risks from climate change. The East Riding has one of the fastest eroding coasts in northwest Europe. Management plans look to protect existing towns and villages on the coast by holding the defence line. Natural coastal processes, such as the retreat of cliff lines, are allowed to continue in other areas, which are predominantly rural and agricultural. Tidal flooding from the Humber Estuary is a significant issue. Higher flood risk areas correlate with the low-lying areas of land in the south and east, along river corridors. Towns and the cities of York and Hull face significant challenges – the Hull and Haltemprice area is 1 of 10 nationally significant flood risk areas.

Figure 4: Extent of Flood Zones 2 & 3

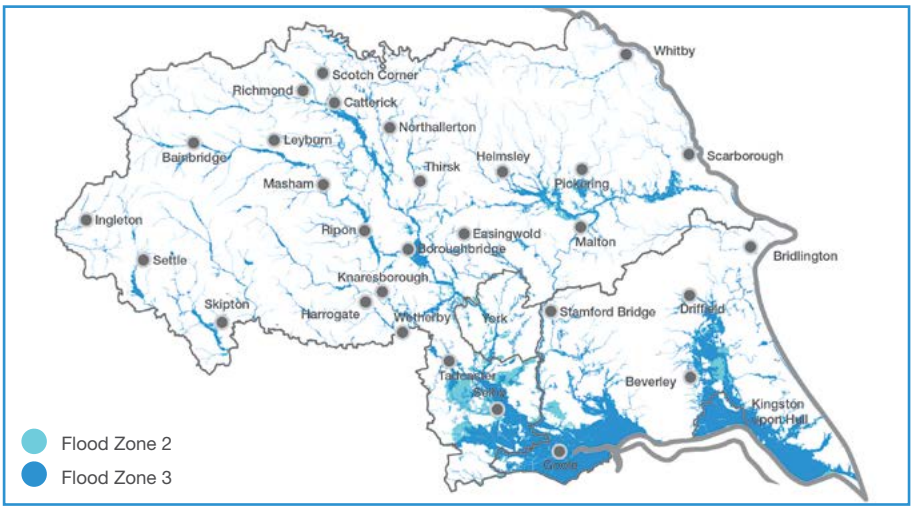
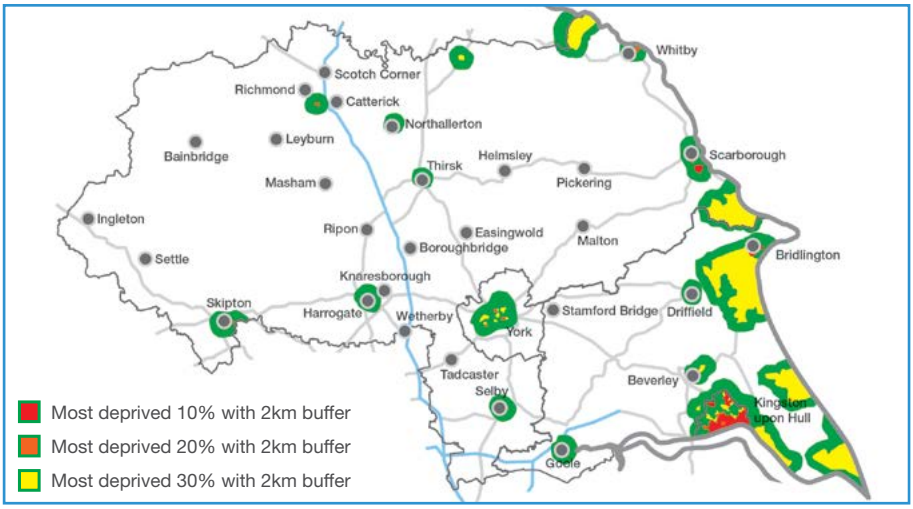


Figure 5: Deprivation



2.14 **Poor air quality** is the largest risk to public health and damages the natural environment. The immediate UK focus is on tackling NO2 concentrations around roads. There are significant **disparities across the area**, with notable contrasts in health, life expectancy, education, housing affordability, housing conditions, income and prosperity. Population growth, an ageing population, and the availability of a local workforce present key challenges. The English Indices of Deprivation (2015, DCLG) identifies neighbourhoods that fall within the most deprived 'lower super output areas' with cities, towns and coastal areas in YNYERH featuring. This is shown in Figure 5 which also includes adjoining areas (the '2km buffer'). Deprivation has a key link with low productivity, skills and physical and mental health.

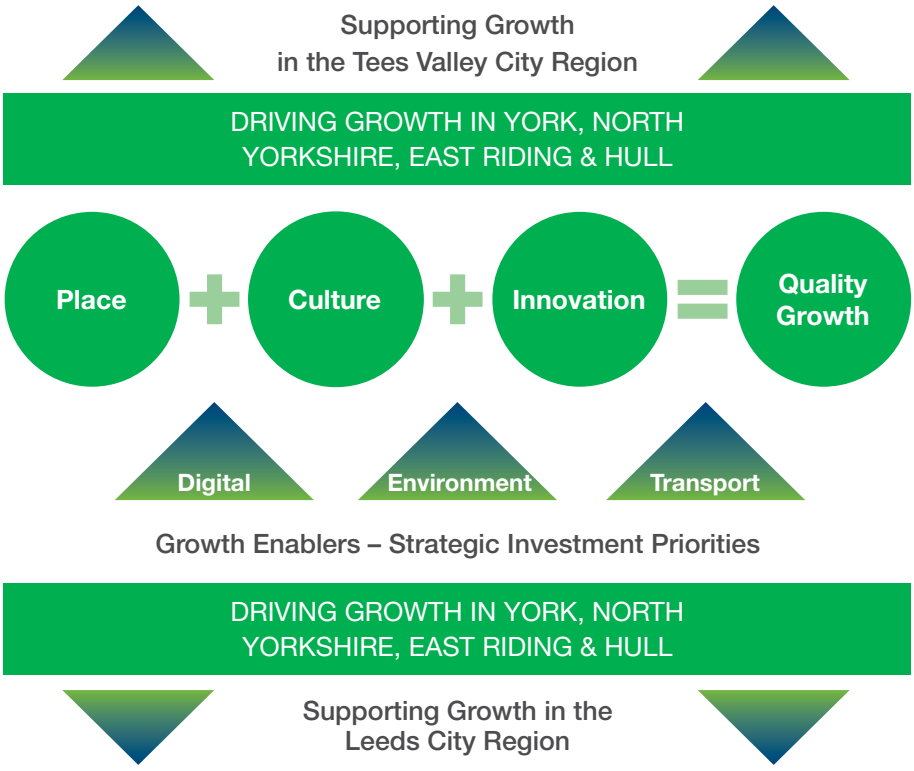
SECTION 3: VISION & PRIORITIES

3.1 There is an international and national commitment to achieving Sustainable Development. This involves: supporting economic growth and regeneration; creating well-designed and healthy places; reducing carbon emissions and adapting to climate change; helping to protect and enhance natural and cultural assets and facilitating their sustainable use; and supporting better transport and digital connectivity. In summary, successful and sustainable, low carbon, natural and resilient and well-connected places.

A Vision for Growth

3.2 The SF's vision has a focus on 'what's special' about our area and 'inclusive growth'. Our places – urban, rural and coastal settlements, and an extensive countryside – offer a distinctive and high-quality living and working environment. It is also important that growth enables the widest range of people and places to both contribute to and benefit from economic success. Development and infrastructure investment should facilitate a healthy and high quality of life for communities and create the right conditions for businesses.

Figure 6: Spatial Vision Diagram



3.3 Figure 6 highlights three *key dimensions* of growth – place, culture and innovation. Our place-based built and natural environmental assets, the cultural offer and innovation (such as in the economy, service delivery and housing) are all important to retaining and attracting people and businesses and to sharing the benefits of growth. *Key inter-relationships* with neighbouring areas are also reflected – with a high level of interaction with the Leeds City Region and with the Tees Valley City Region. The natural assets, living environments, lifestyle offer and skills base of the YNYERH area are important to these and other adjoining areas.

3.4 Three *'growth enablers'* are also reflected – digital, environment and transport. High quality digital connectivity supports remote working and provides access to on-line services, supporting the growth of the economy and improving our day to day lives. Superfast broadband connectivity is now regarded as essential by businesses and the majority of homeowners. Harnessing and improving our environment provides a key opportunity to also achieve economic and social benefits and foster the area's distinctiveness. Strategic priorities for investment and intervention are identified in Table 2 (in no priority order) drawing on the existing evidence, strategies and initiatives across YNYERH.

Table 2: Strategic Investment Priorities

Digital	Environment	Transport
D1 Improve mobile, broadband and public Wi-Fi coverage	**E1** Invest in, value and replenish natural capital	**T1** Strengthen East - West road, rail and water connections
D2 Support superfast and reliable broadband	**E2** Manage flood and coastal erosion risks proactively	**T2** Improve 'eastern' North-South links
D3 Improve network coverage to support reliable mobile phone calls	**E3** Harness our natural, built heritage and cultural assets	**T3** Support multi-modal solutions to provide choice and integration
D4 Improve connectivity in rural areas and for travelling across the area	**E4** Support a strong sense of place, reflecting local character and distinctiveness	**T4** Reinforce future rail service enhancements and the role of rail stations as hubs
D5 Provide intelligent infrastructure that adapts to the needs of users	**E5** Support landscape scale conservation, enhancement and management	**T5** Support bus networks, including Park & Ride for cities and towns and inter-urban services
D6 Support cities and towns as smart places and integrated digital hubs	**E6** Strengthen and connect green and blue corridors (recognising health benefits)	**T6** Connect communities with opportunities and promote active travel modes

3.5 Transport services and infrastructure influence our lifestyles and the movement of people and goods is a critical part of economic activity, education and training and access to services and facilities. Transport has a key role in expanding business markets, deepening labour markets and reducing journey times. Poor connectivity is a major contributor to a fragmented economy. The economy is dependent on the efficient and cost-effective movement of freight – connecting products to markets nationally and internationally.

Vision to Delivery

Connected, distinctive and thriving towns and cities will help drive growth and support a successful, sustainable future for current and future generations. Whether living in a city, market town or in the countryside we want to support and deliver a better quality of life for people in the YNYERH area – through our approach to growth and infrastructure planning.

Sub Area Priorities

3.6 The YNYERH area is large and diverse and a 'one size fits all' approach to managing and accommodating growth 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. The six 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 which overlap and do not function independently of each other.

3.7 As reflected by the sub areas, the YNYERH area includes a wide range of settlement types – cities, towns, villages – developed and undeveloped coast and countryside, including more remote upland areas. Key priorities for each sub area are identified in Table 3. These serve to highlight particular emphasis, focus and approaches that need to be taken into account in managing and delivering growth in that sub area. This helps to further guide the SF spatial strategy and Strategic Development Zones (see sections 4 & 5), and influence the identification of particular development solutions by Local Plans.

Figure 7: Sub Areas

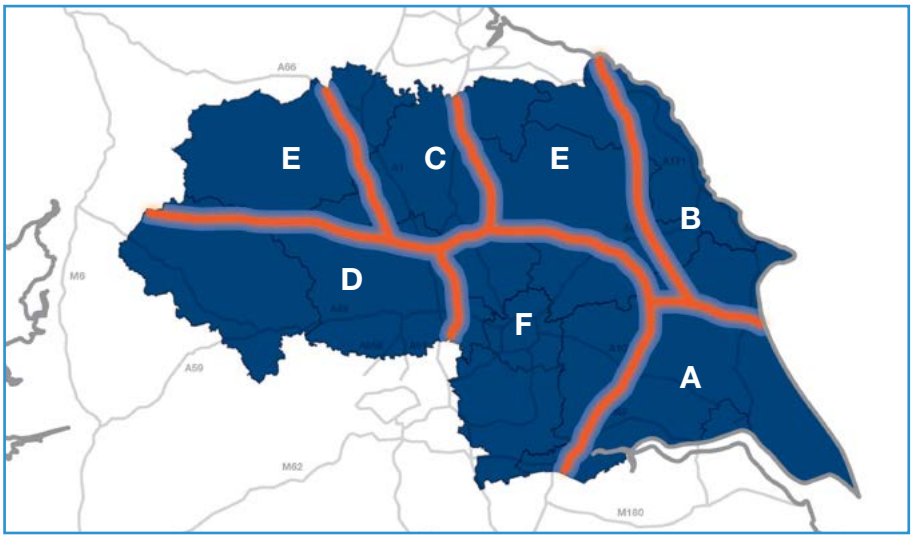


Table 3: Sub Area Priorities

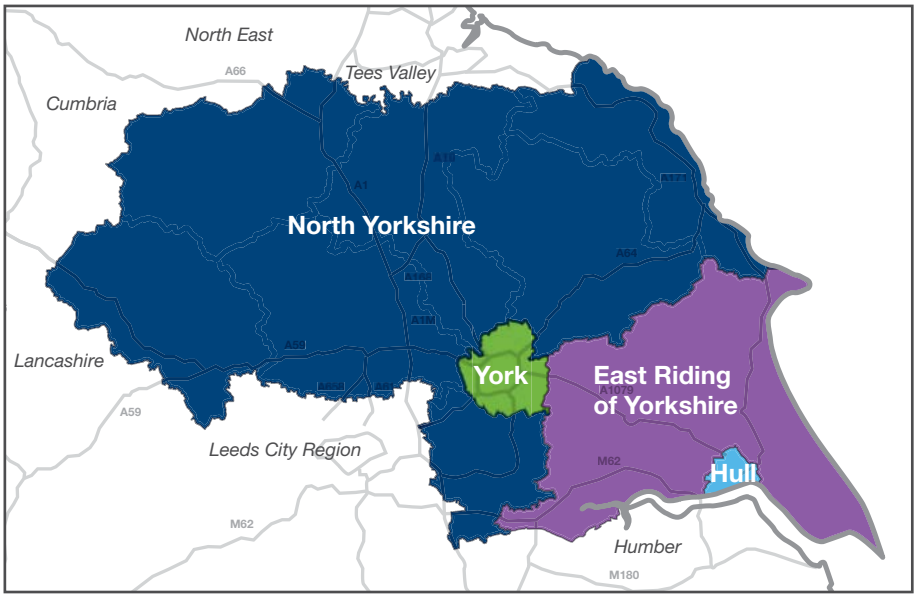
A)	**Hull and East Riding:** continued renewal of the City/urban area of Hull; Enterprise Zone/strategic employment sites; East-West multi-modal corridor and key related strategic sites; energy sector; Ports/international gateway; Hull City Centre/ visitor destination/cruise terminal opportunity; need for rail/electrification/NPR 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 and 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 and spin offs; deprivation; and, need for improved road and rail connectivity
C)	**A1 Corridor:** towns as economic hubs; network of settlements and centres – Northallerton, Thirsk, Catterick Garrison as a new town with military driven growth; link to Darlington and 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 and 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 and Dales, 2 linked parts):** natural capital; regional place makers/assets; links to adjoining areas (Tees Valley, south east Cumbria, north east Lancashire) health and 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 and 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 and M62; A1079; Malton; improving east-west connectivity; and Grimston Bar highway and Malton river crossing constraints

SECTION 4: SPATIAL STRATEGY

Background and Options

4.1 A coherent overall strategic approach to growth planning 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 pointed to four options for an overall strategy/approach – maintain the current urban/town focussed approach; a greater urban focus/concentration; more dispersed, and corridor focussed approach.

Figure 8: YNYERH Area



4.2 Most towns and cities in the YNYERH area have some scope for further growth, albeit that this requires major infrastructure investment in most. There are also concerns that further growth could impact on the character and function of places. The current approach could be maintained, with future development in and around the places that are currently identified as a 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.

4.3 Given that the YNYERH area is a large area with diverse 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 including new settlements are likely to be required in the current round of Local Plans. An urban focused approach may though continue to be applicable for places such as Hull and Scarborough where there is an aspiration to promote urban renaissance through regeneration. However, looking at the YNYERH area as whole a greater urban focus/concentration is unlikely to be sufficient to meet the need for homes and jobs up to 2050.

4.4 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 and 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 likely future development needs.

A Core Approach

4.5 **A development corridor approach forms the overall spatial strategy** for this SF for the YNYERH area. As a strategic approach, this has adaptability to include elements of the other three options and to be varied in different geographical parts of YNYERH. For example, a series of settlements along a transport corridor, development focussed 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. Connecting communities with opportunities will be important to supporting people's enhanced prosperity and well-being and the achievement of overall and inclusive growth.

Table 4: Why a 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 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
✔	Ties in to the economic corridors identified in Transport for the North's Strategic Transport Plan
✔	Provides scope to link to the Great North Forest which is focussed on the M62 corridor

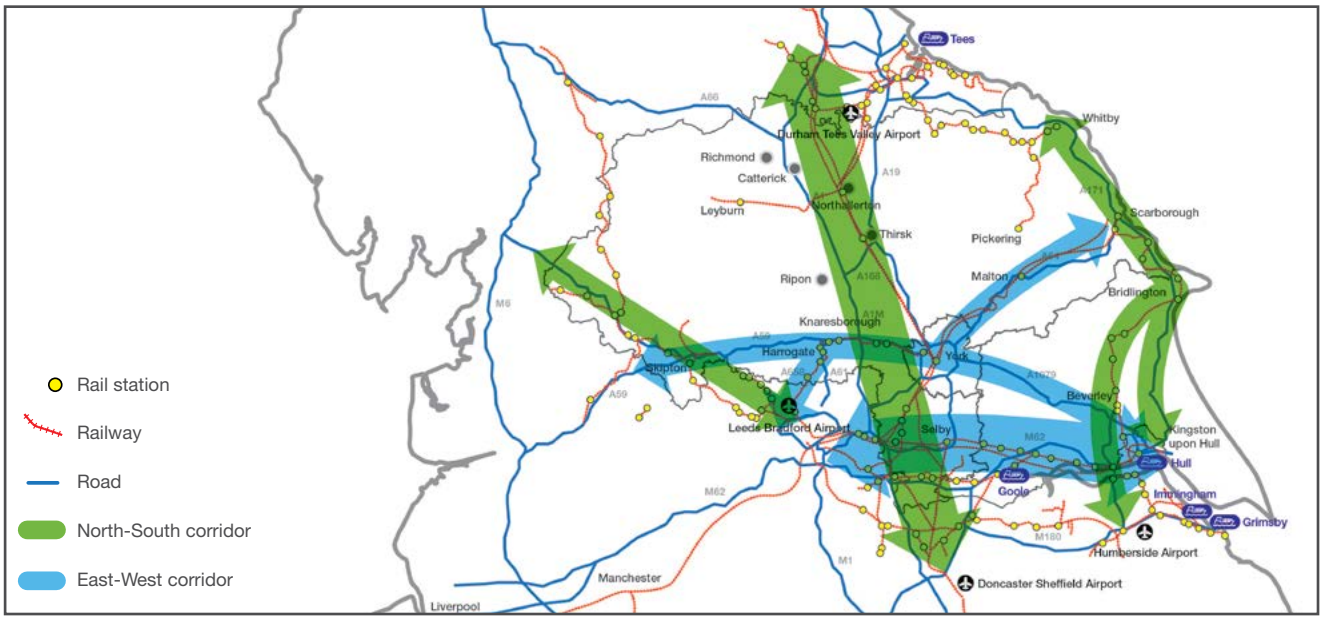
SECTION 5: BROAD LOCATIONS FOR GROWTH

5.1 **Six Strategic Development Zones (SDZs) have been identified.** The concept is that these are broad locations which offer opportunities to realise and link-up major opportunities (including strategic economic sites) and provide a focus for meeting future growth and development needs across the YNYERH area. 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, with co-ordinated working across adjoining areas.

5.2 Local Plans will remain the means for identifying settlement strategies, establishing housing and employment needs, making site allocations and drawing up policies for managing development. Not all growth/ development will take place in the SDZs. Windfall development is also likely to continue, as well as local or 'non-strategic growth' and will accommodate on-going housing development in villages and towns, needed to sustain local communities.

5.3 Given that the overall spatial strategy is a development corridor approach, **strategic transport corridors** (north-south and east-west) form the basis for identifying potential Strategic Development Zones (SDZs). Different parts of the corridors have been considered drawing on the key evidence set out in Section 2 on transport links, economic opportunities, environmental constraints and opportunities, social regeneration (health and wider deprivation needs) and wider transport and economic linkages.

Figure 9: Strategic Transport Corridors



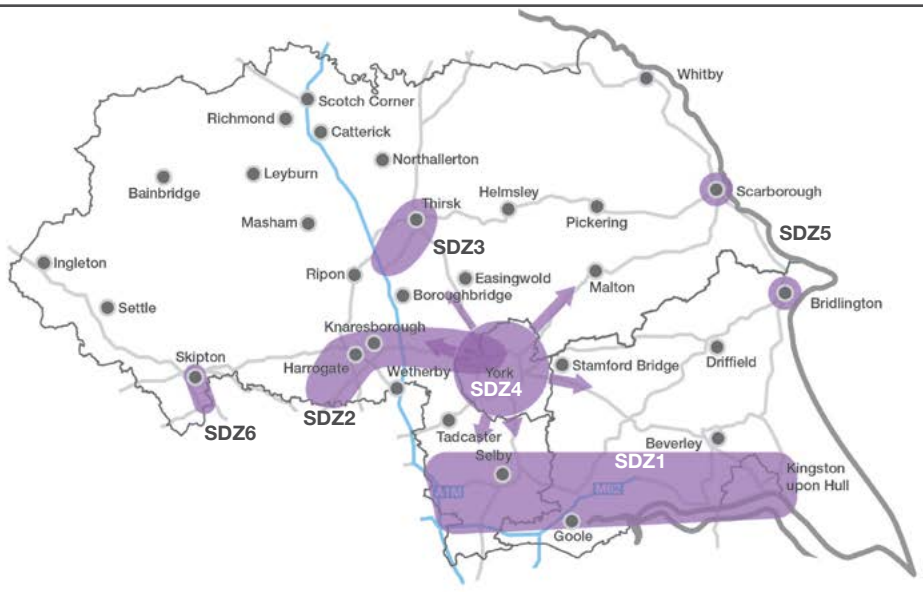
determine the development solution.

5.4 The SF provides a strategic steer and coherence to individual plans, strategies and investment programmes – establishing the big strategic picture of potential growth opportunities and enabling the identification of necessary infrastructure investment. The SDZs provide an opportunity to develop local cross boundary solutions and to jointly prioritise infrastructure improvement and investment.

5.5 **'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 SF work has been undertaken as a high-level strategic exercise to identify broad locations. Under current arrangements Local Plans would

5.6 The larger scale approach of SDZs provides an opportunity to plan strategically for issues such as green and blue infrastructure corridors, flood risk management, enhancing natural capital, improving accessibility to jobs and services, greenhouse gas emission reductions, climate change adaptation and the use and generation of energy. The SDZs reflect the importance of a multi-modal transport approach – rail, road and water-based connectivity. Investment in enhanced supporting infrastructure will unlock development, driving growth throughout all of the YNYERH area, and across neighbouring economies. Ports and waterways have a very significant economic, environmental and transport role in the YNYERH area and as international gateways for the North of England.

Figure 10: Strategic Development Zones



SDZ1: 'Energy' Corridor

SDZ2: 'Harrogate Line' Corridor

SDZ3: 'Central' A168 Corridor

SDZ4: York Growth Zone

SDZ5: Coastal Growth Zone

SDZ6: Airedale Corridor

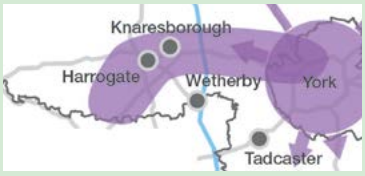
Table 5: Strategic Development Zone Profiles

SDZ 1: Energy Corridor



- Connects the cities and centres of Hull and Leeds (and beyond), linking up growth to support improved local and inter-city connectivity
- Regional regeneration corridor - linking Leeds Aire Valley EZ, Wakefield five towns, Selby opportunities, Goole/Howden and Hull /Paull EZs and GreenPort
- Supports Northern Powerhouse rail and energy sector focus
- Scope to support a shift to rail and seeks to make better use of existing infrastructure
- 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
- Scope for cross boundary solutions to meeting development needs, managing flood risk and developing green infrastructure
- Promote housing growth that enables access along the east-west corridor to connect residents with the strategic economic opportunities

SDZ 2: Harrogate Line Corridor



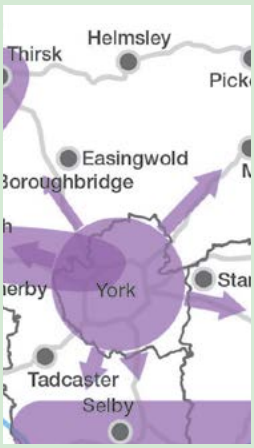
- Further improvement of the York-Knaresborough-Harrogate-Leeds is the top priority rail improvement for North Yorkshire
- Future development would support planned rail line and station improvements and increase the viability of future enhancements
- Scope to promote a sustainable transport (rail and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

SDZ 3: Central Corridor



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

SDZ 4: York Growth Zone



- Responds to the role of York as a regional economic growth driver
- Recognises the need to protect York's historic character and setting
- 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
- 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)
- Guided by a long term strategic sequential approach:
  - maximising the opportunities for urban redevelopment
  - 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)
  - 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

SDZ 5: Coastal Growth Zone



- Twin growth poles' approach, with a focus on Scarborough & Bridlington
- Continue the regeneration and growth of the main existing urban areas and major resort towns on the Yorkshire coast
- Realise shared opportunities – offshore activities, tourism, links to Sirius Minerals Woodsmith Potash Mine, urban regeneration, Bridlington harbour, economic growth, enhanced access
- Makes the best use of Shoreline Management Plan related investment and protecting existing towns
- Further develop the role of Seamer as a southern urban focus/hub for Scarborough linked to station improvements
- Smaller scale growth focussed to smaller settlements to the south of each resort, such as Humnanby and Carnaby
- 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

SDZ 6: Airedale Corridor



- Scope for a cross boundary focus with Bradford and Pendle as an extended Airedale Corridor creating improved trans-Pennine routes
- Ties to Leeds City Region spatial priorities
- Opportunity to strengthen east-west connections – Colne/Skipton/Bradford
- Key focus within North Yorkshire would be Skipton and South Craven
- Opportunity to create a stronger southern gateway to the Yorkshire Dales national park
- Transport Corridor focus, including rail
- Links key/regeneration opportunities along an extended Airedale corridor (Skipton – South Craven – Airedale – Bradford) and East Lancashire Corridor (Skipton – Barnoldswick – Colne)
- 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

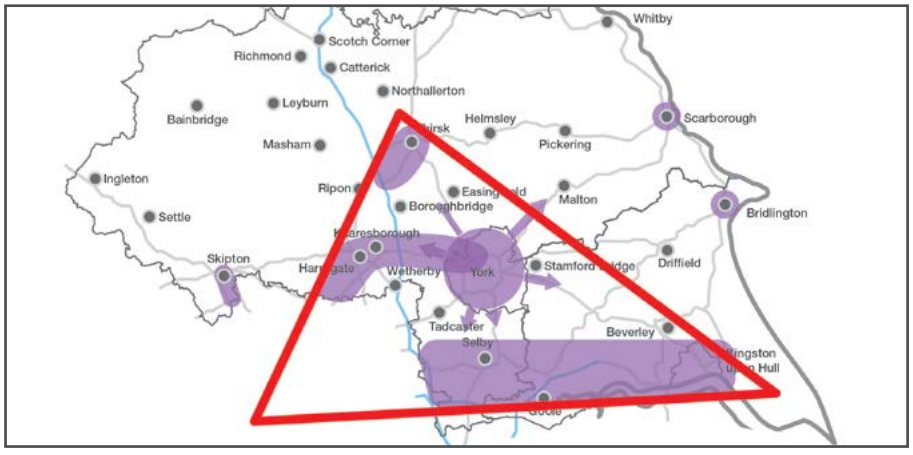
SECTION 6: GROWTH TRIANGLE

6.1 The six Strategic Development Zones collectively form a 'growth triangle' for the SF area, linking the SDZs together and the cities of Hull, York and Leeds. In property market terms, York, Harrogate and Leeds have been known for some time as a 'golden triangle' in Yorkshire. The YNYERH growth triangle offers an opportunity to promote a greater growth area, with a triangle extending northwards of Harrogate and York and eastwards to include Selby and Hull. It offers the potential to deliver a scale of growth of northern and national significance.

6.2 The YNYERH growth triangle recognises the key role of cities and the wider network of towns across the area. Cities play a prominent role in the UK economy as major hubs of business, jobs and talent. However, cities are intrinsically linked with the economies and populations of surrounding towns. It is important that towns, cities and their rural and coastal hinterlands work closely together.

6.3 The Northern Powerhouse Independent Economic Review (NPIER) has highlighted the transformational importance of increasing agglomeration benefits through improved connectivity between and within the largest towns and cities and improving connectivity to markets and supply chains including improved access to international airports and ports. The YNYERH growth triangle includes the ports of Hull and Goole, the transpennine and East Coast Mainline rail routes, and the M62 and A1(M) motorways. Major future infrastructure investments also present key opportunities in the growth triangle, in particular High Speed 2 (HS2) and Northern Powerhouse Rail (NPR).

Figure 11: YNYERH Growth Triangle



6.4 As a new high-speed railway HS2 is seen as the future backbone of the national rail network. Phase 1 will link London and the West Midlands. In extending the high-speed network to Manchester and Leeds, and beyond, services on Phase 2b of HS2 are programmed to begin in 2033. Services will continue to the North East and Scotland stopping at York and Darlington along the East Coast Main Line.

6.5 **NPR** focuses on delivering a step change in the level of rail connectivity between some of the North's largest cities. This would help achieve integrated Northern labour markets, central to achieving economic transformation, unlocking investment potential and creating opportunity and new economic choices for people across the North. The emerging vision for the NPR network includes significant upgrades to existing line from Leeds to Hull (via Selby) and Sheffield to Hull (via Doncaster). NPR would be integrated with HS2 to maximise connectivity and make greater use of HS2 infrastructure. Improved access to Manchester Airport from across the North would also result.

6.6 TfN's **Strategic Development Corridors** reflect economic links across the north and with Scotland, Wales and the Midlands. The corridors act as the focus in the Strategic Transport Plan for the North for bringing forward major, strategic road and rail investment to deliver transformational growth. Three of the seven corridors have important inter-relationships with the YNYERH growth triangle:

- Central Pennines corridor: the multi-modal focus for "improving East-West connectivity for economic centre and assets in North Yorkshire, West Yorkshire, East Riding and Hull and Humber through to Greater Manchester, Lancashire and Liverpool City Region"

- East Coast – Scotland corridor: seeking "to strengthen rail connectivity on main and parallel rail lines to enhance strategic and local connectivity"

- Yorkshire – Scotland corridor: which "builds on existing road investment commitments to strengthen connectivity to Scotland"

SECTION 7: DELIVERING THE SPATIAL FRAMEWORK

7.1 The YNYERH area faces a key challenge; how to accommodate and deliver much needed new homes, jobs and infrastructure alongside protecting and enhancing the area's unique and high quality built and natural environment. The identification of SDZs provides an important starting point and step forward, as part of a new YNYERH strategic planning approach.

7.2 Local Authority Leaders, Chief Executives, Directors of Development and Heads of Planning from the partner bodies have steered the preparation of the SF. Leaders of all partner local authorities approved and endorsed the document in Summer 2018. Whilst it is non-statutory, the SF preparation process (Annex 1) has adopted good practice principles for plan making. Baseline information on existing environmental, economic and social characteristics was reviewed. This provided the basis against which the likely effects of alternative approaches for the SF sub areas, overall strategy and SDZs have been examined. A targeted engagement exercise was undertaken on an emerging SF with key partnership and Duty to Cooperate bodies, strategic infrastructure providers and neighbouring authorities.

7.3 In summary the SF provides overall spatial direction and coherence for the YNYERH area, whilst retaining the space and discretion for Local Plans to make allocations for development. The SF does **not** address the need and distribution of housing and job numbers across the YNYERH area. This is left to the Local Plan process.

There are three key components of the SF:

- **Vison and priorities** – an overall vision, with priorities for strategic investment, and sub area priorities reflecting different characteristics and relationships across the SF area
- **A spatial strategy** – for the overall area, based on a development corridor approach, providing a long term and coordinated spatial planning approach for YNYERH
- **Broad locations for growth** – six Strategic Development Zones as the future focus for development and associated investment, and linking together as a growth triangle

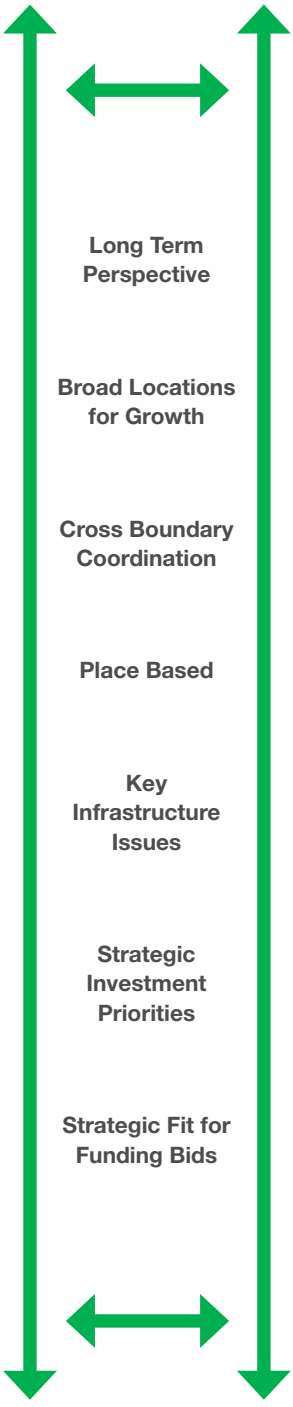
7.4 Figure 12 highlights the influence of the SF and its key thematic relationships at different spatial scales. **Key mechanisms for delivering** and further developing the SF include:

- **Long-Term Development Statements (LTDS) for each SDZ** – local authorities working collaboratively and with key stakeholders to develop a long-term approach for the SDZ
- **Local Plans** – with the SF shaping Duty to Cooperate joint working, Statements of Common Ground, call for sites exercises and site selection methodologies
- **Local Industrial Strategies** – with clearly defined priorities for how cities, towns and rural areas will maximise their contribution to UK productivity, make the most of their distinctive strengths and allow all communities to contribute to, and benefit from, economic prosperity

7.5 'SDZ Guidance' has been prepared for the second stage of the non-statutory SF approach. This sets out how the key component of the SF can be applied and further developed in a LTDS for each SDZ. This can be tailored locally to fit with local plan review timetables. An important aspect will be the critical infrastructure required to enable growth to happen and its coordination with development. This will both influence long-term investment programmes and inform delivery particularly through local transport and infrastructure delivery plans or an area prospectus.

Figure 12: Influence of the Spatial Framework Core Approach

POLICY AREAS	NATIONAL	NORTHERN	SPATIAL FRAMEWORK	SUB REGIONAL	LOCAL
Planning	National Planning Policy Framework			SDZ Long Term Development Statements	Local Plan
Economy	UK Industrial Strategy Clean Growth Strategy	Northern Powerhouse NP Independent Economic Review		Local Industrial Strategy	Economic Development Strategies
Environment	25 Year Environment Plan National Flood and Coastal Erosion Risk Management Strategy			LNP Strategies Humber RBD Management Plan Humber Flood Risk Management Strategy Shoreline Management Plans Management Plans (NPs, AONBs and HCs)	Local Flood Risk Management Strategies
Transport	Vision for Rail DfT Major Road Network Highways England RIS Network Rail LTPP High Speed Rail 2	TfN Strategic Transport Plan Long Term Rail Strategy Northern Powerhouse Rail		Strategic Transport Prospectus	Local Transport Plan
Infrastructure	National Infrastructure Delivery Plan			Local Industrial Strategy	Local Plan Infrastructure Delivery Plans
Marine	UK Marine Policy Statement	East Inshore Plan East Offshore Plan Nth East Inshore Plan Nth East Offshore Plan			
Housing	Housing White Paper, Fixing our Broken Housing Market			YNYER Housing Strategy	Local Housing Strategy
Health	Public Health England Strategic Plan			Sustainability and Transformation Plans	Health and Well Being Strategies



ANNEX 1

Spatial Framework Work Phases

Phase 1

The first phase of technical work undertaken on a YNYERH SF focussed on reviewing existing sources of evidence. This background work was largely completed as a desk-based exercise, with limited stakeholder input to provide existing evidence.

Evidence on key issues, needs and opportunities which will influence the future growth of the YNYERH Area was examined under the following eight themes;

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

Alternative approaches for the SF sub areas, overall strategy and SDZs were examined in looking at options.

The output from Phase 1 was an 'SF Narrative' document, which summarised the work to date on the Spatial Framework. It was considered and agreed by Leaders, as the focus for the second phase of work.

Phase 2

The second phase of SF work involved:

- **a Key Evidence Update** focussing on the implications of key evidence/policy documents issued since the first phase of work was completed in March 2017
- a targeted **Engagement Exercise** on the emerging SF narrative and approach focussed on key partnership and Duty to Cooperate bodies, strategic infrastructure providers and neighbouring authorities, and
- **SDZ Guidance,** preparation of a methodology for the further and consistent development of the Strategic Development Zones approach for each of the six SDZs.

Phase 2a

The preparation of this Spatial Framework Core Approach document as the output from Phase 2 – an update of the 'SF Narrative' based on the phase 2 work and the evidence and options considered through Phase 1.


CRAVEN
IN THE YORKSHIRE DALES
DISTRICT


EAST RIDING
OF YORKSHIRE COUNCIL


HAMBLETON
DISTRICT COUNCIL


Harrogate
BOROUGH COUNCIL


Hull
City Council


North Yorkshire
County Council


NORTH YORK MOORS
NATIONAL PARK


RICHMONDSHIRE
DISTRICT COUNCIL


RYEDALE
DISTRICT
COUNCIL


A great place to live, work & play


SELBY
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ENTERPRISE
PARTNERSHIP
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Growth


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