

Harrogate District Local Plan: Duty to Co-Operate Paper



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Contents

1 Introduction	2
2 What is the Duty to Co-operate?	3
Localism Act 2011	3
National Planning Policy Framework	3
National Planning Practice Guidance	4
Duty to Cooperate Bodies	4
3 Harrogate Context	6
Strategic Context	8
4 Implementing the Duty	13
Working with Duty to Cooperate Bodies	14
Outstanding Issues	16
Appendix 1 Links between Harrogate District Local Plan and LCR SEP	17
Appendix 2 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP	20
Appendix 3 North Yorkshire Governance Arrangements	24
Appendix 4 Identified Strategic and Cross Boundary Issues	25
Appendix 5 Collaborative Working with Duty to Cooperate Bodies	33

1 Introduction

1 Introduction

- 1.1** The Localism Act 2011 placed a statutory duty on local planning authorities and other bodies to cooperate with each other to address strategic issues relevant to their area during plan making.
- 1.2** The duty to cooperate is not a duty to agree, but local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before submitting their Local Plans for examination.
- 1.3** At examination, local planning authorities must demonstrate how they have complied with the duty. If a local planning authority cannot demonstrate that it has been complied with, then the Local Plan will not be able to proceed further in examination.
- 1.4** The purpose of this paper, therefore, is to set out how the council has approached the duty to cooperate in the preparation of the Local Plan and demonstrate how the council has fulfilled its obligations in meeting the requirements of the duty. It identifies the strategic and key issues to be addressed and on which the council has sought to work collaboratively with other planning authorities and organisations throughout the preparation of the Local Plan.
- 1.5** This paper accompanies the Publication version of the Local Plan and provides information on:
- National, regional and local context for the duty to cooperate
 - What the council considers to be the strategic priorities and relevant cross boundary issues
 - Collaborative working with prescribed bodies and other key stakeholders, identifying how, when and on what issues they were engaged and how this has shaped the policies of the Harrogate District Local Plan
 - Collaboration on cross boundary issues through evidence base studies
 - Outstanding strategic issues
 - Future partnership working
- 1.6** The council has also produced a consultation statement(s), which set out how the council has consulted other relevant bodies, and the local community, during the preparation of the Local Plan and this paper should be read alongside the statement.

What is the Duty to Co-operate? 2

2 What is the Duty to Co-operate?

Localism Act 2011

- 2.1** The Localism Act 2011, introduced the concept of the duty to cooperate.⁽¹⁾ It places a legal duty on local planning authorities, county councils and prescribed bodies to 'engage constructively, actively and on an ongoing basis' to maximise the effectiveness of Local Plan preparation in relation to strategic matters.⁽²⁾
- 2.2** A strategic matter is defined by the Act as:
1. Sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for or in connection with infrastructure that is strategic and has or would have a significant impact on at least two planning areas; and
 2. Sustainable development or use of land in a two-tier area if the development or use is a county matter, or would have a significant impact on a county matter.
- 2.3** The duty requires that councils set out planning policies to address such matters and consider whether to enter into joint approaches to plan making.
- 2.4** The Act also extended the purposes of the independent examination of a local plan to include determination as to whether the duty has been complied with.⁽³⁾ At examination, the Inspector will assess whether the duty to cooperate has been met. As any failure in this regard cannot be rectified after the plan has been submitted for examination, where the duty has not been complied with the Inspector has no choice but to recommend non-adoption of the plan.⁽⁴⁾

National Planning Policy Framework

- 2.5** The National Planning Policy Framework (NPPF) reinforces the Localism Act and sets out (paragraphs 178-181) what is expected of local planning authorities in working collaboratively with other bodies to ensure proper coordination of activity on cross boundary strategic matters. It highlights the importance of joint working to meet development requirements that cannot be wholly met within a single local planning area, through either joint planning policies or informal strategies such as infrastructure or investment plans.
- 2.6** The NPPF (paragraph 156) sets out the strategic matters that local plans should cover, namely:
- The homes and jobs needed in the area;
 - The provision of retail, leisure and other commercial development;
 - The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management and the provision of minerals and energy (for heat);
 - The provision of health, security, community and cultural infrastructure and other local facilities; and
 - Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1 Through inclusion of Section 33A into the Planning and Compulsory Purchase Act 2004

2 Prescribed bodies are set out in the Town and Country Planning (Local Planning) (England) Regulations 2012

3 Through inclusion of Section 20(5)(c) into the Planning and Compulsory Purchase Act 2004

4 Procedural Practice in the Examination of Local Plans, Planning Inspectorate, June 2016 (4th Edition v.1)

2 What is the Duty to Co-operate?

2.7 Paragraph 181 highlights that cooperation should be a 'continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development'.

2.8 There are also two tests of soundness (paragraph 182) which relate directly to the duty:

- *Positively prepared* - the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development
- *Effective* - the plan should be deliverable over its period and based on effective joint working on cross boundary strategic issues

National Planning Practice Guidance

2.9 The National Planning Practice Guidance (NPPG) provides further guidance on fulfilling the duty to cooperate. It indicates that:

- The duty to cooperate is not a duty to agree, but local planning authorities should make every effort to secure the necessary cooperation on strategic cross boundary matters before they submit their Local Plans for examination;
- If another authority will not cooperate this should not prevent the authority bringing forward a Local Plan from submitting it for examination but it will need to submit comprehensive and robust evidence of the efforts made to cooperate and any outcomes achieved;
- Local authority officers and councillors have an important role to play in the process;
- The duty to cooperate seeks to ensure that local planning authorities lead strategic planning effectively through their Local Plans, addressing social, environmental and economic issues that can only be addressed effectively by working with other local planning authorities beyond their own administrative boundaries;
- The duty requires active and sustained engagement. Local planning authorities and other public bodies must work together constructively from the outset of plan preparation to maximise the effectiveness of strategic planning policies. It is unlikely this could be satisfied by consultation alone;
- Cooperation should produce effective policies on strategic cross boundary matters. Inspectors testing compliance with the duty at examination will assess the outcomes of cooperation and not just whether local planning authorities have approached others;
- The actions will depend on local needs, which will differ so there is no definitive list of actions that constitute effective cooperation under the duty; and
- Failure to demonstrate compliance with the duty at the Local Plan examination cannot be corrected after the Local Plan has been submitted for examination.

Duty to Cooperate Bodies

2.10 For Harrogate district the duty to cooperate bodies are:

- Local Planning Authorities
 - Craven District Council
 - Richmondshire District Council
 - Hambleton District Council
 - City of York Council
 - Selby District Council

What is the Duty to Co-operate? 2

- Leeds City Council
- City of Bradford MBC
- County Council
 - North Yorkshire County Council
- Prescribed Bodies
 - Environment Agency (EA)
 - Historic England (formerly English Heritage)
 - Natural England
 - Civil Aviation Authority (CAA)
 - Homes and Communities Agency (HCA) (to be known as Homes England)
 - Harrogate and Rural District Clinical Commissioning Group (CCG)
 - National Health Service England
 - Office of Rail Regulation (ORR)⁽⁵⁾
 - Highways England

2.11 Local Enterprise Partnerships (LEPs) and Local Nature Partnerships (LNPs) are not subject to the requirements of the duty but local planning authorities must cooperate with them and have regard to their activities when preparing their Local Plans, provided those activities are relevant to plan making. Therefore, for the purposes of preparing the Local Plan, the following will also be treated as duty to cooperate bodies:

- LEPs
 - Leeds City Region
 - York, North Yorkshire and East Riding
- LNPs
 - North Yorkshire and York
 - Northern Upland Chain
 - Yorkshire West

2.12 The duty also applies to the prescribed bodies below. However, given the strategic issues identified, the council consider it would be unnecessary and not effective to actively seek cooperation with them (1 and 2), the district is not covered by such a body (3) or their area of activity is not relevant to the district (4).

1. Mayor of London
2. Transport for London
3. Integrated Transport Authority
4. Marine Management Organisation

2.13 In addition to the identified duty to cooperate bodies, there are a number of other bodies with whom the council needs to work to prepare its Local Plan particularly around the delivery of infrastructure to support the planned levels and locations of growth. Details of this engagement can be found in the Statement of Consultation and the Infrastructure Delivery Plan.

⁵ The ORR (now known as the Office of Road and Rail) have published guidance (February 2014) that unless a strategic matter requires consideration of transport matters there is no need to include ORR in the consultation process

3 Harrogate Context

3 Harrogate Context

- 3.1** The district covers 505 square miles and is one of the largest shire districts in England. It lies between the cities of Leeds and Bradford to the south and the district of Richmondshire in the north, the City of York and Hambleton and Selby districts in the east and Craven district and the Yorkshire Dales National Park in the west.
- 3.2** The district is characterised by being both urban and rural in nature, having large, sparsely populated areas alongside the major urban settlements of Harrogate, Knaresborough and Ripon. There are also over 120 smaller settlements scattered across the district.
- 3.3** A large part of the district falls within the Nidderdale Area of Outstanding Natural Beauty (AONB)⁽⁶⁾ with a smaller area in the south of the district being part of the West Yorkshire and York Green Belts.⁽⁷⁾ The majority of the designated AONB area is within Harrogate district extending up the western side of the district, with smaller areas within Richmondshire and Hambleton districts.
- 3.4** The West Yorkshire Green Belt was established in earlier development plans and extends over the southern fringe of the district and includes the narrow gap between the towns of Harrogate and Knaresborough. The main purposes of the Green Belt, as it effects Harrogate district, are to check the further growth of the West Yorkshire conurbation, and to protect the special character of the towns of Harrogate and Knaresborough and prevent them from merging. The south-eastern part of the district lies within the York Green Belt, the main purpose of which is to protect the special character of the York.
- 3.5** The connections of the district with areas beyond its boundary are also evident in the form of significant transport routes that cross the district, particularly the A1(M), which runs north/south through the eastern part of the District and provides good road links with the rest of the national motorway network. The Leeds-Harrogate-York rail line provides rail services within the district at Harrogate and Knaresborough and some of the villages in the south and east of the district. Good rail connections to the rest of the country are provided from Leeds and York. Leeds Bradford International Airport provides a nearby opportunity for air travel.
- 3.6** The district has the largest population of all the districts in North Yorkshire (over 157,000 in 2014) and it is expected to increase by around 5.5% by 2035. Compared to the national average, the district has a lower percentage of people aged under 30 and a higher proportion of those aged 65 and over (22% compared to 18% nationally). By 2035 the population aged 65 and over is projected to increase by 56% from current levels.
- 3.7** Although the district's labour market is relatively self contained, there are strong linkages with Leeds with 13% of the labour force commuting to the city, and less strong, but still significant, linkages with York and Hambleton. The district's high quality of life and environment attracts people into the district to live. This pressure and the district's proximity to Leeds has created a buoyant housing market based on very high land values.
- 3.8** Harrogate district is within a two-tier local government area, with North Yorkshire County Council providing services such as education, highways and social services. The district is also part of the Leeds City Region LEP and the York, North Yorkshire and East Riding LEP.

6 The AONB covers 233 square miles

7 11% of the district is Green Belt

Harrogate Context 3

Leeds City Region LEP

- 3.9** The district sits within the sub-region formed by the Leeds City Region (LCR). The LCR is formed by 11 councils. ⁽⁸⁾
- 3.10** A refreshed Strategic Economic Plan (SEP) was approved in May 2016 and sets out the priorities to deliver the growth agenda across the City Region area. Harrogate is identified as having a strong and diverse economy; vibrant sectors include financial and professional services (with strengths in financial payments technology) and digital, creative and life sciences. It is also home to a renowned visitor economy offer. It is an area enjoying high employment and strong levels of enterprise with resident earnings and skills above average but facing a significant challenge in that the average workplace earnings are lower than regional and national rates and for those residents who commute elsewhere. This is compounded by high house prices and a costly private rental market: Harrogate is one of three areas in the City Region with worsening housing affordability. There are also challenges around the availability of suitable business premises, peak hour congestion and transport connectivity.
- 3.11** A key priority of the SEP is to increase housebuilding across the City Region not only to deliver homes but also support economic growth and employment opportunities. Harrogate is not identified in the SEP as one of the housing growth areas but actions identified in the SEP to accelerate the pace and rate of house building across the region are relevant for the preparation of the Local Plan. The links between the Local Plan and the SEP have been identified (see Appendix 1 'Links between Harrogate District Local Plan and LCR SEP').
- 3.12** The Leeds City Region partnership of local authorities has a long history of collaboration on spatial planning and economic issues and has well established partnership arrangements. A number of groups exist under the governance of the Leeds City Region Enterprise Partnership in order that the constituent authorities can effectively discharge the duty to cooperate. These are:
- Strategic Planning (Duty to Co-operate) Group: This is an officer level body designed to deal with detailed aspects of strategic planning across the city region.
 - Heads of Planning Group: This group of senior officers oversee and approve the work and decisions of the Strategic Planning Group and send these forward to the Planning Portfolio Holders Group.
 - Planning Portfolio Holders Group: This is made up of the portfolio holder with responsibility for planning from each of the constituent local authorities accompanied by the Head of Planning from their respective authority. This group approves work and outcomes from the Strategic Planning group.
- 3.13** The Leeds City Region Enterprise Partnership has endorsed and published a Statement of Cooperation for Local Planning. ⁽⁹⁾ This outlines the steps that constituent authorities will follow in order to meet the Duty to Co-operate. The purpose of the Statement is to:
- Set out processes and practical steps to be followed going forward, that will strengthen the Leeds City Region authorities' approach to collaborative working;
 - Outline the current collaborative work on strategic, cross-boundary issues that is on-going within the Leeds City Region.

8 Barnsley, Kirklees, Wakefield, Calderdale, Bradford, Leeds, Selby, York, Craven, Harrogate and North Yorkshire County Council
9 For further information please visit

https://www.harrogate.gov.uk/info/20101/planning_policy_and_the_local_plan/556/local_plan_-_evidence_base

3 Harrogate Context

York, North Yorkshire and East Riding LEP

- 3.14** The district is also part of the York, North Yorkshire and East Riding LEP.
- 3.15** The SEP was approved in March 2014 and an update published in 2016. A key ambition of the SEP is to double housebuilding across the LEP area. Harrogate is identified as one of the growth towns in the A1/A19 corridor but the SEP identifies that transport congestion severely restricts long term growth potential. To this end Harrogate is identified as an area where the LEP is looking to unlock housing growth and fast track employment sites. Harrogate will also benefit from desired improvements to east west road and rail connections. The links between the Local Plan and the SEP have been identified (see Appendix 2 'Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP').
- 3.16** As with the Leeds City Region there is also a long history of co-operation and joint working across York, North Yorkshire and East Riding. Partnership working arrangements were reviewed and revised in 2015 in order that these were better configured to support the growth agenda across this LEP area. This comprises a number of groups at officer and elected member level that look to support the Duty to Co-operate. An organisational chart is set out at Appendix 3 'North Yorkshire Governance Arrangements'.

Previous collaborative working

- 3.17** The work that has been undertaken as part of the preparation of the Local Plan is a continuation of the cooperation and joint working in plan making that has been ongoing for a number of years and in which the council has played an active role.

Strategic Context

Strategic Geographies

- 3.18** The Local Plan will cover the geographical area of the district but economic, social and environmental issues often extend beyond the administrative boundary of the district. These are set out in Table 3.1 below.

Issue	Area Covered
Housing	The Harrogate district Strategic Housing Market Assessment (SHMA) (September 2015) highlighted a complex set of relationships in respect of housing market geographies in operation across the district. The north of the district, including Ripon, falls within a wider North Yorkshire Housing Market Area (HMA), and relates strongly to Hambleton district. The south of the district, which includes Harrogate town and Knaresborough is more closely related to, and falls within a Leeds HMA. Although weaker than the core relationships, there are identifiable and important functional interactions from parts of the district with other adjoining authorities particularly Richmondshire and the City of York. These reflect localised cross-boundary interactions in the northern and south-eastern parts of the district. However, the analysis concluded that preparation of a SHMA for Harrogate district alone was appropriate given that the district sits across more than HMA and that any cross boundary issues could be explored through the duty to cooperate. ⁽¹⁰⁾
Economy	The Employment Land Review (ELR) (June 2015) concluded that Harrogate, Knaresborough and Ripon are the key centres in the district and whilst none of these meet the criteria for a self-contained labour market by themselves, together they do form a functioning labour market. The majority of the rural parts of the district also access jobs in this combined labour market area, rather than other areas outside of

10 The Council has updated its evidence base for both housing and employment combining the previously two separate pieces of work into a single document called the Housing and Employment Development Needs Assessment (HEDNA). Due to the relatively recent Strategic Housing Market Assessment (SHMA) and Employment Land Review (ELR) for the district this work does not seek to redefine the Housing Market Area (HMA) and Functional Economic Market Areas (FEMA).

Harrogate Context 3

Table 3.1 Strategic Geographies	
Issue	Area Covered
	the district. The only exception is the far south east of the district, where a majority of workers travel out to York and Leeds. The ELR recommended, therefore, that the Functional Economic Market Area (FEMA) was best defined as being consistent with the district boundary, with the exclusion of this small area.
Transport	There are a significant number of journeys from the district into the Leeds City Region by both road and rail. The Leeds - Harrogate - York rail line provides an important regional transport link accommodating social, business and leisure users. It facilitates access to employment and labour markets in York, Harrogate and Leeds and provides connectivity to the East Coast Main Line and with the rest of the UK at both Leeds and York.
Habitats	The Habitat Regulations Assessment considers the impact of the Local Plan on European conservation sites within and beyond the district boundary. These include sites with significant ecological links with land within the plan area (South Pennine Moors SAC and SPA), river and estuary sites down river of the plan area (Humber Estuary), sites that may be affected by recreation pressure from within the plan area (Craven Limestone SAC) and major visitor attractions within 20km of the plan area.

Table 3.1 Strategic Geographies

Strategic Issues

3.19 In line with the LCR agreed approach, a table which documents the key strategic issues for the Harrogate District Local Plan has been prepared and developed in consultation with relevant duty to cooperate bodies. The table has been reviewed and updated periodically to reflect further work and discussions following key stages of the Plan's preparation. The current version of the table can be found at Appendix 4 'Identified Strategic and Cross Boundary Issues'. The key strategic issues are outlined in more detail below setting out how they have been developed, nature of cooperation under the duty and actions taken, resulting outcomes and influence on the plan.

Housing

3.20 The key strategic issues identified relate to the overall level of housing provision and the associated infrastructure required to support the level of new homes needed. The objective assessment of housing need has been undertaken through the preparation of a Strategic Housing Market Assessment (SHMA), now updated by the Housing and Economic Development Needs Assessment (HEDNA). Although the SHMA/HEDNA has been prepared for the district alone, as acknowledged in Table 3.1 there are housing inter-relationships with neighbouring local authorities. These authorities together with other relevant duty to cooperate bodies have been engaged in the preparation of the SHMA/HEDNA throughout (see Appendix 4 'Identified Strategic and Cross Boundary Issues' for further details).

3.21 Through the growth strategy set out in the Local Plan sufficient land in sustainable locations has been identified to enable the council to meet its objectively assessed need over the plan period as identified in the district HEDNA and there is no unmet housing need to be accommodated in neighbouring local authority areas.

3.22 Similarly, none of Harrogate district's neighbouring authorities have formally approached the council about accommodating any of their housing need in the district. Other areas in the wider region have confirmed that there are no housing duty to cooperate issues from their perspective.

3.23 The Local Plan growth strategy seeks to direct development to the most sustainable locations with the majority of new housing growth proposed in the district's main settlements (Harrogate, Knaresborough and Ripon) and in the public transport corridor to the east of

3 Harrogate Context

Knarborough. The growth strategy also proposes the development of a new settlement in this transport corridor and a broad location for growth in the Green Hammerton/Cattal area has been identified in the Publication Local Plan.

3.24 The development of a new settlement has required and will continue to require substantial joint working in order to ensure the effective delivery of infrastructure, particularly around highways and public transport improvements. The detailed planning of the new settlement will be brought forward through the preparation of a separate Development Plan Document (DPD) and the council will continue to work in partnership with key stakeholders and others as this progresses. In particular, the DPD will be accompanied by an Infrastructure Delivery Plan to help determine future infrastructure requirements in more detail.

3.25 In relation to Gypsy and Traveller provision the identified needs are being met in the local plan through site specific allocations and Harrogate Borough Council is not looking to other neighbouring authorities to accommodate any unmet need. Similarly, none of Harrogate district's neighbouring authorities have formally approached the council about accommodating any of their need in the district.

Employment

3.26 The key strategic issues identified relate to the overall level of employment provision and the associated infrastructure required to support the level of new employment land needed, particularly in relation to the strategic site at Flaxby. The Employment Land Review (ELR), now updated by the HEDNA, concluded that the Functional Economic Market Area (FEMA) was best defined as being consistent with the district boundary, with the exclusion of a small area to the south east of the district (see table 3.1).

3.27 The new local plan will meet in full the employment land identified as being needed in the HEDNA, with an appropriate level of additional employment land to ensure that flexibility can be provided. An assessment of the local plan policies and proposals against the Leeds City Region SEP has also been undertaken which concludes that there is broad alignment. This is set out at Appendix 1 'Links between Harrogate District Local Plan and LCR SEP'.

Retail and Leisure

3.28 No strategic issues have been identified; the district's retail catchment is relatively self-contained.

Infrastructure

3.29 The preparation of the Local Plan has involved liaison meetings and discussions with infrastructure and service providers to ensure there is a coordinated approach to infrastructure planning and delivery to support the Local Plan and, as far as possible, to align the scale and timing of growth with their own respective investment plans.

3.30 To better understand the infrastructure that needs to be delivered or improved to support planned future growth and ensure there are no obstacles to delivery, the council commissioned the preparation of an Infrastructure Capacity Study, to which duty to cooperate (including North Yorkshire County Council, Harrogate and Rural CCG, NHS England) and other bodies have provided details of their planned investments and improvements and feedback.

Transport and Other Infrastructure

Harrogate Context 3

- 3.31** Harrogate Borough Council has worked with the local highway authority (NYCC) and Highways England in developing the Harrogate District traffic model, with assumptions underpinning the model agreed by all three parties. Alongside these organisations and together with the York, North Yorkshire and East Riding LEP a study is being undertaken to understand capacity mitigation at J47 of the A1(M). The purpose of this study is to identify how much capacity will be provided by a currently funded LEP improvement scheme, when further improvements are likely to be required and identify interim and final solutions for junction improvements to accommodate likely future traffic levels and appropriate growth. More detail on the outcome of this study is set out in the Infrastructure Capacity Study Stage 3 Update.
- 3.32** There has been ongoing liaison with adjoining highway authorities (see Appendix 5 'Collaborative Working with Duty to Cooperate Bodies'). Traffic flow information arising from the Harrogate District traffic modelling work and similar work undertaken by neighbouring authorities has been shared, the impacts of this on respective growth strategies and allocation of specific sites considered and likely mitigation measures discussed and agreed.
- 3.33** The new settlement location within the Leeds - Harrogate - York rail corridor would almost certainly lead to an increased demand for travel by public transport. The council have been working with Network Rail and the train operating company (Northern) to look at the required upgrades to existing station facilities and the impact on the operation and effectiveness of level crossings in the vicinity of the site. This partnership approach will continue through the preparation of the New Settlement DPD.

Social Infrastructure

- 3.34** The key strategic issue identified concerns education. NYCC, as the education authority, has identified that schools in the district, in particular those in Harrogate are under pressure, and that Knaresborough and Ripon schools will face capacity issues in the coming years.
- 3.35** Schools within the district currently take pupils from neighbouring areas and there will be a need to have further dialogue with the education authority and neighbouring education authorities as part of the preparation of the Infrastructure Delivery Plan.
- 3.36** Discussions with the CCG have identified that improvement to existing health facilities will meet requirements arising from most of the planned growth. The exception to this is the new settlement, where a new health care facility will be required. This need is reflected in the Infrastructure Delivery Plan.

Natural Environment

- 3.37** The key strategic issue identified here is in relation to the impact on European protected sites and in terms of landscape, potential effects on the Nidderdale AONB and Yorkshire Dales National Park. The council has undertaken a Habitat Regulations Assessment (HRA) as part of preparing the plan. Consultation was undertaken with Natural England to broadly agree the structure and methodology of the report; confirm the status of notified features for the North Pennine Moors; and advise on sources of information for impact pathways. The HRA was amended to address comments made by Natural England in response to consultation on Development Management Policies (November 2015) and the Draft Local Plan (October 2016).
- 3.38** In addition, future talks with City of Bradford have been arranged to discuss methods for identifying foraging and feeding sites for birds within the SPAs.

3 Harrogate Context

- 3.39** The HRA identifies that there are a number of sites and policies that could have an effect on the European protected sites but concludes that the likelihood is there would be no significant negative effect on a European site either alone or in combination with other elements of the same plan, or other plans or projects and, therefore, a full appropriate assessment is not required.
- 3.40** As the plan develops the council will continue to have dialogue with appropriate bodies (Natural England, LNPs and neighbouring authorities) and consider representations at Publication Plan stage and whether any modifications to the Plan would lead to an impact on a European site.

Climate Change

- 3.41** The key cross boundary issue is in relation to flood risk, with new development giving rise to the potential for increased flood risk downstream, unless appropriate measures are put in place. A Strategic Flood Risk Assessment (SFRA) (Level 1) has been undertaken in consultation with the Environment Agency. In addition the draft allocations have been subject to a Sequential Test Assessment. This has concluded that there is not a need to undertake an SFRA (Level 2).
- 3.42** Whilst a small number of the draft allocations intersect with Flood Zones 2 and 3, the flood risk can be managed as the developable area can be steered away from these areas. The Environment Agency did not raise any objections to the proposed allocations at the Draft Local Plan or Additional Sites consultation stages.

Implementing the Duty 4

4 Implementing the Duty

4.1 The council has taken a proactive and constructive approach to engagement through:

- Joint evidence base studies;
- Duty to cooperate meetings with officers from adjoining local planning authorities;
- Meetings with officers of North Yorkshire County Council;
- Duty to cooperate workshops and theme specific workshops i.e. SHMA;
- Subject specific meetings with appropriate bodies to discuss and progress issues i.e. with NYCC and Highways England concerning traffic impacts on and mitigation measures in respect of Junction 47 A1(M);
- Ongoing letters, e-mails, meetings with neighbouring authorities and other bodies to discuss and progress strategic issues; and
- Regular liaison meetings with York, North Yorkshire and East Riding LEP.

4.2 Further detail on this engagement is set out in the remainder of this section.

Joint Evidence Base

4.3 The council has sought to work jointly on strategic issues with duty to cooperate bodies and other partners through the production of evidence base documents to inform the development of the Local Plan at its various stages. Several of these were carried out jointly or had input from neighbouring authorities or other duty to cooperate bodies. The following details this evidence base work:

- Leeds City Region Green Infrastructure Strategy (2010) (Natural England, LCR) - the LCR has developed a Green Infrastructure (GI) Strategy which sets out a vision for the city region and identifies key investment programmes, strategic projects and green infrastructure growth areas extending across the LCR local authority areas. The LCR GI Strategy is currently being refreshed and due for publication in 2017.
- Infrastructure Capacity Study - as part of the engagement with neighbouring local authorities to identify key strategic/significant cross boundary issues this has included the provision of infrastructure to support growth and what implications this may raise for the Local Plan particularly around transport/highways infrastructure. As a first stage, proformas were sent to providers which aimed to establish the availability of infrastructure and services, to identify capacity issues that the providers considered would be key considerations for the Local Plan, and to highlight key planned investments and improvements. In addition, providers were invited to a workshop session in May 2015. The workshops provided an opportunity for a 'joining up' of issues being raised by different infrastructure providers and to explore emerging issues and implications for the Local Plan.
- Traffic Modelling - Using the traffic model jointly commissioned by the Borough Council and North Yorkshire County Council, Jacobs were commissioned to undertake traffic modelling to aid the selection of the growth strategy of the local plan and to understand the likely impacts of site allocation the highway network. Assumptions on trip rates etc. have been agreed with North Yorkshire County Council and Highways England.
- Junction 47 Partnership study - The purpose of the study is to identify how much capacity will be provided by a committed improvement scheme, when further improvements are likely to be required and identify interim and final solutions for junction improvements to accommodate likely future traffic levels and appropriate growth. The work is being carried out with full involvement of Harrogate Borough Council, North Yorkshire County Council, the York, North Yorkshire and East Riding LEP and Highways England to ensure that the outcomes are supported by all parties. The partnership has issued a number of statements designed to inform and advise

4 Implementing the Duty

developers and other interested parties on matters relating to Junction 47 of the A1(M).

- Leeds - Harrogate - York Rail Line Improvements (2013), (North Yorkshire County Council, METRO (West Yorkshire PTE), Harrogate Borough Council and City of York Council) - outline business case for improvements to the rail line.
- Level 1 Strategic Flood Risk Assessment (2016) - North Yorkshire Council Council (as Local Lead Flood Authority) and the Environment Agency provided data and feedback on the Assessment.

Working with Duty to Cooperate Bodies

4.4 Under the duty to cooperate there are a number of prescribed bodies with whom the council should constructively engage in order to prepare an effective plan. Details of how, when and on what issues duty to cooperate bodies have been engaged during the preparation of the Local Plan are set out at Appendix 5 'Collaborative Working with Duty to Cooperate Bodies'. A summary of this engagement is set out below.

Civil Aviation Authority

4.5 There have been no strategic issues identified that have required specific engagement with the CAA. The CAA have been engaged through the consultation process at each key stage of Local Plan preparation but have not responded.

Environment Agency

4.6 The Environment Agency is a statutory consultee in the plan making process. There has been regular and on-going contact with the Environment Agency to ensure a sound evidence base and in the development of policies with the Environment Agency responding to consultation at each Local Plan stage. Policies relating to flood risk, water quality and the natural environment have been revised or added to in response to the comments made and reference made in the site requirements for relevant allocated sites to a sequential approach to layout of the site. In addition the Environment Agency have provided feedback on updating the strategic flood risk assessment evidence base in respect of potential development sites.

Harrogate and Rural District Clinical Commissioning Group

4.7 The CGG has been engaged in the development of the Infrastructure Capacity Study to understand the health related implications arising from the planned level and location of growth in the Local Plan.

Highways England

4.8 Highways England have been involved during the preparation of the Local Plan. In addition to engagement through the consultation process at each key stage of the Local Plan preparation, Highways England have been closely involved in advising on the impacts of the planned level and location of growth on the strategic road network. In particular, they have contributed to the traffic modelling work that has assessed the impact the development of a new settlement option on Junction 47 of the A1(M) and are a key partner in the preparation of the Junction 47 partnership study.

Historic England

4.9 Historic England is a statutory consultee in the plan making process and there has been regular and on going contact with Historic England with consultation responses received from them at each Local Plan stage. Historic England is one of the three designated

Implementing the Duty 4

environmental consultation bodies for Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA)⁽¹¹⁾ and there has been ongoing engagement with them throughout the preparation of the SA/SEA.

- 4.10** At the Draft Local Plan and Additional Sites consultation stages, Historic England raised concerns in respect of a number of the proposed site allocations related to the impact of development on the significance of heritage assets in the vicinity of these sites. The majority of these concerns have been addressed through the detailed site requirements prepared for each allocated site. Outstanding matters were discussed at a meeting with Historic England (19 September 2017). Whilst not all of these matters were resolved, the council will continue to have dialogue with Historic England and carry out additional work as necessary to address outstanding issues. Statements of Common Ground will be prepared with Historic England ahead of the Examination.
- 4.11** The policy wording in respect of the historic environment has also been revised to reflect points raised by Historic England at Draft Local Plan stage: Historic England have confirmed that they are supportive of the amended policy.

Homes and Communities Agency

- 4.12** The Homes and Communities Agency (HCA) have been engaged through the consultation process at each key stage of Local Plan preparation. In addition the HCA attend the regular York, North Yorkshire and East Riding LEP liaison meetings.

National Health Service England

- 4.13** The NHS has been engaged in the development of the Infrastructure Capacity Study to understand the health related implications arising from the planned level and location of growth in the Local Plan.

Natural England

- 4.14** Natural England are a statutory consultee at each stage of the Local Plan preparation with consultation responses received from them at each stage. There has also been ongoing engagement on the SA/SEA and the HRA through agreeing the structure and methodology of the HRA report and providing information in respect of particular features. Policies relating to the natural environment have been revised or added to in response to comments made by Natural England.

Office of Rail Regulation

- 4.15** The ORR was contacted at each stage of the Local Plan preparation: no responses have been received from the ORR. However, the council has liaised with Network Rail and the train operating company serving the district on strategic transport matters in respect of rail.

Local Nature Partnerships

- 4.16** The LNPs have been engaged through participation in a number of workshops throughout the plan's preparation, including those related to housing growth.

Local Enterprise Partnerships

11 The other two bodies are Natural England and the Environment Agency

4 Implementing the Duty

- 4.17** There has been ongoing engagement with the LEPs through the established governance arrangements as set out in Section 3. In addition there is a regular York, North Yorkshire and East Riding LEP liaison meeting with the Borough Council and this LEP is a key partner in the in the preparation of the Junction 47 partnership study.

Adjoining Local Planning Authorities

- 4.18** The council has been in continuous dialogue with neighbouring local planning authorities throughout the preparation of the Local Plan. The council has consulted each neighbouring local planning authority at all stages of the Local Plan's preparation. In addition to the standing meetings associated with the joint working arrangements set out in Section 3 there have been a number of one to one meetings as well as a number of workshops around specific topics, as set out at Appendix 5 'Collaborative Working with Duty to Cooperate Bodies'.

North Yorkshire County Council

- 4.19** There has been extensive and ongoing engagement with the County Council in its role as local highway and education authority. They have played a key role in the testing of growth scenarios through the use of the Harrogate transport model and the provision of highways development management comments on potential development sites, which has informed the selection of sites for allocation in the Local Plan. They are also a key partners in the preparation of the Junction 47 partnership study.
- 4.20** As education authority they have also advised on current school capacity and the potential impacts of future development on primary and secondary schools provision across the district (as set out in the Infrastructure Delivery Schedule). In the case of several schools, NYCC have identified that the additional classroom provision required cannot be delivered due to constraints on available land at the school sites. The Local Plan looks to address this through the allocation of land for the extension of existing school sites or, in the case of North Stainley, the identification of a site for the provision of a new primary school.

Outstanding Issues

Conclusion

- 4.21** It is considered that the council has a positive record throughout the preparation of the Local Plan of constructive engagement with relevant duty to cooperate bodies.
- 4.22** The council has undertaken collaborative working on joint evidence base studies (where appropriate), ongoing engagement with infrastructure providers and other stakeholders through the Infrastructure Capacity Study and Delivery Plan and regular discussions with neighbouring authorities on the identified strategic issues. The outcomes of this engagement has shaped and informed the development of the Local Plan.
- 4.23** The council recognises that the duty to cooperate is an ongoing requirement and will continue to engage with neighbouring authorities and other bodies through the delivery of the Local Plan and the development of their own plans and strategies.
- 4.24** A summary of the current position regarding engagement with duty to cooperate bodies at the point of publishing the plan under Regulation 19 is provided at Appendix 5 'Collaborative Working with Duty to Cooperate Bodies'.

Appendix 1 Links between Harrogate District Local Plan and LCR SEP

Table 1.1 Links between Harrogate District Local Plan and Leeds City Region Strategic Economic Plan (SEP)

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments/further information
1. Growing Business	Implemented coordinated and wide ranging action to radically increase innovation	Chapter 3, Vision, Headline Initiatives (P58-60) Priority 1 (P61-66)	The policies and proposals in the Local Plan aim to make the district an attractive location for inward investment to support growth in identified key sectors	Objective 2 Policy GS5	
	Become a global digital centre - with specialisms in data storage, analytics, digital health and tech skills		The Local Plan policies and proposals aim to make the district an attractive location for growth in key sectors including creative, media and digital activities	Objectives 2 and 4 Policy GS5	
	Boost business growth, productivity exports and investment by linking businesses to support and funding, including through the LEP Growth Service, Skills Service and Trade and Investment Programme		To support business, enterprise and job creation in order to achieve a sustainable and diverse economy that provides a range of employment and a higher proportion of high value jobs the Local Plan allocates, promotes and protects a range of employment sites and premises. This includes the allocation of a strategic employment site adjoining the A1(M) (Flaxby)	Objective 2 Policy GS5	
2. Skilled people, better jobs	Deliver a 'more jobs, better jobs' programme to widen employment, skills, apprenticeships and progression opportunities, linked to NEET-free goals	Chapter 3, Vision, Headline Initiatives (P58-60) Priority 2 (P67-70)		Vision Objective 2 Policy GS5 Policies EC1-5	
	Devise and deliver a programme of action to increase high level skills and close the gap to UK average			Vision Objective 2 Policy GS5	
3. Clean energy and environmental resilience	Targeted improvements and innovation to make the city region a leading edge centre for zero carbon energy	Chapter 3, Vision, Headline Initiatives (P58-60) Priority 3 (P71-74)	The Local Plan seeks to ensure that all development is resilient to and capable of adapting to the future impacts of climate change through the inclusion of sustainable design features where this is technically	Objective 5 Policy CC4	

1 Links between Harrogate District Local Plan and LCR SEP

Table 1.1 Links between Harrogate District Local Plan and Leeds City Region Strategic Economic Plan (SEP)

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments/further information
	Make climate change adaptation and high quality Green Infrastructure integral to improving the City Region economy and the Spatial Priority Areas		feasible and viable and the enhancement of existing or creation of new green infrastructure features	Vision Objective 5 Policy CC4 Policy NE5	
4. Infrastructure for growth	Deliver 30+ West Yorkshire Plus Transport Fund schemes and make progress towards a single 'metro style' public transport network connected to major national/northern schemes such as HS2 and Northern Powerhouse Rail	Chapter 3, Vision, Headline Initiatives (P58-60) Priority 4 (P75-85)	The Local Plan identifies the opportunities that improvements to the Leeds/Harrogate/York rail line can bring to connecting the district to the wider strategic rail network and HS2 Hub stations at Leeds and York and the opportunities to work in partnership with others to deliver a sustainable and improved transport system	Vision Paragraph 6.4 Policy T11	
	Develop and regenerate supporting employment, quality environment and the building of 10,000-15,000 new homes per year		The Local Plan allocates land to deliver the district's objectively assessed housing and economic needs over the next 18 years	Objectives 2 and 3 Policies GS1-GS3 Policies DM1, DM2, DM3 and DM4	The supporting Infrastructure Delivery Plan provides the schedule of infrastructure required to deliver the housing and economic growth potential of the district
	Develop an integrated Flood Risk Reduction Programme incorporating flood defences, green infrastructure and resilient development		The Local Plan identifies flood risk issues in the district and seeks to ensure that new development is located in areas at low risk of flooding and/or does not increase the risk of flooding elsewhere and includes flood mitigation measures as appropriate. The benefits of SuDs and green infrastructure in managing flood risk is recognised	Objective 5 Policy NE5	

Table 1.1 Links between Harrogate District Local Plan and Leeds City Region Strategic Economic Plan (SEP)

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments/further information
Spatial Priority Areas	Urban Growth Centres	Priority 4 Infrastructure for Growth (P75-P81)	Not relevant to Harrogate district		
	Housing Growth Area				
	Employment Growth Area (including mixed use employment sites and Enterprise Zones)				

Table 1.1 Links between Harrogate District Local Plan and Leeds City Region SEP

Appendix 2 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP

Table 2.1 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments/further information
1. Profitable and successful businesses	Help fledging businesses to get off the ground	Priority 1 (p14-15)	The Local Plan policies and proposals seek to allocate, promote and protect a range of sites and premises to accommodate the needs of a wide range of users including new start-up businesses	Vision Objective 2 Policy GS5 Policy EC1 Policy DM2	
	Help established small and micro businesses be more successful		The Local Plan policies and proposals seek to allocate, promote and protect a range of sites and premises to accommodate the needs of a wide range of users including those seeking to grow. The Local Plan also recognises the importance of high quality broadband infrastructure to the local economy	Vision Objectives 2 and 4 Policy GS5 Policy EC1 Policy TI5 Policy DM2	
	Help growth minded businesses to achieve their ambitions		n/a		
	Establish 'How's Business' as the preferred access point to public and private business support		n/a		
2. A global leader in agri-foods and bio-renewables	Facilitate connections between agri-food/bio-renewables businesses and support supply chain interventions	Priority 2 (p16-17)	The Local Plan supports the development of renewable energy technologies where certain criteria are met	Vision Objective 5 Policy CC3	

Table 2.1 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments/further information
	Enable businesses to access new intellectual property, technology and processes which drive commercial value		n/a		
	Attract investment to our area and our businesses		The policies and proposals in the Local Plan aim to make the district an attractive location for inward investment to support growth in identified key sectors	Objective 2 Policy GS5	
	Develop markets		n/a		
	Develop the skills needed by businesses for the future		To support business, enterprise and job creation in order to achieve a sustainable and diverse economy that provides a range of employment and a higher proportion of high value jobs the Local Plan allocates, promotes and protects a range of employment sites and premises	Vision Objective 2 Policy GS5 Policies EC1-5	
3, Inspired people	Increase employability of our young people and attract and keep young talented people in our area	Priority 3 (p18-19)	n/a		
	Develop our local workforce		The policies and proposals in the Local Plan aim to make the district an attractive location for inward investment to support growth in identified key sectors	Objective 2 Policy GS5	
	Work to develop strong communities and build the skills, attitude and ambition to help people access jobs		The Local Plan policies and proposals seek to support and strengthen the rural economy through opportunities for the expansion of existing businesses and diversification proposals	Vision Policies GS2, GS5, EC3, EC4, EC7	
	Ensure that the area has the right investment in skills infrastructure		n/a		

2 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP

Table 2.1 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP					
Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments/further information
4. Successful and distinctive places	Unlock the housing growth the area needs	Priority 4 (p20-23)	The Local Plan allocates sufficient land to deliver the district's objectively assessed housing needs over the next 18 years	Vision Objective 3 Policies GS1-GS3 Policy T14 Policies DM1, DM3 and DM4	The supporting Infrastructure Delivery Plan provides the schedule of infrastructure required to deliver the housing and economic growth potential of the district
	Fast track employment sites with market demand for high value sector growth		n/a		
	Stimulate market demand on the coast		n/a		
	Enable sustainable rural economies		The Local Plan policies and proposals seek to support and strengthen the rural economy through opportunities for the expansion of existing businesses and diversification proposals	Vision Policies GS2, GS5, EC3, EC4, EC7	
5. A well connected economy	Improve east-west connectivity, particularly between towns and their neighbouring cities	Priority 5 (p20-21, 24-25)	The Local Plan identifies the opportunities that improvements to the Leeds/Harrogate/York rail line can bring to connecting the district to the wider strategic rail network and HS2 Hub stations at Leeds and York and the opportunities to work in partnership with others to deliver a sustainable and improved transport system	Vision Objective 4 Paragraph 6.4 Policy T11	
	Maximise high speed rail investment through station improvements and better access				
	Ease congestion in York and Harrogate		The Local Plan identifies the need for congestion reduction to facilitate growth and improvements in environmental quality and highlights the opportunities to work in partnership with others to deliver appropriate measures	Vision Paragraph 6.4 Policies T11, T14	

Table 2.1 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP

Strategic Priority	SEP Headline Initiatives	SEP reference	Plan alignment with SEP	Local Plan reference	Comments/further information
	Enhance the resilience of the road network, particularly to flooding		The Local Plan identifies flood risk issues in the district and seeks to ensure that new development is located in areas at low risk of flooding and/or does not increase the risk of flooding elsewhere and includes flood mitigation measures as appropriate. The benefits of SuDs and green infrastructure in managing flood risk are recognised	Objective 5 Policy CC2 Policy NE5 Paragraphs 7.9 and 7.10	
	Ensure widespread reliable telecommunications and high speed broadband		The Local Plan recognises the importance of high speed broadband infrastructure to the local economy and seeks to ensure that new developments actively consider broadband connections within their development	Vision Objective 4 Policy TI5	

Table 2.1 Links between Harrogate District Local Plan and York, North Yorkshire and East Riding SEP

Appendix 3 North Yorkshire Governance Arrangements

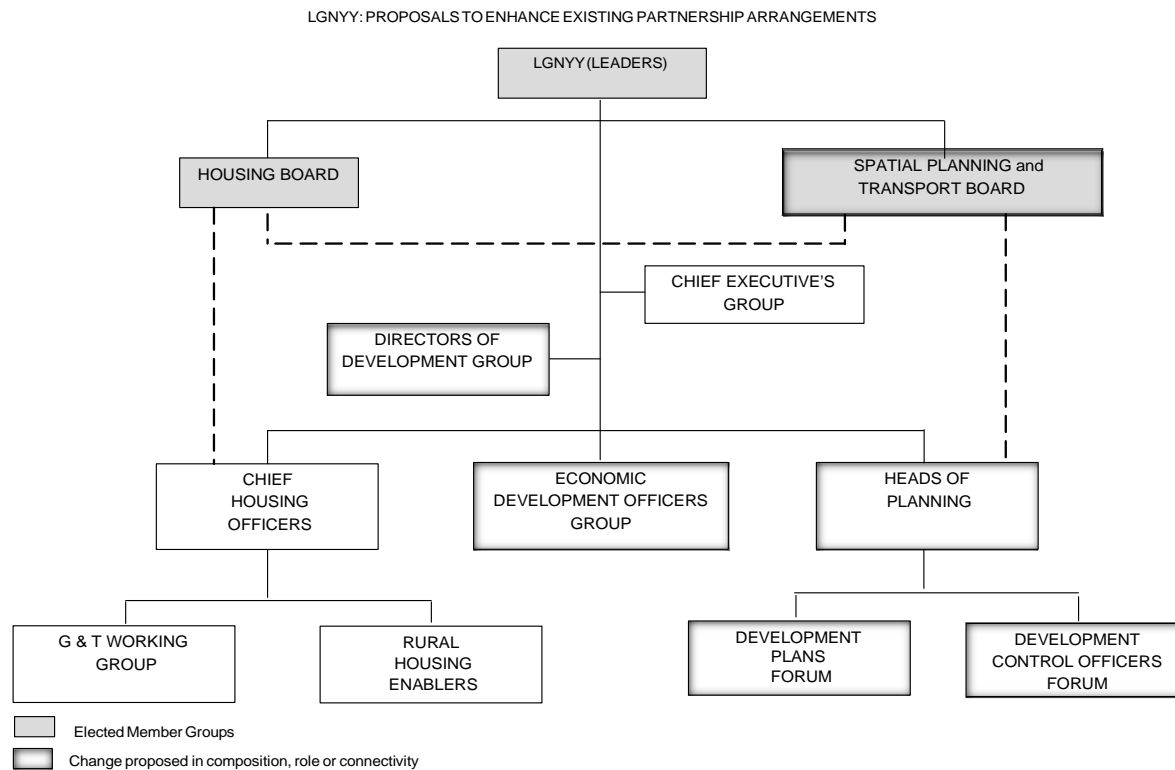


Figure 3.1 North Yorkshire Governance Arrangements

Identified Strategic and Cross Boundary Issues 4

Appendix 4 Identified Strategic and Cross Boundary Issues

Harrogate District Local Plan (2014-2035): Publication Plan stage

MEETING THE DUTY TO CO-OPERATE – STRATEGIC ISSUES RECORD SHEET

This table is intended to highlight any strategic cross-boundary issues arising from Harrogate Borough Council's Local Plan preparation. It is intended this table will be a living document and will be updated to reflect any change of position and comments from the different stages of consultation as appropriate.

Overview of Strategic Issue	Strategic Impact on DtC Partners	Areas/bodies affected	Evidence	Monitoring	Actions/Response	Positive Outcome
<i>Possible issues arising through progression of a new Local Plan</i>	<i>Description of why it is a potential issue for DtC bodies</i>	<i>Authorities affected by the issue</i>	<i>Evidence that sets out the issue (including web-links to source documents where available) and proposed evidence (studies) to be undertaken in order to progress the Local Plan further</i>	<i>How this issue will be monitored including key indicators and trigger points</i>	<i>Agreed actions</i>	<i>Expected positive outcome from agreed actions</i>
Housing						
<p>Housing growth and distribution</p> <p>Updated evidence on housing and employment land requirements means that in order to meet its objectively assessed housing needs the Local Plan will now make provision for a minimum of 14,049 new homes This equates to 669 new homes per year. Flexibility is built in to the final amount of allocations in order to deal with any shortfall since the start of the plan period and to ensure flexibility in delivery.</p> <p>Housing growth will be centred round the District's key public transport corridors with allocations of land reflecting a settlement's role and character and availability of infrastructure. It will also include a planned new/expanded settlement to the east of Harrogate.</p>	<p>Scale of housing provision – meeting needs</p> <p>The scale, nature and location of growth being proposed will generate significant infrastructure requirements, including improvements to the Highway network and new school provision</p> <p>Comments from Richmondshire District Council (24/08/16)</p> <ul style="list-style-type: none"> Confirm that monitoring form (as at July 2016) reflects position on cross boundary issues. Richmondshire has a short boundary with Harrogate, which runs through a remote area in Nidderdale AONB, effectively insulating each authority's growth strategies from each other. <p>Comments from Scarborough Borough Council (05/09/16)</p> <ul style="list-style-type: none"> Confirm that Borough is not affected by any of the strategic issues identified and no issues missing which could affect the Borough <p>Comments from Wakefield Council (18/08/16)</p> <ul style="list-style-type: none"> Need to justify why potential expansion of Otley and Wetherby are not appropriate strategies for Local Plan to adopt Need to justify why have not reviewed the Green Belt 	<p>City of York Hambleton Leeds Selby NYCC</p>	<p>Harrogate Borough Council SHMA (Sept 2015) and update June 2016.</p> <p>Housing and Employment Development Needs Assessment (HEDNA) 2017</p> <p>SHELAA, June 2016</p> <p>Infrastructure Capacity Study and associated traffic modelling</p> <p>J47 Study</p> <p>Whole Plan Viability Assessment</p> <p>Green Belt Background Paper (2016)</p> <p>Housing and Economic Background paper</p>	<p>Monitoring of housing completions and assess against new Local Plan requirement.</p> <p>Five year supply of housing land</p> <p>Monitoring phasing and delivery of new development</p> <p>Monitoring and updating of the Infrastructure Delivery Plan</p>	<p>The new Local Plan will meet in full objectively assessed housing need in the District and there is no unmet housing needs to be accommodated in neighbouring local authority areas.</p> <p>Similarly none of Harrogate district's neighbouring authorities have formally approached the council about accommodating any of their housing need in the district. On-going discussion and liaison</p> <p>On-going dialogue with infrastructure providers and neighbouring authorities as part of the preparation of the Infrastructure Capacity Study and Infrastructure Delivery Plan</p> <p>Sufficient land can be identified in sustainable locations outside the Green Belt, and which align with the draft Local Plan growth strategy, to accommodate the anticipated growth of the district during the plan period.</p> <p>The SHELAA identifies limited land availability around Otley and Wetherby that could make a significant contribution to delivering new homes. The area around Otley in Harrogate District lies within the Green Belt and the Council has been able to identify other locations outside the Green Belt to deliver sustainable growth.</p>	<p>Enhanced evidence base for determining Local Plan policies and site allocations</p> <p>Better informed Infrastructure Delivery Plan</p>

Overview of Strategic Issue	Strategic Impact on DtC Partners	Areas/bodies affected	Evidence	Monitoring	Actions/Response	Positive Outcome
<p>Gypsy & Traveller Provision</p> <p>Updated evidence indicates that there is a net need for six additional pitches up to 2032. Four of the six pitches are identified as being required for the five years from 2017-2022.</p>	<p>Failure to make adequate provision to meet identified needs in Harrogate District could put pressure on adjacent authorities</p>	<p>City of York Hambleton Leeds Selby NYCC</p>	<p>Harrogate Gypsy and Traveller Accommodation Assessment 2017 (updates the 2013 study)</p>	<p>Annual monitoring of Gypsy and traveller pitch provision</p>	<p>The new local plan is aiming to meet the identified need in Harrogate District through site specific allocations and areas of search</p>	
<p>New settlement options</p> <p>The draft local plan consulted on two options for a new settlement one at Flaxby and one at Green Hammerton.</p> <p>At the Additional Sites consultation stage, a preference was given for the Green Hammerton proposal. Having reviewed the latest evidence alongside wider consultation feedback, council considers optimum approach is a continued focus on the Green Hammerton area but with additional flexibility to enable the full consideration of adjoining land.</p> <p>Publication Local Plan identifies a broad location for growth in the Green Hammerton/Cattal area, within which a new settlement will be allocated in a separate Development Plan Document (DPD).</p>	<p>Potential for increased commuting to both Leeds and York with associated impacts on existing road and rail infrastructure</p> <p>Opportunities to secure improvement to facilities at Hammerton and Cattal rail stations</p> <p>The scale, nature and location of growth being proposed will generate significant infrastructure requirements, including improvements to the highway network and new school provision</p>	<p>City of York Leeds Hambleton Selby NYCC Network Rail Northern Highways England</p>	<p>SHELAA 2016</p> <p>Infrastructure Capacity Study and associated traffic modelling</p> <p>J47 Study</p> <p>Whole Plan Viability Assessment</p> <p>New Settlement Background Paper (November 2017)</p>	<p>Monitoring of the phasing and delivery of the new settlement</p> <p>Commuting patterns and traffic flow</p>	<p>On-going dialogue with infrastructure, service and facilities providers and neighbouring authorities as part of the preparation of the Infrastructure Capacity Study and Delivery Plan.</p> <p>Engagement of identified bodies in preparation of New Settlement DPD.</p>	<p>Enhanced evidence base for determining:</p> <ul style="list-style-type: none"> • optimum location of new settlement • site-specific policies • site specific access and mitigation measures <p>Better informed Infrastructure Delivery Plan</p>
Employment						
<p>Economic growth</p> <p>The Local Plan looks to support business, enterprise and job creation in order to achieve a sustainable and diverse economy. It includes policies to protect existing key sites as well as identifying new employment land (minimum 38ha) including a strategic employment site at J47 of the A1(M)</p>	<p>Scale and location of new employment land</p> <p>The scale, nature and location of growth being proposed will generate significant infrastructure requirements, including improvements to the Highway network</p>	<p>Leeds Selby Hambleton York Highways England NYCC</p>	<p>Housing and Employment Development Needs Assessment (HEDNA) 2017</p> <p>Economic Growth Strategy for Harrogate District 2017-2035</p> <p>LCR SEP</p> <p>YNYER SEP</p>	<p>Annual monitoring of employment permissions and completions.</p> <p>Commuting patterns and traffic flows.</p> <p>Annual job growth figures.</p> <p>Monitoring phasing and delivery of new development</p>	<p>The new local plan will meet in full the employment land identified as being needed in the HEDNA. The allocations ensure flexibility over and above the minimum requirement in order to ensure that the market can operate effectively.</p> <p>An assessment of the local plan policies and proposals against the two SEPs has also been undertaken which concludes that there is broad alignment.</p> <p>On-going dialogue with infrastructure, service and facilities providers and neighbouring authorities as part of the preparation of the Infrastructure Capacity Study and Infrastructure</p>	

Overview of Strategic Issue	Strategic Impact on DtC Partners	Areas/bodies affected	Evidence	Monitoring	Actions/Response	Positive Outcome
					Delivery Plan	
Retail and Leisure						
<p>Harrogate town centre currently performs strongly as a shopping destination. It continues to have a strong independent retail sector and also attracts premium comparison retailers.</p> <p>Retail Study indicates provision is made for 6,200 sq m net of additional comparison floorspace (to 2026), for convenience goods a negative requirement due to expenditure from extant permissions</p>	<p>No cross boundary issues identified. The district's retail catchment is relatively self-contained with 68.1% of comparison goods expenditure and 84% of convenience goods expenditure available to residents of the area retained by town centres, retail parks and freestanding stores located in the district.</p>		<p>Harrogate District Retail Study</p> <p>Harrogate Visitor Accommodation Study 2015</p>	<p>Monitor implementation of extant convenience goods permissions as non-implementation could release significant additional expenditure</p> <p>Town Centre monitoring</p>	None required	
Transport and other Infrastructure						
<p>Transport</p> <p>The Council's priority has not changed; therefore reducing the need to travel and increasing accessibility to public transport links is still a priority for the Local Plan</p> <p>The scale and distribution of development proposed will result in an increase in the number of trips by private car and public transport</p> <p>Potential to promote rail connectivity between York, Harrogate and Leeds.</p>	<p>The impact of an increase to annual housing provision on the SRN, A1 (M), will need to be considered. The cumulative impact of neighbouring authority increase in residential provision and its impact should be considered – especially J47 of the A1 (M) (for which there is planned LGF bid for funds) and A59 between York and Harrogate.</p>	<p>NYCC Highways England Leeds City of York Network Rail Northern</p>	<p>Infrastructure Capacity Study and associated traffic modelling work.</p> <p>Leeds-Harrogate-York Rail Line Improvements – Outline transport Business Case by WSP.</p> <p>Work is currently on going to identify the preferred option for line improvement. Completion expected Spring 2017 which will inform scheme costs and update the above study.</p> <p>HBC are currently a member of East Coast Main Line Authorities (ECMA) – lobbying for better connectivity to London; HS2 Connectivity Study for Leeds City Region – study currently being undertaken. HBC has provided input.</p> <p>Leeds – Harrogate – York Rail Line Improvements Outline Transport Business Case.</p> <p>Whole Plan Viability Assessment</p>	<p>Traffic monitoring on A59 and A64 routes.</p> <p>Commuting patterns and traffic flows.</p> <p>Public transport patronage data.</p> <p>Number of travel plans implemented.</p> <p>Completions of required infrastructure.</p> <p>Completion of measures recommended in Leeds-Harrogate-York Rail line improvements Outline Transport Business Case</p>	<p>Worked with the local highway authority and Highways England in developing the Harrogate District traffic model, with assumptions underpinning the model agreed by all three parties.</p> <p>NYCC, LEP, HE and HBC are undertaking a Scoping Study for Options for Capacity Testing for J47.</p> <p>Liaise with adjoining highway authorities to share traffic flow information resulting from neighbouring developments and identify any likely impacts on mitigation measures</p> <p>This work is a key step in the improvement of the line. The location of the double tracking section will influence future investment decisions</p>	<p>Increased awareness of and evidence of need for investment in strategic transport infrastructure</p> <p>Better informed Infrastructure Delivery Plan</p> <p>Enhanced evidence base for determining:</p> <ul style="list-style-type: none"> • optimum location of new settlement • site-specific policies • site specific access and mitigation measures
<p>Utilities</p> <p>The anticipated future growth requirements are unlikely to require any significant enhancements in national supply infrastructure for electricity or gas. Local transmission systems and networks also have future capacity, particularly following recent and planned investments (such as in the Harrogate and Knaresborough area</p>	<p>No strategic issues identified.</p> <p>May be significant and complex deliverability issues linking a new settlement around Green Hammerton/Cattal to the gas network.</p> <p>From NYCC - As part of our discussion on the Harrogate Infrastructure Capacity Study, NYCC</p>	<p>City of York Utilities</p>	<p>Infrastructure Capacity Study</p> <p>Emerging Whole Plan Viability Assessment and</p>	<p>Monitoring phasing and delivery of new development</p> <p>Monitoring and updating Infrastructure Delivery Plan</p>	<p>The provision of water supply and sewerage treatment infrastructure for the envisaged scale of growth across the District will require phasing.</p> <p>Phasing of development more generally will be critical to enable infrastructure to be delivered to support it.</p>	

Overview of Strategic Issue	Strategic Impact on DtC Partners	Areas/bodies affected	Evidence	Monitoring	Actions/Response	Positive Outcome
for electricity transmission). There are some uncertainties, such as future electricity capacity in the Ripon area and a lack of gas capacity for Masham, and settlements to the east of the A1 (such as Cattal and Kirk Hammerton) are not currently connected to the local gas transmission system.	identified the potential to utilise heat from Allerton Waste Recovery Park as a possible energy source for development in the surrounding area, including new settlements. The Utilities section of the schedule should reflect the potential role that NYCC could play, and the scope for this to partly address limitations with the gas network. (Dec 2016)				On-going dialogue with infrastructure, service and facilities providers and neighbouring authorities as part of the preparation of the Infrastructure Capacity Study and Infrastructure Delivery Plan	
Social infrastructure (Education, health, community and cultural facilities)						
Sport and Community facilities Community facilities will be protected and enhanced where possible and new ones encouraged in sustainable locations through the new LP as the need arises and will be considered at the appropriate time.	No strategic issues identified		Outdoor Sports Strategy	Monitoring indicators set out in the AMR	None required	
Education The scale of new growth being proposed will require the provision of enhanced schools provision; primary and Secondary.	Schools in Harrogate are particularly under pressure, with recent development approvals, increasing birth rates and additional funding for early years provision all driving demand. Knaresborough and Ripon also face capacity issues in the coming years. Harrogate College has no capacity issues. There are opportunities to sustain school facilities in smaller rural settlements but any new or expanded provision away from the urban areas needs to carefully consider the impacts on school travel. From NYCC CYPS Education comments: There is a need to recognise and give careful consideration to the constraints of existing school sites when proposing large numbers of small dispersed housing sites which do not in themselves generate the need for a wholly new school. There may be some sites and combinations of sites that would create a difficulty in delivering education infrastructure because of the constrained and	NYCC and City of York (as Education Authority)	Infrastructure Capacity Study	Monitoring and updating Infrastructure Delivery Plan	On-going dialogue with education authority and neighbouring education authorities as part of the preparation of the Infrastructure Capacity Study and Infrastructure Delivery Plan In response to issues identified in respect of constrained sites, the Local Plan identifies sites to enable the expansion of existing or provision of new primary schools. Education provision in respect of the new settlement and how this might be delivered will be considered in more detail through the New Settlement DPD.	Better strategic planning of education provision

Overview of Strategic Issue	Strategic Impact on DtC Partners	Areas/bodies affected	Evidence	Monitoring	Actions/Response	Positive Outcome
	<p>landlocked nature of the current school or schools in that area. For example, Killinghall where expanding the school is not possible and the indicative level of growth means that it is not viable to create a new one.</p> <p>The significant impact on secondary school places of a new settlement needs to be taken into consideration and planned for. Secondary school provision is an issue that requires specific consideration, particular when looking at potential new settlements that may not be big enough to generate the need for a wholly new secondary school.</p> <p>NYCC officers are working with HBC consultants on the infrastructure plan. This will enable comments for individual sites/settlements to be picked up. (Dec 2016)</p>					
<p>Health Development will have an impact on future health provision requirements and put additional pressures on existing resources, both within the hospital and primary care settings. A more dispersed approach to development is likely to place pressure on primary care services, as critical mass will support new or expanded health practices.</p>	No strategic issues identified	National Health Service England Clinical Commissioning Group	Infrastructure Capacity Study	Monitoring and updating Infrastructure Delivery Plan	On-going dialogue with infrastructure, service and facilities providers and neighbouring authorities as part of the preparation of the Infrastructure Capacity Study and Infrastructure Delivery Plan	
Natural Environment						
<p>Green Infrastructure Green infrastructure is essential for conserving and enhancing biodiversity and for meeting a wide range of social and environmental needs</p>	Green infrastructure corridors can stretch across administrative boundaries	LNPs Natural England Leeds Bradford Craven Selby York Hambleton	LCR Green Infrastructure Strategy HBC Green Infrastructure SPD	Future monitoring of area of green infrastructure created and lost through development	On-going dialogue with neighbouring authorities, LNPs and Natural England HBC has produced a Green Infrastructure SPD. This aims to enhance the natural and built environment of the district and make the most of opportunities to improve existing and create new green infrastructure.	
<p>International/national biodiversity sites (SACs, SPAs, SSSIs) The North Pennine Moors SAC and SPA cross into adjoining authority areas The South Pennine Moors SAC and SPA</p>	<p>Failure to protect these sites could result in development proposals that adversely affect their integrity.</p> <p>Natural England comments (16/09/16) • Paragraph 180 of the NPPF makes</p>	Yorkshire Dales National Park Authority City of Bradford Metropolitan District Council North Yorkshire County Council (Minerals and	<p>Habitat Regulations Assessment (HRA)</p> <p>HRA for emerging plans in neighbouring authorities</p>		On-going dialogue with neighbouring authorities, LNPs and Natural England As part of the evidence base HBC has prepared a HRA	

Overview of Strategic Issue	Strategic Impact on DtC Partners	Areas/bodies affected	Evidence	Monitoring	Actions/Response	Positive Outcome
<p>lie outside of the District but are within close proximity to the boundary and have ecological links with the North Pennine Moors SAC and SPA.</p>	<p>it clear that LPAs should work collaboratively with Local Nature Partnerships, so consideration should be given to co-operating with the Yorkshire West LNP, North Yorkshire and York LNP and Northern Upland Chain LNP</p> <ul style="list-style-type: none"> • In respect of both the North and South Pennine Moors SAC/SPA/SSSI recommend additional co-operation with Leeds City Council, Craven, Richmondshire and Hambleton District Councils and Nidderdale AONB • Habitat fragmentation, water and air quality are of particular concern for Kirk Deighton SAC/SSSI, recommend co-operation with Leeds City Council • Plan has potential to impact on a number of SSSIs and main concern is where the SSSI is linked to watercourse and/or is close with boundary of another authority • Mar Field Fen SSSI, Hack Fall Wood SSSI and Ripon Parks SSSI are all on the River Ure. Recommend additional co-operation with the Yorkshire Dales National Park Authority, Richmondshire and Hambleton District Councils, Environment Agency, Yorkshire Water and Yorkshire Dales Rivers Trust (who run the 'Dales to Vales' catchment partnership for the area). • East Keswick Fitts SSSI and Linton Common SSSI are either on or close to the River Wharfe. Recommend additional co-operation with Leeds City Council, Environment Agency, Yorkshire Water and Yorkshire Dales Rivers Trust. • Clifton Ings and Rawcliffe Meadows SSSI and Fulford Ings SSSI are downstream of the River Nidd. Recommend additional co-operation with City of York Council, Environment Agency, Yorkshire Water and Yorkshire Dales Rivers Trust. 	<p>Waste Plan) LNPs Leeds Craven Richmondshire Hambleton Nidderdale AONB Natural England</p>				
<p>Landscape</p>	<p>Natural England comments</p>	<p>Natural England</p>	<p>Harrogate District Landscape</p>	<p>Monitoring in AMR</p>	<p>On-going dialogue with</p>	

Overview of Strategic Issue	Strategic Impact on DtC Partners	Areas/bodies affected	Evidence	Monitoring	Actions/Response	Positive Outcome
Harrogate district's landscape is rich and varied, encompassing the apparent wilderness of the moors in the Nidderdale Area of Outstanding Natural Beauty (AONB) and intensively cultivated farmland; the natural beauty of wood and water and carefully tended gardens and parks. The pressures of development and changing land management practices lead to constant change to the valued landscapes of the district.	(16/09/16) The local plan covers the Nidderdale AONB and is within the setting of both the Nidderdale AONB and Yorkshire Dales National Park. Consideration should be given to co-operating with Natural England, Nidderdale AONB and Yorkshire Dales National Park Authority (YDNPA)	Nidderdale AONB YDNPA	Character Assessment Harrogate Landscape Design Guide Nidderdale AONB Management Plan 2014 - 2019 Natural England: National Character Area Profiles, (2014)		neighbouring authorities, AONB and Natural England Policies in the plan look to protect landscape character throughout the district and the Publication Local Plan includes a specific AONB policy. There are a small number of site allocations within the AONB which could deliver 346 homes over the plan period (3.8% of the total). These seek to balance the need to support sustainable communities in the AONB relative to the importance of the designation.	
Climate Change						
Flood Risk The Local Flood Risk Management Strategy sets out how North Yorkshire County Council, as Lead Local Flood Authority (LLFA), will manage flood risk from all types of flooding such as surface water runoff, groundwater and ordinary watercourses for which the County Council has a responsibility as LLFA, and other types of flooding where local agents can play a supporting role to lead agencies. HBC as a local planning authority within North Yorkshire are required to work in partnership with the LLFA to manage flood risk.	New development has the potential to increase flood risk downstream unless appropriate measures are put in place. This could impact on neighbouring authorities. Environment Agency comments (01/09/16) <ul style="list-style-type: none"> Differing policies within neighbouring authorities' SFRA's have the potential to affect any sites which lie cross boundary Duty to co-operate over flood risk should be expanded to include neighbouring authorities 	NYCC (as LLFA) Leeds Hambleton York	NYCC Flood Risk management Strategy Strategic Flood Risk Assessment (SFRA) (Level 1)	Monitoring of approvals contrary to Environment Agency advice	As part of the evidence base for the plan, an SFRA has been undertaken in consultation with the Environment Agency. In addition the selected draft allocations have been the subject of a Sequential Test Assessment.	
Water Quality Compliance with Water Framework Directive and the Humber River Basin Management Plan	Development has the potential to worsen water quality on certain waterbodies in the district with the potential of increased quality problems downstream affecting other areas. Development has the potential to cause deterioration of waterbodies or prevent the achievement of waterbody objectives. Non-compliance with the Water Framework Directive.	Humber River Basin	Humber River Basin Management Plan	Monitoring in AMR Environment Agency advice	Local Plan policy aimed at preserving and enhancing the water environment in line with WFD/HRBMP aims and objectives. Site allocations in nearby vicinity of any affected rivers to ensure appropriate level of assessment is carried out before submission of plan.	Climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape. Conservation and enhancement of natural environment

Appendix 5 Collaborative Working with Duty to Cooperate Bodies

Table 6.1 Collaborative Working with Duty to Cooperate Bodies

Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
Craven District Council	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	Need to take account of cross boundary issues	No outstanding issues.
Richmondshire District Council	Email correspondence	12 June 2015 24 August 2016	Informal consultation on initial growth options	Need to take account of cross boundary issues	No outstanding issues.
Hambleton District Council	Duty to Cooperate Workshop	18 August 2016	Emerging growth strategy	Need to take account of cross boundary issues	No outstanding issues.
	One to One meetings	7 October 2015 20 April 2016 15 August 2017	Various plus plan making updates, identification of cross boundary issues		
City of York Council	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	Need to take account of cross boundary issues	No outstanding issues. Requirement for continued co-operation to provide for consideration of cross boundary issues arising from development of new settlement (to be taken forward through preparation of New Settlement DPD).
	Workshop	13 January 2015	Emerging housing need findings		
	Email correspondence	12 June 2015	Informal consultation on initial growth options		
	Duty to Cooperate Workshop	18 August 2016	Emerging growth strategy		
	Multi-organisation meeting	11 March 2015 27 April 2017 8 September 2017	Transport implications of local plan allocations		

5 Collaborative Working with Duty to Cooperate Bodies

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Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
	One to One meetings	12 May 2015 27 July 2015 29 February 2016 28 April 2017 20 June 2017 24 October 2017	Various plus plan making updates, identification of cross boundary issues including implications of a new settlement		
Selby District Council	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	Need to take account of cross boundary issues	No outstanding issues.
	Email correspondence	12 June 2015	Informal consultation on initial growth options		
	SHMA workshop event	24 March 2016	Outcomes from SHMA		
	Duty to Cooperate Workshop	18 August 2016	Emerging growth strategy		
	Multi-organisation meeting	11 March 2015 27 April 2017	Transport implications of local plan allocations		
Leeds City Council	Transport Workshop	4 April 2014	Transport constraints/opportunities and potential locations for growth	Need to take account of cross boundary issues	No outstanding fundamental issues. Need to continue to share relevant information from traffic modelling work and impacts on proposed development.
	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology		

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Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
	Workshop	13 January 2015	Emerging housing need findings		
	Email correspondence	12 June 2015	Informal consultation on initial growth options		
	Duty to Cooperate Workshop	18 August 2016	Emerging growth strategy		
	Multi-organisation meeting	11 March 2015 27 April 2017 8 September 2017	Transport implications of local plan allocations		
City of Bradford MBC	Transport Workshop	4 April 2014	Transport constraints/opportunities and potential locations for growth	Need to take account of cross boundary issues	No outstanding issues.
	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology		
	Workshop	13 January 2015	Emerging housing need findings		
	Email correspondence	12 June 2015	Informal consultation on initial growth options		
	Duty to Cooperate Workshop	18 August 2016	Workshop to outline findings of evidence base (to date) and direction of travel on growth options		
North Yorkshire County Council	Transport Workshop	4 April 2014	Transport constraints/opportunities and potential locations for growth	Need to take account of impact on County Council functions and matters	No outstanding fundamental issues. Continued partnership working in respect of:

5 Collaborative Working with Duty to Cooperate Bodies

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Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology		<ul style="list-style-type: none"> managing impacts of development on the local road network and public transport. J47 study to reach stage of designed and costed solution the partner bodies are signed up to.
	Workshop	13 January 2015	Emerging housing need findings		
	Email correspondence	12 June 2015	Informal consultation on growth options		
	SHMA workshop event	24 March 2016	Outcomes from SHMA		
	Duty to Cooperate Workshop	18 August 2016	Workshop to outline findings of evidence base (to date) and direction of travel on growth options		
	Preparation of Level 1 SFRA	September 2016	To consider the flood risk implications to potential development sites		
	Multi-organisation meeting	11 March 2015 27 April 2017 8 September 2017	Transport implications of local plan allocations		
	One to one meetings (Education)	21 October 2014 29 September 2016 14 March 2017	Education provision/School expansion		
	One to one meetings (Highways)	Various meetings held as work on traffic modelling evolved.			
	HEDNA presentation event	1 June 2017	Outcomes from SHMA		

Table 6.1 Collaborative Working with Duty to Cooperate Bodies

Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
	Multi-organisation meetings	Various dates	Junction 47 Study	To ensure that the impacts of the local plan on the Junction 47 of the A1(M) can be effectively mitigated	
Environment Agency	Preparation of Level 1 SFRA	September 2016	To consider the flood risk implications to potential development sites.	To ensure the impact of development proposed in the Local Plan is acceptable in flooding and water quality terms.	No outstanding fundamental issues. Previous comments have been addressed through amendments to policies, particularly Policies CC1, CC2, NE2 and NE5.
Historic England	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	To ensure the impact of development proposed in the Local Plan does not result in harm to the significance of the district's heritage assets.	The majority of concerns have been addressed through detailed site requirements prepared for each allocated site. There remain a number of outstanding matters that the Council will seek to address through further dialogue with Historic England and through further work. Statements of Common Ground will be prepared with Historic England ahead of the Examination.
	Duty to Cooperate Workshop	18 August 2016	Workshop to outline findings of evidence base (to date) and direction of travel on growth options	Specific consultee for SA/SEA	
	On to one meeting	19 September 2017	To consider impact on site allocations on historic environment	To identify mitigation measures through specific site requirements or other studies to address concerns	
Natural England	Duty to Cooperate Workshop	18 August 2016	Workshop to outline findings of evidence base (to date) and direction of travel on growth options	To ensure the impact of development proposed in the Local Plan has no unacceptable impact on national and international designated sites.	No outstanding fundamental issues. Previous comments have been addressed through amendments to policies, particularly Policies NE3 and NE5.
	One to one meetings	7 April 2015 12 December 2016 2 March 2017 26 October 2017	A range of matters discussed including approach to habitats Regulations Assessment and SA/SEA. Exploring opportunities for Habitat Suitability Modelling and how to respond to air pollution issues and recreational impact.	Specific consultee for SA/SEA	

5 Collaborative Working with Duty to Cooperate Bodies

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Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
Home and Communities Agency	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	To ensure development proposals are viable and deliverable	No outstanding issues.
	Workshop	13 January 2015	Emerging housing need findings		
	SHMA workshop event	24 March 2016	Outcomes from SHMA		
	HEDNA presentation event	1 June 2017	Outcomes from HEDNA		
Highways England	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	To ensure the traffic impacts of new development are safely and efficiently accommodated on the Strategic Road Network and that measures necessary to support planned development are brought forward in parallel with the development.	No outstanding fundamental issues. Continued partnership working in respect of: <ul style="list-style-type: none"> J47 study to reach stage of designed and costed solution the partner bodies are signed up to.
	Workshop	13 January 2015	Emerging housing need findings		
	SHMA workshop event	24 March 2016	Outcomes from SHMA		
	Duty to Cooperate Workshop	18 August 2016	Workshop to outline findings of evidence base (to date) and direction of travel on growth options		
	Multi-organisation meeting	27 April 2017 8 September 2017	Transport implications of local plan allocations		
		Multi-organisation meetings			
Leeds City Region LEP	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	Need to take account of cross boundary issues	No outstanding issues.

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Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
	Workshop	13 January 2015	Emerging housing need findings		
	Email correspondence	12 June 2015	Informal consultation on growth options		
	Duty to Cooperate Workshop	18 August 2016	Workshop to outline findings of evidence base (to date) and direction of travel on growth options		
	HEDNA presentation event	1 June 2017	Outcomes from HEDNA		
North Yorkshire, York and East Riding LEP	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	Need to take account of cross boundary issues	<p>No outstanding fundamental issues.</p> <p>Continued partnership working in respect of:</p> <ul style="list-style-type: none"> J47 study to reach stage of designed and costed solution the partner bodies are signed up to.
	Workshop	13 January 2015	Emerging housing need findings		
	SHMA workshop event	24 March 2016	Outcomes from SHMA		
	Duty to Cooperate Workshop	18 August 2016	Workshop to outline findings of evidence base (to date) and direction of travel on growth options	To ensure that the impacts of the local plan on the Junction 47 of the A1(M) can be effectively mitigated	
	LEP Liaison meetings	Various dates			
	Multi-organisation meetings	Various dates	Junction 47 Study		
Northern Upland Chain LNP	Workshop	10 November 2014	SHMA housing market geographies, cross boundary interactions, methodology	To consider impact of development on the natural environment	No outstanding issues.

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Duty to Cooperate Body	How engaged	When engaged	What issues engaged	Why engaged	Key outcomes/current position
	Workshop	13 January 2015	Emerging housing need findings		

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