

Appendix 1: Strategic, cross boundary issues of relevance to York's Local Plan

Strategic Issue	Notes
Extent of Housing Market Area	<ul style="list-style-type: none"> - SHMA 2016 sets out that the HMA which covers CYC extends to include Selby based on examining migration, commuting patterns and house price dynamics - Self-containment rate for York and Selby exceeds threshold of 70% as set out in PPG - Local Plan seeks to meet York's OAHN within administrative boundary. Council recognises that HMA covers both York and Selby and have worked together through DTC to ensure that housing needs are fully met across the HMA
Scale of housing growth	<ul style="list-style-type: none"> - The Submitted Plan sought to meet an OAHN of 867 dpa to 2032/33. - The City of York Housing Needs Update (Jan 2019) evidences a minimum of 790 dwellings per annum (dpa) - Neighbouring authorities note changes to OAN (790 dpa+ shortfall) and seek to ensure that supply is met. Potential pressure on surrounding Districts to provide more housing if OAN not fully met in York's Local Plan
Functional economic area	<ul style="list-style-type: none"> - The ELR (2016) [SD064] sets out the functional economic area for York. In recognition of York's position in the regional economy the Council is a member of two Local Enterprise Partnerships (LEP), the Leeds City Region and the York, North Yorkshire and East Riding LEPs.
Scale of employment growth	<ul style="list-style-type: none"> - 650 new jobs per annum over the Plan period - Potential to increase inward commuting from adjacent authorities, Leeds City Region and North Yorkshire and York Sub-Region.
Retail Growth	<ul style="list-style-type: none"> - Draw of York's city centre and its other retail areas extending to retail catchment beyond its local authority boundaries - Potential to increase inward trips from adjacent authorities - Potential negative impact upon vitality/viability of centres of surrounding settlements
Leisure	<ul style="list-style-type: none"> - International, national and regional draw of York as a leisure (tourism) destination. - York as the 'gateway' to Yorkshire – linked trips; tourist accommodation offer in neighbouring areas; need for wider tourism promotion.
Physical Infrastructure – Transport	<ul style="list-style-type: none"> - More traffic and potentially increased congestion on the Strategic Road Network (principally the A64), radial routes (A19 N and S, A59 and B1224 etc) and York's ORR (noting that more than 15-20% of traffic on the

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	<p>A1237 has an origin and destination outside the York local authority area).</p> <ul style="list-style-type: none"> - Increased traffic on the locally strategic road network (principally the A1237 ORR) - Connectivity issues between York, Harrogate and Leeds, and across wider North Yorks Sub-Region - Strategic Rail network (Haxby Station/York Station, York-Harrogate-Leeds line, Rail devolution)
Physical Infrastructure – Waste and Minerals	<ul style="list-style-type: none"> - The nature of minerals and waste developments mean that often there are implications beyond individual planning authorities’ boundaries. Each of the unitary Local Authorities in the region is a Minerals and Waste Planning Authority and is required to prepare minerals and waste plans. - Sustainable Waste Management - Mineral Extraction
Physical Infrastructure – Renewable Energy	<ul style="list-style-type: none"> - Proliferation/uncoordinated provision of renewable energy facilities and cumulative impacts - Impact of Potential Areas of Search on River Derwent SSSI. - Wind Turbine applications near the York boundaries could have a visual/amenity impact on neighbouring authorities.
Natural Environment - Flood Risk / River Corridors	<ul style="list-style-type: none"> - Avoidance of creating flood management issues in neighbouring authorities.
Natural Environment – Green Infrastructure	<ul style="list-style-type: none"> - Biodiversity - Green Infrastructure Corridors
Gypsy, Travellers and Showpeople	<ul style="list-style-type: none"> - Uncoordinated provision of suitable sites could lead to over-provision or under provision at the Sub-regional/Sub-area level.
Social Infrastructure – Education Establishments	<ul style="list-style-type: none"> - Travel to education establishments outside York and travel into York’s education establishments from outside York. - High demand for student places at York’s Universities - Growth in the Universities, and in associated commercial knowledge/research led activities.
Approach to the Green Belt	<ul style="list-style-type: none"> - The general extent of the York Green Belt is already established by way of the saved policies of the Yorkshire and Humber RSS, following partial revocation of the RSS in February 2013. ‘Saved’ policies requiring York’s Plan to define the detailed boundaries of the Green Belt.
Historic Environment	<ul style="list-style-type: none"> - Impacts on the historic character and setting of the City of York.
Climate Change Mitigation and Adaptation	<ul style="list-style-type: none"> - The strong policy linkages between climate change, renewable energy, flood management, green infrastructure and minerals planning agendas were recognised. Climate change continues to be recognised as a cross boundary issue.

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Air Quality	- need to undertake air quality assessment to address the impacts of traffic emissions on nationally and internationally designated nature conservation sites.