

Appendix A

Policies in the Yorkshire and Humber Regional Strategy

This Appendix sets out the text of the policies that make up the Regional Strategy for Yorkshire and Humber. It comprises policies contained in The Yorkshire and Humber Plan published in May 2008.

The Yorkshire and Humber Plan

POLICY YH1: Overall approach and key spatial priorities

- A** Growth and change will be managed across places and communities in Yorkshire and Humber in order to achieve sustainable development and the Spatial Vision as set out in Table 2.1¹.
- B** Plans, strategies, investment decisions and programmes should aim to:
1. Transform economic, environmental and social conditions in the Regeneration Priority Areas - the older industrialised parts of South Yorkshire, West Yorkshire and the Humber
 2. Manage and spread the benefits of continued growth of the Leeds economy as a European centre of financial and business services
 3. Enhance the role of Sheffield as an important business location within its wider city region
 4. Optimise the opportunities provided by the Humber Ports as an international trade gateway for the region and the country
 5. Support Principal Towns and Local Service Centres as hubs for the rural and coastal economy and community and social infrastructure and encourage diversification of the rural economy
 6. Protect and enhance the region's environmental resources including areas of international and national importance, and the character and qualities of the Region's coast and countryside including for economic and social development

¹ Table 2.1 is on pages 7 and 8 of the Yorkshire and Humber Plan.

7. Avoid exacerbating environmental threats to the region and reduce the region's exposure to those threats
8. Avoid increasing flood risk, and manage land and river catchments for flood mitigation, renewable energy generation, biodiversity enhancement and increased tree cover
9. Ensure that transport management and investment support and help deliver the spatial strategy

POLICY YH2: Climate change and resource use

Plans, strategies, investment decisions and programmes should:

- A** Help to meet the target set out in the RES to reduce greenhouse gas emissions in the region in 2016 by 20-25% (compared to 1990 levels) with further reductions thereafter by:
1. Increasing population, development and activity in cities and towns
 2. Encouraging better energy, resource, and water efficient buildings
 3. Minimising resource demands from development
 4. Reducing traffic growth through appropriate location of development, demand management, and improving public transport and facilities for walking and cycling
 5. Encouraging redevelopment of previously developed land
 6. Facilitating effective waste management
 7. Increasing renewable energy capacity and carbon capture
- B** Plan for the successful adaptation to the predicted impacts of climate change by:
1. Minimising threats from and impact of coastal erosion, increased flood risk, increased storminess, habitat disturbance, increased pressure on water resources, supply and drainage systems;
 2. Maximising opportunities from: increased growing season; greater tourism potential; and warmer urban environments.

POLICY YH3: Working together

Plans, strategies, investment decisions and programmes should be based on:

- A** Effective collaboration between areas within the Region, particularly to:
1. Support the renewal and regeneration of urban and rural areas
 2. Address low and high housing demand
 3. Balance housing with current and future employment opportunities
 4. Promote networks of different places with complementary roles, based on their own strengths and characteristics
 5. Realise the potential of City Regions and ensure that benefits are spread across them
 6. Achieve effective environmental management and enhancement and address climate change
- B** Effective collaboration between areas in adjoining regions, particularly to:
1. Manage development to support urban regeneration and housing market renewal in the Tees Valley and South Yorkshire
 2. Make the best use of inter-regional road and particularly rail and water transport links
 3. Achieve effective coastal, landscape and environmental management and enhancement

POLICY YH4: Regional cities and sub regional cities and towns

- A** Regional Cities and Sub Regional Cities and Towns should be the prime focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities in the region.
- B** Regional Cities and Sub Regional Cities and Towns will be transformed into attractive, cohesive and safe places where people want to live, work, invest, and spend time in. Plans, strategies, investment decisions and programmes should:
1. Achieve a radically more modern and wider range of housing and employment premises
 2. Develop a strong sense of place with a high quality of public realm and well designed buildings within a clear framework of routes and spaces
 3. Create new and improve existing networks, corridors and areas of green space, including the urban fringe to enhance biodiversity and recreation

4. Strengthen the identity and roles of city and town centres as accessible and vibrant focal points for high trip generating uses
5. Improve public transport systems and services and increase opportunities for walking and cycling

POLICY YH5: Principal towns

- A** Principal Towns should be the main local focus for housing, employment, shopping, leisure, education, health and cultural activities and facilities.
- B** The roles of Principal Towns as accessible and vibrant places to live, work and invest should be enhanced. Plans, strategies, investment decisions and programmes should:
1. Improve accessibility from surrounding areas and improve their function as hubs for transport services and interchange
 2. Improve public transport links between Principal Towns and with Regional and Sub Regional Cities and Towns
 3. Ensure that they provide the main focus for employment development in rural areas
 4. Enhance the vitality and viability of town centres
 5. Achieve a high standard of design that protects and enhances local settings, character, distinctiveness and heritage.
- C** LDFs should include the Principal Towns indicated on the Key Diagram and may in particular circumstances supported by compelling evidence include other towns provided that they:
1. Support delivery of the Core Approach and transformation of Regeneration Priority Areas; and
 2. Will provide employment, community facilities and services for local and surrounding populations; and
 3. Will have good accessibility by public transport to Regional Cities and Sub Regional Cities and Towns; and
 4. Have capacity to accommodate development in accordance with policy YH7 without harm to the town's environment and character; and
 5. Have potential to develop a role that complements and supports the wider settlement network.

POLICY YH6: Local service centres and rural and coastal areas

Local Service Centres and rural and coastal areas will be protected and enhanced as attractive and vibrant places and communities, providing quality of place and excellent environmental, economic and social resource. Plans, strategies, investment decisions and programmes should:

1. Achieve a high standard of design that protects and enhances settlement and landscape diversity and character
2. Support innovative means of accessing and delivering services
3. Retain and improve local services and facilities, particularly in Local Service Centres
4. Support economic diversification
5. Meet locally generated needs for both market and affordable housing.

POLICY YH7: Location of development

- A** After determining the distribution of development between cities and towns in accordance with policies YH4, YH5 and YH6, local planning authorities should allocate sites by giving:
1. First priority to the re-use of previously developed land and buildings and the more effective use of existing developed areas within the relevant city or town
 2. Second priority to other suitable infill opportunities within the relevant city or town
 3. Third priority to extensions to the relevant city or town
- B** In identifying sites for development, local planning authorities should adopt a transport-orientated approach to ensure that development:
1. Makes the best use of existing transport infrastructure and capacity
 2. Takes into account capacity constraints and deliverable improvements, particularly in relation to junctions on the Strategic Road Network

3. Complies with the public transport accessibility criteria set out in Tables 13.8² and 13.9³ and maximises accessibility by walking and cycling
4. Maximises the use of rail and water for uses generating large freight movements

POLICY YH8: Green infrastructure

- A** Areas and networks of green infrastructure will be identified, protected, created, extended, enhanced, managed and maintained throughout the region to ensure that an improved, accessible and healthy environment is available for the benefit of present and future communities whilst protecting the integrity of internationally important biodiversity sites
- B** LDFs should:
1. Define a hierarchy of green infrastructure, in terms of location, function, size and levels of use, at every spatial scale and across all areas of the region based on analysis of existing natural, historic, cultural, sport and playing field, and river and landscape assets, including the identification of new assets required to deliver green infrastructure;
 2. Identify and require the retention and provision of substantial connected networks of green infrastructure, particularly in urban, urban fringe and adjacent countryside areas;
 3. Ensure that policies have regard to the economic and social as well as environmental benefits of green infrastructure assets; and
 4. Identify the functional role of green infrastructure in supporting the provision of renewable energy, urban microclimate control, and flood risk management.
- C** Assets of particular significance for the protection and enhancement of green infrastructure include national and inter-regional trails (policy T5E), floodplains (policy ENV1), woodlands (policy ENV6), biodiversity (policy ENV8) and heritage (policy ENV9) and distinctive landscapes (policy ENV10).

² Table 13.8 is on pages 185, 186 and 189 (explanatory notes) of the Yorkshire and Humber Plan.

³ Table 13.9 is on pages 187, 188 and 189 (explanatory notes) of the Yorkshire and Humber Plan.

POLICY YH9: Green belts

- A** The Green Belts in North, South and West Yorkshire have a valuable role in supporting urban renaissance, transformation and concentration, as well as conserving countryside, and their general extent as shown on the Key Diagram should not be changed.
- B** Localised reviews of Green Belt boundaries may be necessary in some places to deliver the Core Approach and Sub Area policies.
- C** The detailed inner boundaries of the Green Belt around York should be defined in order to establish long term development limits that safeguard the special character and setting of the historic city. The boundaries must take account of the levels of growth set out in this RSS and must also endure beyond the Plan period.
- D** A strategic review of the West Yorkshire Green Belt may be required to deliver longer term housing growth as set out in Table 12.1⁴ in locations that deliver the Core Approach and the strategic patterns of development set out in policy LCR1E.
- E** Green Belt reviews should also consider whether exceptional circumstances exist to include additional land as Green Belt.

POLICY LCR1: Leeds City Region sub area policy

Plans, strategies, investment decisions and programmes for the Leeds City Region should:

- A** Roles and functions of places
 - 1. Ensure the roles and functions of places in the Leeds City Region complement and support those described for the places in the overlapping York and South Yorkshire sub areas
 - 2. Develop the role of Leeds as a Regional City, by accommodating significant growth in jobs and homes and continuing to improve the city centre's offer of high order shops and services

⁴ Table 12.1 is on page 159 of the Yorkshire and Humber Plan.

3. Transform the Regional City of Bradford with significantly increased growth in economic development, jobs and homes through the renaissance of the city centre, and development and regeneration elsewhere
4. Develop the role of the Sub Regional City of York as set out in policy Y1
5. Develop enhanced and complementary roles for the Sub Regional Cities and Towns of Barnsley, Halifax, Harrogate, Huddersfield, and Wakefield which capitalise on their particular strengths and potential
6. Strengthen the service centre roles of the Principal Towns
7. Develop complementary conference roles for Harrogate and Leeds

B Economic development

1. Support the roles of Leeds and Bradford as major engines of the regional economy
2. Spread the benefits of the Leeds economy, particularly to the Sub Regional Cities and Towns and Principal Towns
3. Support the indigenous growth of the economies of the Sub Regional Cities and Towns and Principal Towns
4. Help to connect disadvantaged communities to job opportunities

C Environment

1. Protect and enhance the biodiversity and landscape character of the Nidderdale AONB, and Landscape Joint Character Areas (as shown on Figure 10.6⁵), improve green infrastructure, and protect the integrity of internationally important biodiversity sites
2. Enhance the historic value of the City Region's historic towns
3. Safeguard the rural setting of the communities of the South Pennines and those to the north of Bradford and Leeds
4. Protect the World Heritage site at Saltaire and its setting to ensure its 'outstanding and universal value' is protected for the present and future generations

⁵ Figure 10.6 is on page 121 of the Yorkshire and Humber Plan.

5. Use the work that describes the character of the landscapes to help shape the choices about the locations for development and activities to enhance the setting of places
6. Use the opportunities provided by increased development in urban areas to maximise renewable energy generation and energy efficiency
7. Improve air quality, particularly close to motorways and major roads through the city region (based on AQMAs)

D Transport

1. Ensure strategic patterns of development maximise the opportunities to use non car modes of transport and reduce the overall need to travel
2. Improve public transport within and between the Regional and Sub Regional Cities and Towns in the city region, particularly to Leeds city centre
3. Implement stronger demand management in Leeds, Bradford and the Sub Regional Cities and Towns, and in relation to the strategic road network
4. Improve links with Manchester and Manchester airport
5. Improve surface access to Leeds Bradford airport, particularly by public transport
6. Improve links between Leeds, Bradford and the Upper Calder Valley
7. Improve links between Barnsley and Leeds, Sheffield and Manchester
8. Improve public transport in the Leeds-Harrogate-York corridors

E Strategic patterns of development

1. Encourage growth across the south of the city region (broadly south of Bradford and Leeds city centres), particularly within the Regeneration Priority Areas, and manage growth across the north of the city region with a greater emphasis on delivering affordable housing
2. Focus most development on the Regional Cities of Bradford and Leeds and the Sub Regional Cities and Towns
3. Promote development at the Principal Towns to strengthen their service centre roles, and where necessary to aid regeneration and/or to provide more affordable housing

4. Encourage regeneration and growth in the following broad locations (supported by the investment priorities set out in policy LCR2):
 - Airedale (Bradford city centre to Skipton) – increasing employment opportunities and focussing development in Keighley and Skipton
 - Bradford-Leeds Corridor – restructure and regenerate east Bradford and west Leeds to better support economic growth of both cities
 - Coalfield Regeneration Area in Wakefield – focus housing renewal and development and employment opportunities on the Principal Towns of Castleford and Pontefract, and in Featherstone, Knottingley and Normanton, at an appropriate scale for individual communities with a particular emphasis on transforming the town centres
 - Aire Valley south of Leeds and East Leeds - deliver housing regeneration, housing growth and economic development
 - South Dewsbury / North Kirklees - develop Dewsbury's role as a Principal Town by delivering regeneration and housing renewal and development
 - York North West – new homes and a new central business district in the Sub Regional City of York
5. Manage flood risk in line with policy ENV1 in all parts of Leeds City Region at risk from flooding

F Joined up working

1. Collaboration on LDF and other local strategy work where either strategic patterns of development or development locations cross administrative boundaries, including on any strategic review of the Green Belt in accordance with policy YH9
2. Collaboration on investment planning where this crosses the sub regional partnership boundaries
3. Managing the release of land for housing in a manner which will support interventions to address both fragile and failing housing markets and affordability
4. Working with the Sub Regional Economic Partnerships in the review of the City Region's employment land portfolio
5. Collaboration on public transport including ticketing within and between modes and to adjoining sub areas such as the Yorcard Initiative

6. Work with the Sub Regional Housing Partnerships and the initiatives they are supporting including the “Golden Triangle”, the West Yorkshire housing strategy and programme, and the “Green Corridor”

POLICY LCR2: Regionally significant investment priorities for Leeds City Region

In order to deliver transformation and change in the City Region through economic development, housing renewal and growth, and improved green infrastructure, community facilities and accessibility, public and private sector investment will be targeted:

- A** To improve public transport, particularly to Leeds city centre, to enhance the ease of movement and improve access to jobs within the City Region particularly for disadvantaged communities
- B** To support the renaissance of Bradford city centre.
- C** To provide infrastructure to support site assembly, manage flood risk, and improve access to town centres and public transport interchanges in Airedale.
- D** To take advantage of the close proximity of the Regional Cities of Bradford and Leeds and deliver housing market renewal, training programmes and support site assembly in west Leeds and east Bradford and improve the quality and capacity of public transport links along the Leeds-Bradford corridor.
- E** To deliver renaissance in the Coalfield Regeneration Area in Wakefield through housing renewal, environmental improvements, training programmes, new employment opportunities, and improved public transport links within the area, northwards to Leeds and Wakefield, and southwards to Barnsley, Doncaster and Sheffield.
- F** To support housing renewal, replacement and growth in Aire Valley south of Leeds and east Leeds (EASEL) through land reclamation, improvements to waste water treatment, flood risk management, environmental improvements, and the provision of high quality public transport between residential areas and employment locations and into Leeds city centre.
- G** To support housing renewal and replacement in South Dewsbury / North Kirklees through land reclamation, and site assembly, road improvements, and improved public transport links between Dewsbury and Huddersfield and Leeds.
- H** To deliver new homes, a new central business district and a mix of other employment and tourism uses at York North West through land remediation, archaeological protection, flood risk management, and transport improvements (including park and ride, public transport, and road improvements)

POLICY SY1: South Yorkshire sub area policy

Plans, strategies, investment decisions and programmes for the South Yorkshire sub area should:

A Roles and functions of places

1. Continue to develop Sheffield as a Regional City offering high order shops and services, as well as jobs and homes needed to serve its extended city region, with a particular emphasis on continuing the renaissance and enhancing the role of the city centre
2. Transform the Sub Regional Towns of Barnsley, Doncaster, and Rotherham, particularly the town centres as vibrant, healthy, accessible, attractive and safe places where more people live, visit and work, and residential areas through housing market renewal and increased housing development
3. Support the continued regeneration of Cudworth, Goldthorpe, Hoyland, Penistone, Wombwell, Mexborough, Thorne, Dinnington, Chapeltown and Stocksbridge, and other towns identified in accordance with policy YH5C, to develop their roles as Principal Towns.

B Economic development

1. Support the role of Sheffield as a major provider of jobs through the renaissance of Sheffield City Centre, and further regeneration of the Upper and Lower Don Valleys
2. Re-develop and regenerate Barnsley urban core as a “21st Century Market Town”
3. Develop Doncaster town centre so that it offers a high standard and quality of retail and commercial variety and convenience, and facilitate the growth of storage/distribution uses elsewhere in the borough maximising the use of rail and water transport
4. Develop Rotherham town centre to ensure the town is a brighter and more vibrant place to work, visit and invest in, establishing a new civic focus, capitalising upon public spaces and a new riverside, with the best in architecture and design
5. Support Advanced Manufacturing and related Research and Development at Waverley
6. Reflect the importance of Robin Hood Airport to the South Yorkshire economy

7. Support initiatives to improve the skills and capability of the workforce

C Environment

1. Improve green infrastructure, including through increased and enhanced woodland planting in line with South Yorkshire Forest Plan
2. Improve air quality, particularly in central Sheffield, parts of the Sub Regional Towns and along the M1, A1 and M18 corridors (based on AQMAs)
3. Transform town and city centres and enhance the environment of former coalfield settlements
4. Encourage planting for biomass in Doncaster, Barnsley, and Rotherham
5. Adapt to climate change by helping to alleviate flood risk, particularly in the upland areas of the South Pennines; ensuring compensatory sites for biodiversity and species migration, especially in the South Pennines; and increasing and enhancing urban planting, greenspace and biodiversity networks in Sheffield, Rotherham, Barnsley and Doncaster
6. Avoid depleting the Sherwood Sandstone aquifer in Doncaster
7. Safeguard and harness industrial heritage
8. Protect and enhance the biodiversity and landscape character of the Southern Pennine Fringe, Humberhead Levels, Southern Magnesian Limestone and Coalfield landscape character areas, and the integrity of internationally important biodiversity sites
9. Maintain the general extent of the South Yorkshire Green Belt

D Transport

1. Develop high quality, car-competitive public transport systems, particularly in Sheffield, between Sheffield and Leeds, and serving the Regeneration Priority Areas
2. Implement stronger transport demand management, particularly in Sheffield and related to the strategic road network, and coordinate development with this and transport investment
3. Secure excellent road, rail, inland waterway and air links between South Yorkshire and the rest of the UK and beyond

4. Provide for operational and related development (as defined in PPG13) at Robin Hood Airport Doncaster Sheffield and improve surface access, particularly by public transport.

E Strategic patterns of development

1. Focus most development on Sheffield and the Sub Regional Towns of Barnsley, Doncaster and Rotherham with particular emphasis on city/town centres and inner areas
2. Manage housing development in and around the Transform South Yorkshire and Green Corridor Housing Market Renewal areas to create sustainable, healthy housing markets
3. Promote development at Principal Towns to support their regeneration and strengthen their service centre roles
4. Encourage appropriate development in Local Service Centres, particularly where this helps to regenerate former coalfield settlements in the Dearne Valley
5. Manage development in rural areas, particularly in the western area adjoining the Peak District National Park and in the Pennine fringe, to reflect environmental quality, meet local housing needs and encourage small scale commercial activity to diversify local economies
6. Manage flood risk in line with policy ENV1 in all parts of South Yorkshire at risk from flooding

F Regionally significant investment priorities

1. Investment in large-scale regeneration and masterplanning in Sheffield
2. Investment to support the renaissance of the Sub Regional Towns
3. Housing Market Renewal in the Transform South Yorkshire Pathfinder and Green Corridor areas
4. Public transport improvements in line with policies SY1D and T1
5. Continued regeneration in the Dearne Valley and other former coalfield areas
6. Operational and related development at Robin Hood Airport, and development in appropriate locations arising from the airport's importance to the wider South Yorkshire economy

G Joined up working

1. Support the delivery of the Sheffield City Region Development Programme and the South Yorkshire Vision
2. Develop the complementary roles of Barnsley, Doncaster, Rotherham and Sheffield
3. Manage the release of land for housing in a manner that will support interventions to address both fragile and failing housing markets and affordability
4. Preparation of a joint Sheffield/Rotherham strategic housing market assessment
5. Coordinate development and infrastructure provision.

POLICY HE1: Humber Estuary sub area policy

Plans, strategies, investment decisions and programmes for the Humber Estuary sub area should:

A Roles and functions of places

1. Transform the role of Hull as a Regional City, particularly through remodelling the city centre to provide more and better jobs, shops, services, public spaces and homes, and transforming residential areas to create a better mix of housing and quality environments
2. Strengthen the roles of Scunthorpe and Grimsby/Cleethorpes as Sub Regional Towns, particularly through town centre renaissance and housing renewal and growth
3. Support the roles of Beverley, Driffield and Goole as Principal Towns

B Economic development

1. Diversify and develop the sub area's economy, making the most of the multimodal transport links, ports, city and town centres and workforce
2. Foster value-added port-related activities and maximise opportunities around the ports and close to the estuary's deep water channel including through safeguarding land north west and south east of Immingham for estuary-related uses
3. Diversify and develop the local economies of Hull, Grimsby and Scunthorpe – particularly to develop a stronger service sector
4. Enhance the tourism offer and attraction of Cleethorpes

C Environment

1. Improve the environment of housing and employment areas in Hull, Scunthorpe and Grimsby, including through increased tree planting
2. Protect and enhance the biodiversity and landscape character of the Humber Estuary and the Wolds area, improve green infrastructure, and protect the integrity of the internationally important biodiversity sites
3. Develop the sub area's renewable energy generation potential, whilst taking account of the potential cumulative impact of large numbers of wind turbines and associated development
4. Avoid depleting the Sherwood Sandstone aquifer in the western part of the sub area
5. Safeguard the sub area's main economic assets and settlements from tidal and fluvial flooding, including through managed realignment
6. Improve air quality, particularly in parts of Hull and Scunthorpe (based on AQMAs).

D Transport

1. Coordinate development in Hull, at the port of Hull and south Humber ports, and for estuary-related uses on the south Humber Bank with implementation of the relevant transport investment priorities set out in Table 13.24⁶
2. Increase rail and road accessibility to Hull, the port of Hull and to the south Humber ports
3. Improve the opportunities for inter-modal transfer from road to rail or water (sea and inland waterway)
4. Improve public transport links to and within Hull
5. Improve connectivity to and between Scunthorpe, Immingham, Grimsby and Cleethorpes, particularly by public transport

E Strategic patterns of development

1. Focus most development on Hull, Scunthorpe and Grimsby/Cleethorpes,

⁶ Table 13.24 is on pages 206 - 214 of the Yorkshire and Humber Plan.

2. Promote development at Goole, Beverley and Driffield to strengthen their service centre roles and where necessary aid regeneration or provide more affordable housing
3. Manage housing development in the Hull strategic housing market area to reduce the amount of development in East Riding and increase development in Hull over the Plan period coordinated with the Pathfinder programme for renewal, demolition and vacancy reduction and with improved infrastructure and community facilities.
4. Provide development to meet local housing needs and for economic diversification in the rural areas and smaller settlements, particularly west and north of Hull, west of Scunthorpe and south of Grimsby
5. Manage flood risk in line with policy ENV1 in all parts of the Humber sub area at risk from flooding

F Regionally significant investment priorities

1. Secure rapid urban renaissance progress in Hull, Grimsby and Scunthorpe
2. Manage and minimize risk of flooding from the Humber and associated river and drainage systems to Hull, Sub Regional Towns, Principal Towns and other settlements
3. Improve multimodal land access to the Humber Ports and develop their complementary roles
4. Secure a healthy housing market for all tenures of housing in Hull and surrounding area, in the Grimsby area, and in Goole

G Joined up working

1. Promote collaborative working on LDFs and between all agencies to regenerate Hull, Grimsby and Scunthorpe
2. Foster collaboration across the sub area between public and private partners to realise the potential of the City Region and Humber Ports as the 'Global Gateway'
3. Manage the release of land for housing in a manner which will support interventions to address both fragile and failing housing markets and affordability
4. Develop public transport corridors and services

5. Develop an integrated approach to habitat management, creation and enhancement across the Humber Estuary, designed to secure positive environmental benefits whilst allowing effective flood management and appropriate development proposals to be progressed

POLICY Y1: York sub area policy

Plans, strategies, investment decisions and programmes for the York sub area should:

A Roles and functions of places

1. Ensure the roles and function of places in the York sub area complement and support those described in the Leeds City Region
2. Develop the role of York as a Sub Regional City and support the roles of Selby and Malton as Principal Towns

B Economy

1. Diversify and grow York as a key driver of the Leeds City Region economy by encouraging the business and financial services sector, knowledge and science-based industries, leisure and retail services and the evening economy, and further developing its tourism sector
2. Spread the benefits of York's economic success to other parts of the sub area and ensure that all members of the community have access to employment opportunities
3. Deliver economic growth at Selby and Malton in line with their roles as Principal Towns
4. Identify and safeguard a site for the Spallation project, in the vicinity of Selby

C Environment

1. In the City of York LDF, define the detailed boundaries of the outstanding sections of the outer boundary of the York Green Belt about 6 miles from York city centre and the inner boundary in line with policy YH9C.
2. Protect and enhance the nationally significant historical and environmental character of York, including its historic setting, views of the Minster and important open areas
3. Protect and enhance the particular biodiversity, landscape character and environmental quality of the York sub area – including the 'Vales' area,

Humberhead Levels area, the Derwent Valley area, the Wolds, Howardian Hills AONB, and protect the integrity of internationally important biodiversity sites

4. Help to mitigate flooding through proactive planning and management and provide appropriate protection, especially in York and Selby
5. Avoid depleting the Sherwood Sandstone aquifer
6. Improve air quality, particularly along main road corridors in York (based on AQMAs)

D Transport

1. Develop the role of York as a key node for public transport services for the sub area
2. Implement stronger demand management in York and in relation to the strategic highway network
3. Improve accessibility to and within York, particularly by improved facilities for walking and cycling, increased capacity and quality of public transport, and new park and ride facilities
4. Improve public transport links between Local Service Centres and other rural communities and York and the sub area's Principal Towns
5. Improve access between York and Scarborough / the east coast

E Strategic patterns of development

1. Focus most development on the Sub Regional City of York, whilst safeguarding its historic character and environmental capacity
2. Promote development at Selby to foster regeneration and strengthen and diversify its economy within the Leeds City Region
3. Support an appropriate scale of development at Malton to support local regeneration and the role of York
4. Elsewhere in the sub area, use a managed approach to development to focus on meeting local housing needs and appropriate economic diversification

F Regionally significant investment priorities

1. Develop the sub area economy with major new development and initiatives including Science City York, York Northwest, further developing and expanding York University and supporting the SPALLATION Project at Selby
2. Manage flood risk in line policy ENV1 along the Ouse at York and Selby, in the Derwent Valley, and in the Humberhead Levels area

G Joined up working

Promote partnership approaches to economic diversification, regeneration, housing distribution, development and flood risk management throughout the York sub area

POLICY VTL1: Vales and Tees links sub area policy

Plans, strategies, investment decisions and programmes for the Vales and Tees Links sub area should:

A Roles and functions of places

Develop the complementary roles of Northallerton, Thirsk, Ripon and Richmond/Catterick Garrison as Principal Towns to ensure their effectiveness and sustainability

B Economic development

1. Diversify the sub area economy to lessen dependency on the agricultural sector and reduce out-commuting
2. Support the growth of Catterick Garrison by locating development in the Garrison town that complements services and facilities in Richmond

C Environment

1. Protect and enhance the historic character of the sub area's Principal Towns, Local Service Centres and countryside
2. Protect and enhance the biodiversity and landscape character of the Vales and Tees Links area and protect the integrity of the internationally important biodiversity sites
3. Reduce the risk of flooding in settlements adjacent to the sub areas rivers and control development in 'at risk' areas

D Transport

1. Improve the public transport connections between the sub area's Principal Towns and smaller settlements and rural areas

E Strategic patterns of development

1. Adopt a managed approach to ensure an appropriate level of housing provision within the sub area to support regeneration and growth in the Leeds and Tees Valley City Regions and reduce long distance commuting
2. Focus development in the sub area's Principal Towns⁷
3. Provide, in Principal Towns and Local Service Centres, an appropriate scale of affordable and market housing and employment opportunities to meet local needs

F Joined up working

1. Develop good local transport links between the sub area's Principal Towns and their catchment areas
2. Support the renewal and regeneration of the Tees Valley City Region and the main urban area of the Leeds City Region

POLICY C1: Coast sub area policy

Plans, strategies, investment decisions and programmes for the Coast sub area should:

A Roles and functions of places

1. Strengthen the role of Scarborough as a Sub Regional Town serving much of the sub area and a focus for urban renaissance
2. Develop the Principal Town roles of Bridlington and Whitby
3. Maintain the role of Local Service Centres

B Economic development

1. Diversify the sub area's economic base, opening up employment opportunities, with tourism, sport and recreation, and other employment generating development and major new infrastructure at Scarborough and Bridlington

⁷ The housing figures set out in Table 12.1 (on page 159 of the Yorkshire and Humber Plan) for Richmondshire do not include provision for MoD housing development as part of the expanded role for Catterick Garrison. Additional provision (in the region of 2,250 additional dwellings up to 2021), along with the mix of housing and whether affordable homes are needed at the Garrison, are matters that will need to be taken forward through the Richmondshire LDF.

2. Review housing stock in Scarborough and Bridlington to ensure it meets changing housing market needs
3. Respond to peripherality by developing tourism, local services and businesses which utilise but do not compromise environmental, landscape and heritage assets

C Environment

1. Protect and enhance the unique character, heritage and biodiversity of the undeveloped coast and coastal waters, and protect the integrity of internationally important biodiversity sites
2. Conserve the geomorphological importance and natural beauty of the North York Moors National Park coast, the Flamborough Head coast, and Spurn Head and investigate extending Heritage Coast definition between Scarborough and Flamborough Head
3. Protect the historic seaside character of coastal settlements and upgrade their town centres and the seaside settings
4. Avoid the risk from flooding, erosion and landslip along the coast, through roll-back approaches to relocate existing uses
5. Improve marine water quality and maintain and extend 'blue flag' standards

D Transport

Strengthen the Coast sub area's transport services, infrastructure and reduce peripherality by improving:

1. the main east-west corridors and public transport links to the Tees Valley City Region, the cities of York and Hull and the conurbations of South and West Yorkshire
2. public transport access to coastal hinterlands and the North York Moors National Park
3. north-south links to secure better public transport links between coastal settlements

E Strategic patterns of development

1. Focus most development on Scarborough, with development at Bridlington in line with its role as a Principal Town and to assist regeneration

2. Ensure that development in and around Whitby safeguards its particular historic urban form and setting and the North York Moors National Park
3. Encourage appropriate development to support the regeneration and sustain the roles and viability of Local Service Centre coastal settlements

F Regionally significant investment priorities

1. Improve the public realm and quality of the built environment of coastal resorts and the coast's natural environment as the basis for economic diversification and regeneration

G Joined up working

1. Promote developing economic and social partnerships and partnership approaches to coastal, shoreline and marine management and conservation through Integrated Coastal Zone Management Plans, Shoreline Management Plans and Heritage Coast Management Plans

POLICY RR1: Remoter Rural sub area policy

Plans, strategies, investment decisions and programmes for the Remoter Rural Sub Area should:

A Roles and functions of places

Retain local services and maintain the role of Local Service Centres to serve the needs of the Remoter Rural Sub Area

B Economic development

1. Foster economic diversification which does not damage the sub area's built and natural features
2. Encourage creative, diverse and low impact enterprises which provide employment opportunities and contribute to meeting local needs
3. Encourage tourist- and sport/recreation-related development which diversifies the local economy and creates jobs but which does not compromise the environmental, landscape and heritage interests of the sub area

C Environmental quality

1. Protect and enhance the unique character, heritage and biodiversity of the sub area's upland natural environment, including the Yorkshire Dales and North York Moors National Parks, the Howardian Hills, Nidderdale and Forest of

Bowland AONBs, and protect the integrity of internationally important biodiversity sites

2. Safeguard the sub area's unique built environment in settlements and upland farming features
3. Encourage appropriate planting and management measures in the sub area to ameliorate downstream flood risk and enhance biodiversity

D Transport

1. Retain and improve public transport
2. Encourage innovative public transport initiatives – both road and rail and new cycling and walking facilities for residents and visitors to improve access to service centres and to more distant larger centres

E Strategic patterns of development

Adopt a managed approach to:

1. Ensure an appropriate level of market housing, having regard to the need to safeguard local character and support regeneration elsewhere
2. Provide appropriate affordable housing and some new job opportunities mainly in Local Service Centres in or adjacent to the sub area, to address local needs and assist in promoting long term economic and social sustainability

F Regionally significant investment priorities

1. Manage and improve the sub area's natural environment to safeguard its iconic regional, national and international status

G Joined up working

1. Collaborate to safeguard the sub area's built and natural environment. Local Housing Authorities, District and National Park Planning Authorities working together to address affordable housing needs
2. Collaborate with neighbouring regions and authorities across upland water catchment areas to manage rainfall run-off to minimise downstream flooding

POLICY ENV1: Development and flood risk

- A** The Region will manage flood risk pro-actively by reducing the causes of flooding to existing and future development, especially in tidal areas, and avoid development in high flood risk areas where possible.
- B** Allocation of areas for development will follow a sequential approach and will be in the lowest risk sites appropriate for the development (identified by Strategic Flood Risk Assessments).
- C** Flood management will be required to:
 - 1. Facilitate development in the cities of Leeds, Bradford, Sheffield, Hull and York, coastal towns including Bridlington, Grimsby, Scarborough, and Whitby, inland urban areas including Doncaster, Goole, Halifax, Scunthorpe, Selby and Wakefield where there is little development land available outside high flood risk zones, and land on the south bank of the Humber, provided the sequential approach has been used to inform decisions regarding flood risk
 - 2. Protect parts of the strategic transport network, especially the Selby-Hull, Doncaster-York, and Doncaster- Immingham transport corridors
 - 3. Provide flood storage, habitat creation and managed realignment in areas around the Humber, and other river corridors as required
 - 4. Provide positive land management for flood alleviation, particularly in the upland areas of the Yorkshire Dales, the North York Moors, the Howardian Hills and the Pennines.

POLICY ENV2: Water resources

The Region will safeguard water resources and encourage water efficiency. Plans, strategies, investment decisions and programmes should:

- A** Ensure water resource capacity and provide a reliable and efficient supply of drinking water to settlements throughout the region whilst safeguarding the integrity of internationally important biodiversity sites and the wider environment.
- B** Maximise water efficiency measures, and in particular avoid depleting the Sherwood Sandstone aquifer in Selby and Doncaster.

POLICY ENV3: Water quality

The Region will maintain high standards of water quality. Plans, strategies, investment decisions and programmes should:

- A** Prevent development that could pollute surface and underground water resources especially in Source Protection Zones and close to above ground water resources of reservoirs and some rivers.
- B** Provide for adequate sewerage infrastructure and treatment capacity and promote more sustainable waste water treatment methods
- C** Continue to improve bathing waters at Staithes and Flamborough Head North
- D** Achieve and maintain a high standard of coastal water quality at Whitby, Scarborough, Filey, Bridlington, Hornsea and Cleethorpes
- E** Protect and improve water quality at internationally important biodiversity sites at Denby Grange Colliery Ponds, Hornsea Mere, Kirk Deighton and the Humber Estuary.

POLICY ENV4: Minerals

- A** Plans, strategies, investment decisions and programmes should safeguard mineral deposits in the region, including aggregates (sand, gravel, limestone and sandstone), silica sand, coal, clay, brick earth, chalk and potash, from sterilisation by other types of development and provide for an adequate and steady supply of minerals.
- B** The Region will maximise the use of secondary and recycled aggregates to reduce dependency on primary extraction.
- C** Mineral Planning Authorities should:
 - 1. Maximise the contribution by substitute and secondary materials wherever possible, and facilitate sites and operations (including those to blend secondary and primary aggregates, reprocessing and the transfer of materials), especially in West Yorkshire

2. Make provision for the sub regional apportionments as set out in Table 10.1⁸ and endeavour to maintain a landbank for all nationally and regionally significant minerals

3. Seek a progressive reduction in aggregate production from National Parks and Areas of Outstanding Natural Beauty, noting that there is no strategic justification for the provision of any new crushed rock sites within these areas within the Plan period

D The sub-regional aggregate apportionments should be updated in a review of the Plan, in particular to taking account of the 2nd Phase of the Yorkshire and Humber Sand and Gravel Study.

POLICY ENV5: Energy

The Region will maximise improvements to energy efficiency and increases in renewable energy capacity. Plans, strategies, investment decisions and programmes should:

A Reduce greenhouse gas emissions, improve energy efficiency and maximise the efficient use of power sources by:

1. Requiring the orientation and layout of development to maximise passive solar heating

2. Ensuring that publicly funded housing, and Yorkshire Forward supported development, meet high energy efficiency standards

3. Maximising the use of combined heat and power, particularly for developments with energy demands over 2MW, and incorporating renewable sources of energy where possible

4. Ensuring that development takes advantage of community heating opportunities wherever they arise in the region, including at Immingham and near Selby

5. Providing for new efficient energy generation and transmission infrastructure in keeping with local amenity and areas of demand

6. Supporting the use of clean coal technologies and abatement measures

⁸ Table 10.1 is on page 100 of the Yorkshire and Humber Plan.

B Maximise renewable energy capacity by:

1. Delivering at least the following Regional and Sub-Regional targets for installed grid-connected renewable energy capacity:

	2010	2021
Humber	124MW	350MW
North Yorkshire	209MW	428MW
South Yorkshire	47MW	160MW
West Yorkshire	88MW	295MW
Offshore	240MW	630MW
Total	708MW	1862MW

2. Monitoring annually planning permissions and developments against the indicative local authority targets for 2010 and 2021 set out in Table 10.2⁹ and taking action accordingly in order to ensure the regional and subregional targets are exceeded
3. Promoting and securing greater use of decentralised and renewable or low-carbon energy in new development, including through Development Plan Documents setting ambitious but viable proportions of the energy supply for new development to be required to come from such sources. In advance of local targets being set in DPDs, new developments of more than 10 dwellings or 1000m² of non-residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable.

POLICY ENV6: Forestry, trees and woodlands

- A** The Region will safeguard, manage and enhance its existing tree and woodland resource in line with the Regional Forestry Strategy, and in particular increase the area of woodland under active management and increase the total woodland area by approximately 500 Ha per year.

⁹ Table 10.2 is on page 103 of the Yorkshire and Humber Plan.

B Plans, strategies, investment decisions and programmes should:

1. Identify, safeguard and enhance ancient woodlands, especially in South and West Yorkshire
2. Provide for increased woodland planting, especially in East, South and West Yorkshire, and Hull, and in upland catchments and most parts of functional floodplains
3. Conserve, enhance and increase planting in urban areas, especially on previously developed land and on land by motorways and railways
4. Increase planting for biomass and encourage the management of existing woodland for wood fuel
5. Improve public accessibility to and within woodlands in or near towns and cities
6. Avoid large scale coniferous forestry projects on the Sherwood Sandstone aquifer

POLICY ENV7: Agricultural land

A If development of agricultural land is required it should take place on poorer quality land wherever possible and appropriate.

B Development or use of agricultural land in appropriate locations will be encouraged for the following:

1. Provision of renewable energy crops, especially biomass for co-firing in power stations in the Selby area
2. Tourism, especially in the Yorkshire Dales, North York Moors, Yorkshire and Lincolnshire Wolds, Humberhead levels and the coast
3. Creation of woodland, especially in East, South and West Yorkshire
4. Positive land management for flood alleviation, and increased water storage capacity on farms, especially in remoter rural areas
5. Wildlife habitat creation schemes, especially links between habitats
6. Outdoor recreation projects, especially in areas of poor health in South and West Yorkshire

7. Local produce for sale on site of main farm business

8. Local waste management schemes, such as composting.

POLICY ENV8: Biodiversity

The Region will safeguard and enhance biodiversity and geological heritage, and ensure that the natural environment functions as an integrated network of habitats. Plans, strategies, investment decisions and programmes should aim to maintain and enhance, restore or add to distinctive elements of the natural environment in line with international, national, regional, sub regional and local importance for biodiversity, to:

- A** Maintain and restore natural processes, especially sediment flow on the Holderness coast and in the Humber Estuary taking account of the likely impacts of climate change
- B** Protect geological and geomorphological features and processes, especially cave systems, karst landscapes and dinosaur remains on the East Coast
- C** Support the recovery of priority species and restore and enhance priority habitats and functional networks of biodiversity in the floodplains, peat lands and saline lagoons of the Humber, calcareous grasslands, heaths and bogs, limestone pavements and meadows, especially in parts of North Yorkshire, East Yorkshire, and South and West Yorkshire.
- D** Retain and incorporate biodiversity in development and encourage networks of green infrastructure and ecological corridors in line with the Region's habitat enhancement areas identified in Figure 10.5¹⁰ and explained in Table 10.3¹¹.

POLICY ENV9: Historic environment

- A** The Region will safeguard and enhance the historic environment, and ensure that historical context informs decisions about development and regeneration.
- B** Plans, strategies, investment decisions and programmes should conserve the following regionally-distinctive elements of the historic environment, enhance their character and reinforce their distinctiveness:

¹⁰ Figure 10.5 is on page 114 of the Yorkshire and Humber Plan.

¹¹ Table 10.3 is on pages 115 and 116 of the Yorkshire and Humber Plan.

1. World Heritage Sites and their settings at Saltaire, and Fountains Abbey and Studley Royal
2. Prehistoric landscapes, especially the Wolds, the Southern Magnesian Limestone Ridge, the Vale of Pickering, and Ilkley and Rombalds Moors
3. Medieval settlements and landscapes, especially the Lincolnshire Coversands, the waterlogged landscapes of the Humber and the relict industrial landscapes of the North York Moors and Yorkshire Dales
4. Former industrial landscapes, housing areas and civic buildings of note, especially in West and South Yorkshire
5. Roman military and civil settlements and communications, especially in North Yorkshire
6. The street patterns, sky lines, views and setting of the historic City of York
7. Maritime archaeological assets, seaside resorts, and the purpose built historic ports, docks and infrastructure of the East Coast and the Humber
8. Historic landscapes including registered battlefields, parks and gardens
9. The unique record of historic urban development present as archaeological deposits in large areas of the region's cities and towns.

POLICY ENV10: Landscape

The Region will safeguard and enhance landscapes that contribute to the distinctive character of Yorkshire and the Humber. Plans, strategies, investment decisions and programmes should safeguard and enhance the following landscapes and related assets of regional, sub-regional and local importance:

- A** Yorkshire Dales and North York Moors National Parks and the Nidderdale, Howardian Hills, Forest of Bowland, North Pennine and Lincolnshire Wolds Areas of Outstanding National Beauty.
- B** The coastal landscapes of the East Coast and the Humber
- C** Derelict and despoiled urban fringe landscapes, especially in the former coalfield and older industrial parts of South and West Yorkshire
- D** Degraded rural landscapes, especially in parts of the Vale of York and Humberhead Levels

POLICY ENV11: Health, recreation and sport

Plans, strategies, investment decisions and programmes should:

A Help improve the health of residents by:

1. Focusing, concentrating and supporting economic development in and around Regional and Sub Regional Cities and Towns, especially Hull and in South and West Yorkshire
2. Providing, safeguarding and enhancing high quality facilities for sports and recreation
3. Maximising opportunities to develop walking and cycling routes and other green infrastructure, especially through Hull and Regional and Sub Regional Cities and Towns in South & West Yorkshire

B Ensure adequate and accessible health care facilities by:

1. Working with commissioners of health and social care to ensure health and social care provision is targeted as close to people's homes as possible, promoting independence and prevention, and, where not possible, to be easily accessible by public transport
2. Retaining and developing major health care facilities within Regional Cities, Sub Regional Cities and Towns, and Principal Towns, and supporting provision of outreach facilities in rural areas.

POLICY ENV12: Regional waste management objectives

A Plans, strategies, investment decisions and programmes should aim to reduce, reuse, recycle and recover as much waste as possible.

B Local authorities should work with regional partners, including commerce, the Environment Agency, the waste industry, Recycling Action Yorkshire and community groups to ensure the integration of strategies and proposals for sustainable waste management.

C Local authorities should support the urgent provision of a combination of facilities and other waste management initiatives which best meets environmental, social and economic needs for their areas based on the following principles:

1. Moving the management of all waste streams up the waste hierarchy

2. Achieving all statutory waste management performance targets during the Plan period
3. Managing waste at the nearest appropriate location, where necessary by seeking agreement with neighbouring authorities

POLICY ENV13: Provision of waste management and treatment facilities

Waste planning authorities should individually or jointly ensure that adequate sites and facilities are available to manage municipal, commercial and industrial, construction and demolition, agricultural, and hazardous waste, taking account of the benchmark figures set out in Tables 10.4–10.8¹². Specifically, waste planning authorities should:

A Take into account:

1. Capacity of treatment and recovery facilities to deal with municipal and commercial and industrial waste will need to double by 2020 in all sub regions to provide the additional capacity identified in Table 10.4¹³
2. The existing range of facilities for dealing with hazardous waste will need to change to provide for more treatment and less landfill
3. In the short term there is generally adequate landfill capacity, but there may be a need for new capacity to replace existing facilities, particularly in West Yorkshire, before 2020.

B Take into account:

1. The split between the need to provide facilities to manage the final disposal and recovery/recycling of waste
2. The need to meet nationally set targets for recycling and recovery, including those derived from the Landfill Allowance Trading Scheme
3. The contribution made by new and existing waste facilities and the anticipated lifespan of such facilities
4. The provisions of policy E3 (the economy and employment land reviews)

¹² Tables 10.4-10.8 are within the Yorkshire and Humber Plan as follows: Table 10.4: page 127; Table 10.5: pages 131,132, 133; Table 10.6: – pages 134, 135; Table 10.7: page 136; Table 10.8: page 137.

¹³ Table 10.4 is on page 127 of the Yorkshire and Humber Plan.

5. Annual waste and waste facility monitoring data provided by the Regional Technical Advisory Body

6. Opportunities to provide treatment facilities for multiple waste streams

C Consider the specific requirements arising from:

1. Significant transfers of waste across the regional boundary

2. The likelihood of significant irregular arisings of hazardous waste from site regeneration/remediation projects during the plan period

D Liaise with neighbouring districts, the RTAB, Recycling Action Yorkshire and community stakeholders to consider any requirements arising from:

1. The need to establish an accessible network of civic amenity or other recyclates collection public “bring” sites

2. The need to make provision for sites for new waste related businesses (either on a grouped “park” or individual basis) to encourage their establishment.

POLICY ENV14: Strategic locational criteria for waste management facilities

The following principles should be considered in designating specific sites or areas where criteria based approaches will apply:

A Waste should be managed on the site where it arises, or if not possible at the nearest appropriate location. Major sources of waste arising in rural areas should be treated locally, unless specialised facilities are required.

C Facilities should be located in accordance with the Core Approach and the proposed distribution of housing and economic growth.

E In all areas, identification of sites for facilities should also take account of the following priority order:

1. Established and proposed industrial sites which have potential for the location of waste management facilities and the co-location of complementary activities, such as “resource recovery” or “sustainable growth” parks

2. Previously developed land, including mineral extraction and landfill sites during their period of operation for the location of related waste treatment activities in sustainable locations

3. Redundant farm buildings and their curtilages

- G** One-off or non-process related hazardous waste generation from the clear up of contaminated sites should be treated on the basis of the following hierarchy
1. On site treatment (for example bioremediation)
 2. On site encapsulation
 3. Off site treatment
 4. Off site encapsulation

POLICY E1: Creating a successful and competitive regional economy

In order to create a more successful and competitive regional economy, plans, strategies, investment decisions and programmes should help to deliver:

- A** Economic growth, restructuring and diversification, taking account of the potential job growth indicated by Tables 11.1¹⁴ and 11.2¹⁵ and more detailed sub regional or local forecasts and updates as they become available
- B** Investment in locations where it will have maximum benefit and secure competitive advantage, recognising the role of the Regional Cities and Sub Regional Cities and Towns as key drivers of productivity
- C** Improved links between job opportunities, skills development (and needs), business productivity and investment, and the needs of excluded communities
- D** A modern manufacturing sector and the modernisation of manufacturing industries
- E** A knowledge-driven economy, by supporting the potential of higher and further education institutions, hospitals and research institutions and other knowledge-intensive industries, including the cultural sector and links with the provision of 'incubator' units, science parks and innovation centres
- F** A more entrepreneurial region, with the aim of achieving higher rates of business start-ups and survival, and a larger number of small businesses, including the provision of low cost and smaller incubator units for small and medium-sized enterprises and micro businesses

¹⁴ Table 11.1 is on page 141 of the Yorkshire and Humber Plan.

¹⁵ Table 11.2 is on page 143 of the Yorkshire and Humber Plan.

- G** Development related to important sectors or clusters, or individual employers important to the local economy, where they have specific property requirements
- H** The role of airports and ports as significant economic drivers
- I** The potential of the “non-business class” sectors¹⁶, including health, sport, retail, leisure, tourism and education as key economic and employment generators
- J** Opportunities for business relating to the Region’s unique environmental assets and challenges, including sustainable construction, renewable energy, resource and waste efficiency and environmental technologies and the ‘low carbon economy’
- K** ICT infrastructure and take-up of broadband, particularly as a priority in rural and peripheral areas of the Region
- L** A wide range of initiatives to ensure more diverse, competitive and successful economies in rural areas

POLICY E2: Town centre and major facilities

Plans, strategies, investment decisions and programmes should strengthen the role and performance of existing city and town centres.

- A** The centres of Regional Cities and Sub Regional Cities and Towns should be the focus for offices, retail, leisure, entertainment, arts, culture, tourism and more intensive sport and recreation across the region. The centres of Principal Towns, and District Centres within Regional and Sub Regional Cities and Towns, should be the focus for local services and facilities.
- B** Development, environmental enhancements, accessibility improvements, and town centre management and promotional activities should take place to create a distinctive, attractive and vibrant sense of place and identity for each centre. Priority will be given to addressing the worst performing centres as identified through regular monitoring by Local Planning Authorities.
- C** No further development of new, or large-scale expansion of existing, out-of-centre regional or sub-regional shopping centres should be permitted. Proposals for smaller scale expansion should be assessed in line with PPS6.
- D** Sheffield and Leeds will be the preferred locations for any future regional casinos and related development. Any proposals should demonstrate support for the

¹⁶ Employment uses falling outside B1, B2 and B8 of the Use Classes Order.

health of the city centre including its night-time economy. Regional Cities and Sub Regional Cities and Towns will be the preferred locations for any large or small casinos

POLICY E3: Land and premises for economic development

- A** Plans, strategies, investment decisions and programmes should make use of appropriately located previously developed land and current allocations, and ensure the availability of sufficient land and premises in sustainable locations to meet the needs of a modern economy and in particular take account of:
1. The need for additional floorspace for office, retail and leisure uses as indicated by the potential job growth in Table 11.2¹⁷ and the considerable scope for this to be focussed on city and town centres.
 2. The ongoing restructuring and modernisation of the manufacturing sector and the guidance on land for industrial uses set out in Table 11.3¹⁸.
 3. The need for land and extended premises to support the development of public services, health, sport, leisure, tourism, cultural industries and education as key employment generators and the contribution of mixed use development to employment supply.
- B** Local employment land reviews to inform LDFs should take account of the potential job growth set out in Tables 11.1¹⁹ and 11.2¹⁷ and the guidance on employment land in Table 11.3¹⁸ along with more detailed sub regional or local forecasts or more up-to-date information about land needs. Joint working should be undertaken where commercial property markets cross administrative boundaries. Land in use or allocated for economic development should be reviewed during the preparation of LDFs. Sites no longer needed or those that would undermine the delivery of the Core Approach should be considered for alternative uses.
- C** Local Authorities in partnership with Yorkshire Forward, developers, private businesses, sub regional and local partnerships and other organisations should monitor the availability and suitability of employment sites on a 3-year rolling basis so as to ensure that they continue to meet current or longer term needs for economic development. A portfolio of the best sites, representing at least a five-

¹⁷ Table 11.2 is on page 143 of the Yorkshire and Humber Plan.

¹⁸ Table 11.3 is on pages 147 and 148 of the Yorkshire and Humber Plan.

¹⁹ Table 11.1 is on page 141 of the Yorkshire and Humber Plan

year supply of market-ready sites, should be identified and protected for those purposes.

POLICY E4: Regional priority sectors and clusters

Plans, strategies, investment decisions and programmes should support key sectors including Financial and Business Services; Tourism; Logistics; and Construction, and regional priority clusters including Advanced Engineering and Metals; Chemicals; Bio-Science; Digital; Food and Drink; Healthcare Technologies; and Environmental Technologies. Specifically, they should:

1. Address the need for premises adjacent or close to key regional assets including higher education and university facilities
2. Provide sufficient quantity, quality and choice of a range of sites, including incubator units, expansion space and larger facilities for priority clusters
3. Recognise that support for cluster development encompass a wide range of topics, including property needs, infrastructure, access to quality labour pools and supply chain/trading links.

POLICY E5: Safeguarding employment land

LDFs should define criteria or areas where it is considered necessary to offer special protection to designated employment sites. This approach should be applied when it can be shown that:

1. It is necessary to safeguard employment land on the basis of the demonstrable level of competing demand from other land uses; and
2. The employment land so identified is necessary to support Policies YH4, YH5 and YH6; and
3. A review of employment land has been carried out in accordance with Policies E1-E4 or the sites are part of an area subject to an agreed masterplan.

POLICY E6: Sustainable tourism

- A** Local Authorities, Yorkshire Forward, Yorkshire Culture, the Yorkshire Tourist Board, and other agencies should promote, support and encourage tourism by adopting an overall approach which:
1. Recognises the sustainable growth of tourism as an integral contributor to the economy and makes best use of indigenous resources and existing tourism infrastructure
 2. Promotes responsible investment in the quality of the tourism and related services in order to provide a high quality experience, throughout the year, for all segments of the market
 3. Secures investment in local people skills and capacities in Yorkshire's tourism industry, making full use of the local labour supply to fill a range of existing and new high quality jobs in the tourism sector
 4. Supports local cultural distinctiveness and contributes to the quality of life in the communities of the Region
 5. Conserves and enhances the built and natural environment, particularly internationally and nationally important biodiversity sites and high quality historic environment, through effective visitor management
 6. Integrates tourism activity with a viable transport infrastructure that enables a realistic choice of travel mode to and within the region, supported by a management regime that encourages greater use of public transport by visitors
- B** Plans, strategies, investment decisions and programmes should promote tourism in the following priority areas:
1. Coastal resorts - economic diversification while consolidating and upgrading tourism facilities in ways which promote higher value activity, reduce seasonality and support urban regeneration
 2. Rural areas - where tourism and recreation can provide jobs for local residents of a scale and type appropriate to their location.
 3. Waterways – promoting tourism and associated development of an appropriate scale and type along waterways in both urban and rural areas

4. Cities and Towns - Realise the potential of the heritage, leisure and cultural assets by promoting their roles as modern, varied and colourful destinations of choice. Local distinctiveness should be promoted, for example by encouraging use of local produce and services by businesses and visitors.

POLICY E7: Rural economy

Plans, strategies, investment decisions and programmes should help diversify and strengthen the rural economy by facilitating the development of rural industries, businesses and enterprises in a way that:

1. Promotes complementary roles for Principal Towns and Local Service Centres
2. Allows for essential development for agriculture or forestry purposes in the countryside
3. Encourages the use of information technology and telecommunications
4. Supports rural diversification schemes which bring economic, social and environmental benefit
5. Gives priority to the re-use of existing buildings
6. Supports and protects an attractive and high quality rural environment
7. Ensures appropriate scales and types of development and levels of traffic generation

POLICY H1: Provision and distribution housing

- A** The region's housing stock should be improved and increased to provide appropriate accommodation for all households wanting homes, taking account of strong economic growth in the Leeds City Region, regeneration and increasing economic growth in South Yorkshire and the Humber Estuary sub area, and the need to place a greater emphasis on meeting local needs in rural areas.
- B** Plans, strategies, programmes and investment decisions should ensure the delivery of the average annual net additions to the dwelling stock set out in Table 12.1²⁰ in locations that accord with the Core Approach and Sub Area policies, taking account of indicative timing set out in Table 12.2²¹.

²⁰ Table 12.1 is on page 159 of the Yorkshire and Humber Plan.

²¹ Table 12.2 is on page 160 of the Yorkshire and Humber Plan.

POLICY H2: Managing and stepping up the supply and delivery of housing

To support the step-up in the delivery of new homes required by policy H1 and to ensure that new homes are in locations that accord with the Plan's Core Approach and Sub-Area Policies:

- A** Local Planning Authorities should complete Strategic Housing Land Availability Assessments (SHLAA) during 2008 as evidence for LDFs.
- B** Local Planning Authorities should identify and manage the release of land to maintain the momentum of the urban transformation of the Regional Cities, Sub-Regional Cities and Towns, and Principal Towns by:
 - 1. Prioritising housing development on brownfield land and through conversions to contribute to a regional target of at least 65%
 - 2. Identifying sites and contributions from areas of planned change in LDFs (based on Strategic Housing Land Availability Assessments, Local Employment Land Reviews, and other evidence) to ensure a 15 year supply of land for housing, including a five year supply of specific, deliverable sites
 - 3. Where needed, identifying broad locations in LDFs in accordance with policy YH8, so that these locations can be included in the 11-15 year supply and be further tested before sites are identified
 - 4. Co-ordinating the release of housing land with the necessary improvement to and/or provision of green, social and physical infrastructure
 - 5. Adopting a flexible approach to delivery by not treating housing figures as ceilings whilst ensuring that development is focussed on locations that deliver the Plan's Core Approach and Sub-Area policies
 - 6. Maintaining housing and brownfield land trajectories, and managing delivery where actual performance is outside of acceptable ranges
- C** The Regional Planning Body should monitor the five-year housing land supply in the region, along with levels and patterns of migration, household and population change, the recent and projected performance of the regional economy, housing mix, affordability, and delivery in rural areas. The RPB should maintain a regional housing trajectory, linked to regional and local Annual Monitoring Reports. Where monitoring suggests that the expected outcomes of the Plan

(Table 2.1²²) are not being achieved, consideration should be given to reviewing the Plan.

- D** The Plan will be refined through a partial review to be completed by 2011 to ensure that longer term housing growth is planned and accommodated in the most sustainable way by identifying broad locations to meet longer term development needs, considering proposals for New Growth Points and Ecotowns and other evidence

POLICY H3: Managing the release of land in support of interventions to address failing housing market

- A** The management of the release of land for housing should support the Core Approach. It should support interventions in the housing market in those parts of the Region with frail or failing housing markets in a manner that returns these markets to health and does not undermine housing markets elsewhere in the Region, through collaborative working where necessary.
- B** Delivering additional housing should support strategies and programmes for those areas where interventions are already in place or are proposed and local markets that adjoin these areas. These will include:
1. Gateway Hull/East Riding Pathfinder
 2. Transform South Yorkshire Pathfinder and adjoining areas
 3. The Green Corridor in SE Wakefield, NE Barnsley and NW Doncaster
 4. East and South East Leeds
 5. Other areas in the West Yorkshire Housing Strategy and Programme.
 6. Any additional areas identified in the Regional Housing Strategy or LDFs

POLICY H4: The provision of affordable housing

- A** The Region needs to increase its provision of affordable housing. Plans, strategies, programmes and investment decisions should ensure the provision of affordable housing to address the needs of local communities.

²² Table 2.1 is on pages 7 and 8 of the Yorkshire and Humber Plan.

B LDFs should set targets for the amount of affordable housing to be provided. Provisional estimates of the proportion of new housing that may need to be affordable are as follows:

- Over 40% in North Yorkshire districts²³ and the East Riding of Yorkshire
- 30-40% in Kirklees, Leeds, Wakefield and Sheffield
- Up to 30% in other parts of South and West Yorkshire, Hull, North Lincolnshire and North East Lincolnshire.

POLICY H5: Housing mix

- A** Plans, strategies, investment decisions and programmes should ensure the provision of homes for a mix of households that reflects the needs of the area, including homes for families with children, single persons, and older persons, to create sustainable communities.
- B** The cities and towns in the Regeneration Priority Areas, and the larger coastal towns, would particularly benefit from a change in the current mix of housing provision.
- C** Throughout the Region, further work at the local level to identify the shortcomings of the current stock in relation to the needs of the area will help in focusing the interventions in the areas identified above and any other areas identified through local evidence.

POLICY H6: Provision of sites for gypsies and travellers

A The Region needs to make additional provision to meet the housing needs of Gypsies and Travellers to address an overall shortfall of at least 255 pitches across the region and at least the following shortfalls in each sub region by 2010:

Humber:	34 pitches
North Yorkshire:	57 pitches
South Yorkshire:	78 pitches
West Yorkshire:	86 pitches

²³ Whether MoD development at Catterick Garrison needs to include provision for affordable housing is a matter to be determined by the Richmondshire LDF.

- B** Local authorities should carry out an assessment of the housing needs of Gypsies and Travellers by July 2008. Collaboration between authorities on these studies is encouraged in order to more fully understand the patterns of need and the adequacy of current provision. LDFs, housing investment programmes, and planning decisions should ensure there is an adequate provision of sites for Gypsies and Travellers.

POLICY T1: Personal travel reduction and modal shift

- A** The Region will aim to reduce travel demand, traffic growth and congestion, shift to modes with lower environmental impacts, and improve journey time reliability. This will require a range of complementary measures from land-use and transport policies through to measures that discourage inappropriate car use, encourage the use of lower-emission vehicles, reduce energy consumption, secure air quality improvement, improve public transport and accessibility by non-car modes, and promote the highest standards of safety and personal security.
- B** LDFs, and transport assessments accompanying planning applications, should be informed by the public transport accessibility criteria in Tables 13.8²⁴ and 13.9²⁵ to ensure development is appropriately located.
- C** Transport authorities should make best use of the existing highway network to address congestion and encourage modal shift, with road space being actively managed to support movement by modes other than the private car
- D** The function of the Strategic Road Network to provide efficient and convenient long distance travel should be protected, through the appropriate location of development, integrated demand management, and influencing travel behaviour. In designing improvements to the Strategic Road Network, the Highways Agency should consider both soft and integral demand management measures especially in areas of high congestion.
- E** Congestion should be addressed especially in urban areas and on the strategic road network through positive measures including:
1. Giving priority to improvements to public transport

²⁴ Table 13.8 is on pages 185, 186 and 189(explanatory notes) of the Yorkshire and Humber Plan.

²⁵ Table 13.9 is on pages 187, 188 and 189(explanatory notes) of the Yorkshire and Humber Plan.

2. The use by employers of Travel Plans, which include modal share targets and encourage more flexible working and school hours
3. Incentives to use public transport at new housing developments
4. Improved facilities for cyclists and pedestrians
5. Using wider travel options such as the West Yorkshire Yellow Bus Initiative and safe routes to schools
6. Encouragement of travel awareness campaigns, car clubs and car sharing
7. Encouraging a shift from car-based to public transport-based commuting

F Car use, particularly in peak periods, should be managed by local authorities:

1. Taking a consistent approach to the formulation of parking strategies as in Policy T2
2. Using a mix of existing powers and mechanisms to implement further demand management measures as local conditions justify in the short to medium term
3. Considering innovative measures such as charges on private non-residential parking and local road user charging
4. Introducing road charging schemes in congested urban areas when local conditions justify them and local benefits are identified.

POLICY T2: Parking policy

In order to help manage the demand to travel, support the use of public transport, and improve the quality of place, the Region will have a consistent approach to parking through:

- A** The use of maximum parking standards for new developments in line with, or more restrictive than, Table 13.5²⁶. The maximum standards for the Regional Cities and Sub Regional Cities and Towns are for all parts of those urban areas but in some parts, including the city and town centres, significantly more restrictive standards than set out in Table 13.5²⁶ should be applied.
- B** The use of on-street parking controls

²⁶ Table 13.5 is on page 182 of the Yorkshire and Humber Plan.

- C** A progressive reduction in long stay parking (other than at railway stations to serve rail users and at other locations serving a park and ride function) and transfer of some spaces to short stay, subject to consideration of possible implications for traffic congestion
- D** A reduction of on-street parking to maximise pedestrianisation with high quality walking and cycling networks and environmental improvements
- E** Park and ride facilities, for both rail and bus modes, coupled with increased use of public transport through service level improvements
- F** Consideration of charges on private non-residential parking
- G** Parking charges that are related to demand and to the strength of the local economy, with differential pricing being used to discourage all-day parking

POLICY T3: Public transport

The Region will safeguard and improve public transport infrastructure and services

- A** The public transport accessibility criteria, as set out in Tables 13.8²⁷ and 13.9²⁸, should be used to guide the allocation of sites in LDFs and the provision of new transport services and infrastructure through Local Transport Plans and other available means. Development should make use of existing public transport services or provide a focus for viable new services. Wherever possible, services should be available as soon as a development commences.
- B** The following strategic public transport themes should have priority:
 1. Improve public transport in line with the priorities set out in Table 13.24²⁹, particularly in Leeds and Sheffield
 2. Provision of strategic bus- and rail-based park & ride/ parkway stations serving Regional Cities and Sub Regional Cities and Towns with associated high quality and reliable service provision
 3. Develop and improve strategic public transport interchanges of regional significance in Leeds, Sheffield and Hull, supported by sub-regional

²⁷ Table 13.8 is on pages 185 and 186 of the Yorkshire and Humber Plan.

²⁸ Table 13.9 is on pages 187 and 188 of the Yorkshire and Humber Plan.

²⁹ Table 13.24 is on pages 206 – 214 of the Yorkshire and Humber Plan.

interchanges at Bradford, Doncaster, Huddersfield, Northallerton, Selby, Wakefield and York

4. Support strategies to improve the quality and availability of public transport ticketing and information.
- E** The strategic role of the rail network should be developed to provide better integrated and sustainable services using different rail modes and new technology as appropriate (including metro-type services, tram-train, light rail and ultra light rail) consistent with the settlement hierarchy and land use developments.
- F** LDFs should protect sites and routes for public transport, walking and cycling.

POLICY T4: Freight

The Region will develop an integrated freight distribution system that makes the most efficient and effective use of all modes of transport subject to environmental considerations including the need to protect and enhance internationally and nationally important biodiversity sites. Plans, strategies, investment decisions and programmes should:

- A** Maximise the use of rail or water for freight movements to and from new and existing developments and significant changes of use and recognise the contribution these modes can make to the transportation of bulk materials including waste
- B** Locate storage / distribution development with high levels of freight and commercial traffic close to intermodal freight facilities, rail freight facilities, airports, ports and wharfs or roads designed and managed as traffic distributors
- C** Protect land with existing rail freight connections for future uses that require a rail use
- D** Identify and protect existing and proposed sites for intermodal interchanges. In the Humber sub- region, around Selby and Doncaster and along the Aire and Calder navigation in particular, protect wharfs and rail connected land and seek improvements to multi-modal transfer facilities
- E** Allow temporary uses of vacant protected sites from C) and D) above provided the uses do not conflict with the long term viability of the sites' intermodal capability
- F** Identify and protect sites for Consolidation Centres serving retail locations like those in environmentally sensitive centres like York

- G** Identify and protect appropriate facilities for the loading and unloading of water-borne freight, having regard to issues such as landside transport links and potential conflicts of use and disturbance
- H** Identify key rail freight routes, especially from the Humber Ports and encourage the implementation of capacity enhancements, appropriate standards of maintenance and gauge improvements on these routes, especially those identified in policy T9
- I** Identify and protect sites for new secure lorry parking facilities particularly along the M1, A1 and M62 corridors and close to major freight generators like ports and improve signing from major lorry routes to sub regional or local lorry parks like those at York and Hull
- J** Encourage the development, delivery and maintenance of an integrated strategic lorry routing network and a consistent cross boundary approach to lorry management
- K** Support future pipeline developments where these provide opportunities to reduce freight movements by surface modes of transport
- L** Enable a more efficient and sustainable approach to deliveries, including the encouragement of Freight Quality Partnerships between local authorities, the freight industry, business communities, residents and environmental groups.

POLICY T5: Transport and tourism

- A** The Region will seek opportunities to improve access to all its main tourist destinations, particularly the National Parks, coastal resorts and Regional Cities and Sub Regional Cities and Towns by more sustainable modes of transport (in line with policies T1, T2 and T3).
- B** Plans, strategies, investment decisions and programmes should:
 1. Enhance access to all groups in society
 2. Locate attractions that generate high levels of visitors to achieve the accessibility standards set out in Table 13.8³⁰
 3. Encourage tourist destinations and attractions to provide incentives for visitors to arrive by modes other than the private car and to reduce seasonality to relieve stress on transport infrastructure, particularly on the strategic networks

³⁰ Table 13.8 is on pages 185, 186 and 189 (explanatory notes) of the Yorkshire and Humber Plan.

4. Promote the journey component of tourism to be part of the whole tourism offer, in particular by encouraging improved services on the Region's scenic railways (Yorkshire Coast, Penistone, Settle-Carlisle and Esk Valley lines), supporting the development of the Region's Heritage Railways (Wensleydale and North York Moors), investigate the reopening of the Skipton to Grassington and Malton to Pickering rail lines and encourage and provide facilities for waterways and the leisure coach market
5. Identify, protect and develop appropriate facilities for the development and improvement of walking, cycling and horse trails, including the corridors of the national trails (Cleveland Way, Pennine Way, Pennine Bridleway, Yorkshire Wolds Way) and important inter-regional routes (Coast to Coast, Trans Pennine Trail), particularly where these can also provide high quality local routes, for instance along disused railway lines and canal towpaths

POLICY T6: Airports

- A** The following considerations should apply to airport development and expansion proposals:
1. Contribution towards an overall strategy of achieving better access, particularly by rail and other public transport, for the people and businesses of Yorkshire and the Humber to the full range of types of airport facility and services, including international long-haul opportunities and air freight
 2. Contribution to the regeneration requirements of the local and regional economy and the maximisation of potential economic benefit to the Region
 3. Fully meets the principles of sustainable development as demonstrated through a sustainability appraisal setting economic and social benefits alongside local and global environmental impacts, and protects the integrity of internationally important biodiversity sites
 4. Fully responds to the key policy principles of reducing surface travel distances to air services outside Yorkshire & Humber
 5. Making best use of existing transport infrastructure (including Travel Plans for managing surface access, minimising generation of car-borne traffic and reviewing airport parking charges); and wherever possible improving or providing new access by public transport.
- B** Leeds, Doncaster and North Lincolnshire Councils should ensure that any development of airport surface access takes account of the wider transport strategy for the local area, including in adjoining districts, and provides for a wider choice of mode of travel. Airport Transport Forums should implement surface transport initiatives to ensure that access is less car-dependent.

POLICY T7: Ports and waterways

The region will optimize the use of its ports and waterway assets whilst protecting the environment and in particular the integrity of the Humber estuary's internationally important biodiversity. Plans, strategies, investment decisions and programmes should:

- A** Maximise the use of water for freight movements to and from waterside developments
- B** Protect land with existing wharfage for future uses that require a water connection, particularly on the navigable waterways shown on Fig 13.3³¹ and in Hull, Goole, Grimsby and Immingham
- C** Protect land close to ports for logistics, transport and port related development, focusing on uses that support the Region's economy, without compromising the functions of the operating port
- D** Support the implementation of the following schemes at the earliest opportunity to improve freight movements to and from the ports:
 - 1. A63 Castle Street improvement in Hull and other short term measures on the A63 to improve freight movement to the port of Hull
 - 2. A160 improvements in North Lincolnshire
 - 3. Rail capacity improvements to Immingham and Grimsby docks, including the Brigg to Gainsborough line
 - 4. Capacity improvements on the Hull docks branch line and the North Humber mainline from Hessle to Selby
- E** Investigate and identify bottlenecks on navigations and waterways and in partnership with the appropriate navigation authority develop solutions.

POLICY T8: Rural transport

The Region will ensure that transport contributes to addressing the economic and social problems in the rural and coastal areas of the Region reflecting the geographical isolation and remoteness of Local Service Centres and other rural communities from Regional Cities and the strategic transport networks as well as

³¹ Figure 13.3 is on page 200 of the Yorkshire and Humber Plan.

population sparsity and dispersal. The Region will support and improve rural transport provision and in particular:

- A** Encourage the development of rural transport strategies
- B** Focus on improving access to key facilities and services through the provision of appropriate transport measures, whilst recognising the scope for accessing these facilities by means other than the movement of people to them
- C** Influence the way in which services are delivered including support for mobile delivery and improved use of IT and telecommunications
- D** Recognise the benefits of sub regional coordination for rural transport provision and support and encourage the development of partnerships to deliver sustainable transport solutions like Community Rail Humber
- E** Use community-based transport schemes designed to address the particular characteristics of different rural areas.

POLICY T9: Transport investment and management priorities

- A** Plans, strategies, investment decisions and programmes should take forward and secure delivery of the transport investment and management priorities of regional significance outlined in Table 13.24³². In general, higher priority should be given to delivering the outcomes in category A before those in category B, and those in category B before those in category C. In developing schemes additional to current commitments, priority should be given to stronger demand management, improving public transport in and to Leeds and Sheffield, and improving access to the Humber ports.
- B** Proposals to deliver the priority outcomes in Table 13.24³² should:
 1. Fully explore opportunities to make the best use of existing infrastructure by improving management and maintenance before recommending investment in new infrastructure
 2. Be based on a multimodal approach
 3. Adopt a general presumption against increasing highway capacity except where it is a specific regional priority or a localised improvement essential to regeneration or delivering environmental enhancement

³² Table 13.24 is on pages 206 - 214 of the Yorkshire and Humber Plan.

- C** LDFs should take account of the transport priorities set out in Table 13.24³², both in terms of their land use strategy and proposals, and by including appropriate policies to help ensure the delivery of the priorities in their area
- D** Other specific transport proposals of local significance that support the delivery of the sub-area policies should be included in LTPs and Development Plans and be taken forward by local authorities, PTEs, public transport operators and other relevant bodies