

Appendix H. Assessment of vision

Report to Yorkshire and Humber Assembly

SEA/SA of the RSS for Y&H Draft Spatial Vision

13 August 2004

Levett-Therivel sustainability consultants

Contact: Riki Therivel, tel/fax 01865 243488

riki@levett-therivel.fsworld.co.uk 28A North Hinksey Lane, Oxford OX2 0LXJ

Methodology

Levett-Therivel undertook a rapid appraisal of the sustainability of the RSS Draft Spatial Vision in July - August 2004. The main aim of the appraisal was to help to ensure that the draft Regional Spatial Vision evolves into the most sustainable RSS possible. As such, the appraisal results focus on ways in which the Draft Regional Vision can be implemented in a more sustainable manner, rather than on "testing" its sustainability.

The appraisal was carried out using the sustainability appraisal aims from the Regional Sustainable Development Strategy. **Table 9** shows these aims, along with a summary of the appraisal results. Draft appraisal findings were discussed with the RSS team on 9 August and the SEA/SA Steering Group on 10 August. The findings of these meetings have been incorporated into this report. The full appraisal results are given in **Appendix 7**.

Main appraisal results

The sub-area approach seems a reasonable way forward, as it takes into account social and economic as well as (to a lesser extent) environmental characteristics.

The impact of many aspects of the Vision will depend on how they are implemented. For instance "promote strategic land releases... in defined corridors with identified potential (eg. future transport capacity)" could be implemented as new land releases only in on transport routes that are currently not at capacity, or as the development of new routes to increase capacity, plus associated land releases. The sustainability impacts of these two approaches are very different. The terms "sustainable" and "assets" – both used throughout the Draft Spatial Vision - are particularly problematic in this sense. Appendix 7 highlights other terms that are prone to multiple interpretations.

The wording of individual sub-area proposals vary slightly, e.g. "Protect, enhance and manage unique coastal heritage"; "Protect environment of Humber Estuary"; "improve biodiversity". It is unclear whether these are meant to be subtle differences which need to be unpicked in the SEA/SA or all essentially the same. Some are more sustainable than others. Appendix 7 again highlights some that are more sustainable.

We understand that a wide range of further topic-based studies are under way, for instance on renewable energy, waste and agriculture, and that these will determine how these topics should be addressed in the RSS. At the moment, *several topics are addressed only in a limited manner in the sub-area studies*: for instance biodiversity, good quality design, promotion of renewable energy, and reuse of buildings. The RSS team may wish to consider whether sub-regional or region-wide approaches are needed for these topics, or whether they are already covered by national-level guidance.

The Draft Spatial Vision mentions a range of specific proposals, for instance, "significant business park development in Scarborough", marina development in Whitby and Bridlington, conference facilities in Scarborough and Bridlington, and sustainable service centres in Isle of Axeholme and Beverley. The RSS team will need to determine the level of specificity with which the RSS wants to address such proposals, because these *proposals will need to be appraised to a level of detail that corresponds to the level of detail with which they are proposed in the RSS.*

Whether York is in Leeds city region or has its own sub-area is probably less important sustainability-wise than how the strategies for the area(s) are implemented. Major issue is likely to be whether transport/job focus in between York and rest of sub-region or York and its hinterland.

The Draft Spatial Vision generally

- is *strong on economy*, with a focus on external links and good marketing, although it is not clear that all of the proposals are deliverable
- is *not reflective enough of environmental constraints* (e.g. biodiversity, constraints likely to be imposed by climate change). This is particularly important given that climate change and water/resource consumption have been identified as key sustainability issues for the region. The Draft Spatial Vision's emphasis on "connectivity" is likely to lead to significant air, noise and health impacts. Biodiversity is generally perceived to be a rural rather than also an urban issue.
- *deals with social issues in an indirect manner* (e.g. economic regeneration to improve the vibrancy of communities), *with gaps* (e.g. safety/security, health, culture/leisure).

The evolving RSS may wish to consider strategic alternatives that integrate these three components more thoroughly, or else suggest alternative ways of improving the environmental and social components without reducing the economic benefits of the Draft Spatial Vision.

The visions for the Leeds city region and South Yorkshire area are so economically focused that they are unlikely to be sustainable even if interpreted "sustainably".

For instance "Promote the development of a transport system without barriers to daily movements to work" cannot be implemented without considerable environmental impacts. However their integrated approach is already arguably more sustainable than would be that of multiple competing authorities.

Key to Table 9







	well covered by DSV, likely (or intended) to be very positively affected
	addressed by DSV but with gaps, likely to be positively affected
	indirectly addressed by DSV and likely to be neutrally affected, or some impacts likely to be positive and some negative
	not directly addressed by DSV and likely to be negatively affected
	not directly addressed by DSV and likely to be very negatively affected
	not directly addressed by DSV and unlikely to be significantly affected

Table 9. Summary sustainability appraisal of the Draft Spatial Vision

Appraisal aim	Coast	Humber	Vales & Tees	Rural	Leeds region	S. Yorkshire	Region-wide (cumulative)
1. Good quality employment opportunities available to all							The Draft Spatial Vision focuses on employment and promotion of business success, although it is unclear whether these are all achievable
2. Conditions for business success, economic growth & investment							
3. Education & training opportunities which build the skills & capacity of the population							Generally well covered, with links between higher education and industry stressed
4. Conditions & services to engender good health							Not directly mentioned, though regeneration etc. will promote this
5. Safety & security for people & property							Not mentioned
6. Vibrant communities which participate in decision making							Regeneration, sustainable service centres etc. are likely to improve vibrancy, but participation is not directly mentioned
7. Culture, leisure & recreation activities to all							Generally promoted indirectly e.g. through tourism industry and better retail facilities
8. Local needs met locally							Promoted through service centres & housing-employment balance, but not directly
9. A transport network which maximises access ...whilst minimising detrimental impacts							Transport infrastructure promoted for economic and social regeneration ... but little or no emphasis on minimising its detrimental impacts
10. A quality built environment & efficient land use patterns, that make good use of derelict sites, minimise travel & promote balanced development							Generally good on design quality, focus on urban quality, housing-employment balance, but little emphasis on minimising travel
11. Quality housing available to everyone							Generally well covered
12. Bio-diverse & attractive natural environment							Covered well for some sub-areas, not for others. Urban biodiversity not covered.
13. Minimal pollution levels. If environmental impacts are a significant result of the activity consider an environmental impact assessment							The focus on "connectivity" and new transport infrastructure is likely to lead to considerable new transport infrastructure, with associated increase in e.g. noise, air pollution, greenhouse gas emissions
14. Minimise greenhouse gas emissions & a managed response to the effects of climate change. If environmental impacts are a significant result of the activity consider EIA							
15. Prudent & efficient use of energy and natural resources with minimal production of waste							Renewable energy is only mentioned directly for one sub-area. The focus on "connectivity" is likely to lead to more energy use. Other resources not mentioned.
(i) Social inclusion & equity across all sectors							Covered indirectly through e.g. regeneration initiatives, but not directly
(ii) A partnership & participative approach							Participation promoted at regional rather than more local level.
(iii) Geographic adaptation to the needs of rural & urban communities							The Draft Spatial Vision as a whole promotes different approaches for different areas
(iv) Creativity, innovation & the appropriate use of technology							Consistent emphasis on IT/broadband and university/industry links, though nothing more challenging/ innovative
(v) Global sustainability							Long-term global impacts on global warming

Appendix 7. SEA/SA appraisal findings

General findings

The appraisal aims

Some of the sustainability appraisal aims proved to be difficult to apply meaningfully in practice:

- Aim 9 – “A transport network which maximises access whilst minimising detrimental impacts” – has two main thrusts. The Draft Spatial Vision often achieved the first part (maximising access) very well, but without achieving the second (minimising associated impacts). For this reason the appraisal tables differentiate between the two halves.
- Aim 10 - “A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development” – has five sub-aims. Table 9 summarises the joint results as an average, and this appendix discusses individual findings in more detail.
- Transport issues are covered in six aims: 8-10 and 13-15. This has meant that some of the results are essentially double counting.
- Aims 6 and ii both deal with participation, and thus again involve an element of double counting.

The emphasis of the Draft Spatial Vision

The sub-area approach has been used in the Draft Spatial Vision because "such an approach allows the different characteristics of parts of the region to be highlighted... the differences in key elements of land use... can be identified before proposed policy responses are suggested". This is a very reasonable aspiration, and conforms with the principles of e.g. landscape characterisation and Quality of Life Assessment, where different policy solutions are suggested for different areas/problems.

However *the use of Advancing Together as a framework for developing the Draft Spatial Vision seems to have led to proposed planning responses that make the sub-areas more homogeneous, rather than capitalising on their differences*. For instance, *Advancing Together's* objective of “Physical infrastructure and communications to meet the needs of people, places, businesses and the environment” essentially orients the Draft Spatial Vision towards the provision of infrastructure (particularly transport infrastructure), with more infrastructure proposed for more peripheral areas to make them less peripheral.

An alternative would be to aim to fulfil the vision of *Advancing Together* in the region as a whole, but to more clearly do so through different solutions for different areas. For instance, the coast's peripherality could call for solutions like promoting long-stay tourism (capitalising on global warming), home-based working, and retirement facilities; Leeds's central location could call for a focus on very frequent, rapid, high-grade public transport.

Sustainability of Advancing Together

Although *Advancing Together* has been subject to sustainability appraisal, it raises a range of issues/problems with respect to sustainability, including:

- Its vision and several of its objectives are vague and prone to different interpretations. For instance, what is a "recognisably world class and international region"? What is a "sustainable economy"? What are the "needs" of people and businesses? Can places have "needs"?
- Several of its objectives potentially conflict. For instance, the "needs" of business and the environment are likely to conflict. A "world class economy" may well conflict with high quality natural environments.
- It promotes quite a generic, high-growth approach which does not clearly reflect either the region's characteristics (e.g. the peripherality of some of its sub-areas, its difficulty in competing in traditional economic terms vis-à-vis London and South East) or the region's potential for more sustainable economic development (e.g. sustainable tourism, renewable energy).

We understand that *Advancing Together* is a given. However, from a sustainability perspective, we feel that using it as a basis to structure the planning responses for the sub-areas is likely to carry through the flaws of the vision into the planning responses.

Interpreting words; links to implementation

Most of the proposals in the Draft Spatial Vision can be interpreted and implemented in a range of different ways. This makes the Draft Strategic Vision very difficult to appraise. For instance, the terms "sustainable" and "assets" are open to a wide range of interpretations (see Box 1). Similarly, given funding realities, "multi modal" often in practice means roads. Implementing them in one way could have one type of impact, in another could have another.

Obviously at this very draft and strategic stage, one would not expect the Draft Spatial Vision to be detailed, nor to give a precise indication of what the RSS would look like on the ground. In practice, any RSS will also be implemented very much according to realities and constraints on the ground.

On the other hand, the Draft Spatial Vision's agreed wording now will influence how it is interpreted and implemented in the future. Some terms should ideally be defined more clearly at this stage, and the wording of others amended to avoid obviously unsustainable implementation. For instance, if the RSS vision of "multi-modal" transport is for rail, this should be clearly stated, or else the RSS should put measures into place to ensure that "multi modal" is interpreted and implemented in the appropriate spirit.

Examples of "fluffy" terms are highlighted in pink in the tables below. Examples of more tightly worded, more easily appraisable terms which do better sustainability-wise are highlighted in green.

Box 1. Use of specific words

The Draft Spatial Vision often uses the term “sustainable”, for instance:

- a. “world class, prosperous & sustainable economy”
- b. “balanced, diverse and sustainable high growth economy”
- c. “sustainable service centres”
- d. “maximise potential – in a sustainable way – of tourism”
- e. “sustainable transport links”

However the term seems to mean different things in different circumstances. For instance, in a. and b. it seems to mean “continuation of economic growth into the future”, whilst in d. and e. it presumably means “without unacceptable environmental impacts” or “minimising transport impacts”. In c. it could mean “economically thriving” or “close to where people live”.

Similarly, the terms “build on (or capitalise on)” and “assets” are used in:

- f. “Capitalise on assets by recognising wider benefits” (in the context of natural and man-made environments of coastal sub-area)
- g. build on assets – high level of business formation (in the context of prosperous economy in Vales and Tees Links)
- h. Build on economic potential of unique assets of the area (prosperous economy in rural areas)

In f. the economic term “capitalise” seems to be used to discuss *environmental and historical* “assets”, with the implication that highlighting their benefits will help to show how valuable they are and that they need protecting. In g., “assets” seem to be *social and economic*. In c., the “assets” again seem to be *natural*, but they should be “built on” to enhance the economy.

It would be helpful, for future appraisals and implementation of the RSS, if such terms were replaced by what they really mean (e.g. “continuation of economic growth”) or if the RSS included a definition or description of what a “sustainable service centre” or “sustainable transport link” would look like.

The sub-areas

The spatial planning responses for each sub-area – shown in the Draft Spatial Vision as tables – were used as the basis for the appraisal. The supporting text for the Leeds city region and South Yorkshire sub-areas was also used, as it gives further explanation of the points made in the tables.

1. Coast

<p>World class, prosperous & sustainable economy</p> <p>a. Establish appropriate niche roles for centres and ports around new tourism and leisure opportunities</p> <p>b. Develop potential of cultural industries</p> <p>c. Strengthen links to mainland Europe</p> <p>d. encourage significant business park development in Scarborough to help diversify economic base</p>	<p>High quality natural and man-made environments</p> <p>e. Protect, enhance and manage unique coastal heritage</p> <p>f. Capitalise on assets by recognising wider benefits and promoting their unique nature (eg through strengthening of status)</p> <p>g. Support renaissance initiatives in Scarborough, Whitby, Bridlington and Hornsea</p> <p>h. Promote integrated approach to coastal management</p>	<p>Socially cohesive & inclusive...capacity, resources & equitable access to quality services</p> <p>i. Promote housing renewal programmes</p> <p>j. Ensure affordability issues tackled where arise</p> <p>k. Ensure principal service centres and local centres remain sustainable and offer range of services for local populations</p> <p>l. Improve IT connections (broadband)</p>
<p>Physical infrastructure & communications to meet the needs of people, places, businesses & the environment</p> <p>m. strengthen multi-modal east – west links</p> <p>n. explore potential of multi-modal north - south links to enhance links within and beyond sub-area</p> <p>o. establish stronger connections to mainland Europe</p> <p>p. support marina developments in Whitby and Bridlington</p> <p>q. explore need for major tourism infrastructure (e.g conference facilities in Scarborough, Bridlington).</p> <p>r. Support environmentally appropriate coastal protection and management – new infrastructure might be needed</p>	<p>Exceptional education & training...</p> <p>s. Promote expansion of existing educational centres on the coast e.g University of Hull in Scarborough to raise general availability of higher education on the coast and to provide and enhance specialist coast related skills</p> <p>t. prioritise investment in physical communications and communication technology (broadband) to improve access to other centres of educational excellence</p> <p>u. Provide opportunities to upskill existing workforce</p>	<p>Highest levels of governance...</p> <p>v. Encourage participation in preparing range of plans that should ensure integrated management of coastal areas</p> <p>w. Facilitate coming together of coastal fora where helpful to promote sub-area issues within regional context</p>

Pink highlighted terms: wording could be interpreted in a range of ways; see Box 1

Green highlighted terms: examples of tightly phrased, easily appraisable proposals that are particularly sustainable

- The strategy seems to encourage long-distance transport in and out of the sub-area, with associated environmental problems: (c), (m), (n), (o). Instead should the peripheral nature of the sub-area be acknowledged and taken advantage of rather than overcome, e.g. should focus be on long-stay tourism, retirement communities etc. rather than improving transport links?
- Given current funding realities, "multi-modal" in (m) and (n) may in fact mean roads, with associated implications for long-distance commuting, air quality, noise etc. The RSS could clarify which mode it means; or else put measures in place to ensure that new links do not increase environmental and social impacts.
- "Stronger connections to mainland Europe" (o) could be by air or ferry. Ferry would probably have fewer impacts on air quality and greenhouse gas emissions.
- Ensure that "protect, enhance and manage unique coastal heritage" (e), "integrated approach to coastal management" (h), and "environmentally appropriate coastal protection and management" (r) are implemented in a consistent manner. Protection of the coastal natural environment may be inconsistent with new infrastructure to protect the coast from erosion.
- Wind and wave energy production seem like an obvious opportunity to diversify the economy of the area and make good use of natural resources. Presumably this will be taken into account in the study on renewable energy.
- The table does not mention the obviously huge agricultural potential of the coastal area: almost all of the soil in the area is top grade. Should the

agriculture be protected? Focused on biomass production? food production? Presumably this will be taken into account in the study on tourism and agriculture.

- Can global warming – which is expected to increase temperatures by 1-4.5°C be used as an opportunity to promote coastal tourism?

Appraisal objective	Comments
1. Good quality employment opportunities available to all	a, d, g, k, p, q
2. Conditions for business success, economic growth and investment	l, m, n, o – assuming that lack of transport infrastructure is constraining economic growth of the area. The inverse could also be true: increasing access could increase outflow of business success from the coastal area.
3. Education & training opportunities which build the skills and capacity of the population	s, t, u
4. Conditions and services to engender good health	i, j – improved housing is likely to improve health, but nothing more specific is proposed
5. Safety and security for people and property	
6. Vibrant communities which participate in decision making	v, w
7. Culture, leisure and recreation activities to all	b – though this is phrased as developing cultural "industries", i.e. for tourists, rather than facilities for local residents p – marina development would improve leisure opportunities for some local residents
8. Local needs met locally	k, l – sustainable centres, and improved IT connections would help to meet local needs locally. However focus of vision is on improving links between coast and other, more distant areas
9. A transport network which maximises access whilst minimising detrimental impacts	m, n, o – emphasise new infrastructure ...without a corresponding focus on minimising detrimental impacts
10. A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development	g, k – urban renaissance and sustainable service centres would make good use of brownfield sites and help to reduce need to travel, although this is counterbalanced by m, n, o (see 9.)
11. Quality housing available to everyone	i - though could clarify that housing should be of high quality
12. Bio-diverse and attractive natural environment	e, f – though f needs to clarify that it refers to natural assets, and biodiversity is not specifically mentioned
13. Minimal pollution levels if environmental impacts are a significant result of the activity consider an environmental impact assessment	Not mentioned directly. Several of the proposals – c, m, n, o -- are likely to significantly increase long-distance transport to and from the region, with associated impacts on air, noise, greenhouse gases.
14. Minimise greenhouse gas emissions and a managed response to the effects of climate change. If environmental impacts are a significant result of the activity consider an environmental impact assessment	
15. Prudent and efficient use of energy and natural resources with minimal production of waste	Not mentioned. Transport proposals likely to increase use of energy.

Appraisal objective	Comments
(i) Social inclusion and equity across all sectors	
(ii) A partnership and participative approach	see 6.
(iii) Geographic adaptation to the needs of rural and urban communities	Vision does so as a whole
(iv) Creativity, innovation and the appropriate use of technology	I – broadband yes, nothing else
(v) Global sustainability	see 14.

2. Humber Estuary

<p>World class, prosperous & sustainable economy</p> <p>a. Explore development opportunities on Humber Estuary</p> <p>b. Encourage diversification of economic base</p> <p>c. Enhance links to coastal tourism & encourage niche tourism markets</p> <p>d. Develop & maintain critical mass of principal service centres</p> <p>e. Recognise sub-regional & regional role of Hull & significance of connections with number of principal service centres</p> <p>f. Develop chemicals and logistics clusters</p>	<p>High quality natural and man-made environments</p> <p>g. Support regeneration initiatives in Hull, Scunthorpe, Grimsby/Cleethorpes</p> <p>h. Protect environment of Humber Estuary</p> <p>i. Identify habitats vulnerable to effects of flooding and sea level rises</p> <p>j. Manage and plan for flood risk</p>	<p>Socially cohesive & inclusive... capacity, resources & equitable access to quality services</p> <p>k. Arrest housing market failure</p> <p>l. Provide affordable housing</p> <p>m. Support initiatives to develop sustainable service centres in Isle of Axeholme, Beverley</p> <p>n. Broaden employment base of Goole and Immingham to avoid over reliance on one or two sectors</p>
<p>Physical infrastructure & communications to meet the needs of people, places, businesses & the environment</p> <p>o. Trans Pennine – East West Links to be strengthened</p> <p>p. Develop multi-modal connectivity to Humber Ports</p> <p>q. North south connections important</p> <p>r. Humberside Airport surface access and expansion to be considered</p> <p>s. European Links to be developed</p> <p>t. Impact of Finningley to be taken into account</p> <p>u. Implications of Regional Freight Strategy to be taken into account</p>	<p>Exceptional education & training....</p> <p>v. Developing universities – create sub regional campus / annexes</p> <p>w. Improve access to range of education opportunities</p> <p>x. Provide facilities to promote up-skilling within workforce</p>	<p>Highest levels of governance...</p> <p>y. Develop capacity of Humber Forum at sub-regional level</p>

Pink highlighted terms: wording could be interpreted in a range of ways; see Box 1

Green highlighted terms: examples of tightly phrased, easily appraisable proposals that are particularly sustainable

- Development of Humberside (r) and Finningley (t) airports are likely to be key issues: does the RSS need to take a clear stance on them? For instance, should it aim to minimise their environmental impacts or optimise their economic benefits?
- The table generally seems to emphasise improved transport infrastructure. How effective will this be in achieving social, economic and environmental objectives, compared with other options? Should the peripherality of the area be seen as a benefit/opportunity rather than as a constraint to be overcome?
- Given that Grimsby and Immingham are already major ports, and that half of the freight coming through Immingham is already transported by rail, should Grimsby/Immingham be developed as "sustainable freight transport centres"?
- Should different approaches of "management and planning for flood risk" be compared for the SEA/SA?
- The Environment Agency's flood map – which admittedly does not include known flood defences -- suggests that the Humber Estuary area is particularly vulnerable to flooding. Should the RSS tackle this more actively?

Appraisal objective	Comments
1. Good quality employment opportunities available to all	a, b, c, d, f, n
2. Conditions for business success, economic growth and investment	o, p, q, r, s, u – assuming that lack of transport infrastructure is constraining economic growth of the area. The inverse could also be true: increasing access could increase outflow of business success from the Humber Estuary area.
3. Education & training opportunities which build the skills and capacity of the population	v, w, x

Appraisal objective	Comments
4. Conditions and services to engender good health	k, l – good housing helps to promote good health c – coastal tourism can promote exercise ...but overall relatively limited coverage
5. Safety and security for people and property	
6. Vibrant communities which participate in decision making	d – promotes principal service centres, which can help to support vibrant communities g – supports regeneration initiatives y – promotes Humber Forum
7. Culture, leisure and recreation activities to all	c – tourism facilities could also be used by local residents. d, e, m – service centres can help to provide leisure etc. ... but overall relatively limited coverage
8. Local needs met locally	d, m – service centres would help to meet local needs locally. However focus of vision is on improving links between coast and other, more distant areas. Improve IT linkages as well?
9. A transport network which maximises access whilst minimizing detrimental impacts	o, p, q, r – are all about increasing the transport network t, u – impacts of Finningley and the Regional Freight Strategy are "to be taken into account", but detrimental impacts, which would certainly occur, are not otherwise mentioned
10. A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development	g, d, e, m – regeneration and service centres would make good use of brownfield sites and help to reduce need to travel, although this is counterbalanced by o, p, q, r (see 9.)
11. Quality housing available to everyone	k, l
12. Bio-diverse and attractive natural environment	h, i
13. Minimal pollution levels if environmental impacts are a significant result of the activity consider an environmental impact assessment	
14. Minimise greenhouse gas emissions and a managed response to the effects of climate change. If environmental impacts are a significant result of the activity consider an environmental impact assessment	j – manages and plans for flood risk. o, p, q, r – all have the potential to significantly increase greenhouse gas emissions
15. Prudent and efficient use of energy and natural resources with minimal production of waste	No mention. Transport proposals likely to increase use of energy.
(i) Social inclusion and equity across all sectors	b, g, i – promote diversification of economic base, regeneration of deprived areas, provision of affordable housing... but nothing more direct
(ii) A partnership and participative approach	see 6.
(iii) Geographic adaptation to the needs of rural and urban communities	Vision does so as a whole
(iv) Creativity, innovation and the appropriate use of technology	
(v) Global sustainability	See 14.

3. Vales & Tees links

<p>World class, prosperous & sustainable economy</p> <p>a. build on assets – high level of business formation, high educational attainment, well qualified workforce</p> <p>b. capitalise on connections provided by east coast mainline and A1/A19 corridor</p> <p>c. develop specific clusters, eg food and drink</p> <p>d. improve representation of growth industries – high tech – to reduce levels of out-commuting</p> <p>e. ensure renaissance of centres – to reflect relative importance of local service centres</p> <p>f. strengthen institutional, educational commercial links with Teesside, York and Leeds city region – through IT as well as physical connections</p> <p>g. promote tourism and role of centres as 'gateways'</p>	<p>High quality natural and man-made environments</p> <p>h. ensure protection of physical assets – countryside, landscape, historic/cultural</p> <p>i. maximise potential – in a sustainable way – of tourism</p> <p>j. improve biodiversity</p> <p>k. reduce long distance commuting by car</p> <p>l. undertake physical improvements - enhancing town centres</p> <p>m. channel opportunities provided by new rural development funding</p>	<p>Socially cohesive & inclusive... capacity, resources & equitable access to quality services</p> <p>n. ensure housing/employment provision for all sectors of local community – higher levels of development may be needed</p> <p>o. retain young people/graduates</p> <p>p. improve provision of housing for local needs – affordable housing</p> <p>q. reduce rural isolation – access to services and jobs – not just through improved transport infrastructure but by improving service provision in centres – halting centralisation of services</p> <p>r. identify opportunities for new centres to develop, such as Catterick Garrison</p>
<p>Physical infrastructure & communications to meet the needs of people, places, businesses & the environment</p> <p>s. improve east to west links – road and rail</p> <p>t. ensure provision of good quality employment land – attractive for clusters and growth sectors</p> <p>u. develop centres as "rural capitals" and economic drivers</p> <p>v. improve ICT connectivity – Broadband for business and communities in rural areas</p> <p>w. sustain rural communities – encourage development that supports centres</p> <p>x. reduce flood risk</p>	<p>Exceptional education & training....</p> <p>y. improve educational links with Teesside and York</p> <p>z. provide colleges / training in key centres</p> <p>aa. respond to opportunities provided by new technology</p> <p>bb. fill skills gap</p>	<p>Highest levels of governance...</p> <p>cc. explore opportunities to establish connections between community plans and local development frameworks across Districts to maximise opportunities</p>

Pink highlighted terms: wording could be interpreted in a range of ways; see Box 1

Green highlighted terms: examples of tightly phrased, easily appraisable proposals that are particularly sustainable

This sub-area's proposals are probably the most sustainable of all the sub-areas.

- Is there a conflict between (b) – capitalise on transport infrastructure - and (k) – reduce long distance commuting? Which is more important?
- Should there be an emphasis on quick, efficient, excellent public transport between the "rural capitals", with the assumption that most people will live and work in them, even though they may commute to another capital from the one they live in?
- Again, reducing flood risk (x) be accomplished in different ways. Should alternatives be subject to appraisal?

Appraisal objective	Comments
1. Good quality employment opportunities available to all	c, d, e, g, i
2. Conditions for business success, economic growth and investment	a – builds on strong existing economy b, f, s – capitalise on and strengthen transport links f, v, aa – promote broadband and other forms of IT m – uses rural development funding

Appraisal objective	Comments
	t – ensures provision of employment land u – promotes "rural capitals" as centres of employment
3. Education & training opportunities which build the skills and capacity of the population	y, z, bb
4. Conditions and services to engender good health	
5. Safety and security for people and property	
6. Vibrant communities which participate in decision making	l – enhances town centres o – aims to retain your people p – improves provision of housing for local needs q – reduces rural isolation u – develops "rural capitals" w – sustains rural communities
7. Culture, leisure and recreation activities to all	g, i – tourism facilities can also be used by local residents e, l, q – enhanced centres can help to provide leisure and recreation facilities
8. Local needs met locally	see 6. n – aims to ensure housing/employment provision for the local community
9. A transport network which maximises access whilst minimizing detrimental impacts	k – reduces long distance commuting by car, but... s – promotes improved east-west links with no qualifier about minimising impacts
10. A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development	h – protects countryside, landscape e, l, q – enhanced centres make good use of previously developed land and minimise need to travel
11. Quality housing available to everyone	n – aims to provide housing, though quality is not specified
12. Bio-diverse and attractive natural environment	h, j
13. Minimal pollution levels if environmental impacts are a significant result of the activity consider an environmental impact assessment	
14. Minimise greenhouse gas emissions and a managed response to the effects of climate change. If environmental impacts are a significant result of the activity consider an environmental impact assessment	k – aims to reduce long distance commuting by car, though not other aspects of transport impacts on global warming x – aims to reduce flood risk
15. Prudent and efficient use of energy and natural resources with minimal production of waste	
(i) Social inclusion and equity across all sectors	n, o, p, cc
(ii) A partnership and participative approach	cc
(iii) Geographic adaptation to the needs of rural and urban communities	Vision does so as a whole
(iv) Creativity, innovation and the appropriate use of technology	f, v, aa
(v) Global sustainability	see 14.

4. Remoter rural

<p>World class, prosperous & sustainable economy</p> <p>a. Enable the broadening of the economic base</p> <p>b. Build on economic potential of unique assets of the area, and ensure their long term survival</p> <p>c. Develop locally-based employment opportunities to try to reduce out commuting</p> <p>d. Develop tourism opportunities based on local environmental and cultural assets and new markets, such as sports and outdoor activities</p> <p>e. Develop York's role as a 'gateway' to other parts of this sub-area and the region</p> <p>f. Encourage new business start ups and graduate retention</p>	<p>High quality natural and man-made environments</p> <p>g. ensure protection of physical assets – countryside, landscape, historic/cultural</p> <p>h. maximise potential – in a sustainable way – of tourism</p> <p>i. improve biodiversity</p> <p>j. Ensure long term management of land through opportunities raised through funding changes</p> <p>k. Secure quality of development that reflects quality of local environment and cultural assets</p>	<p>Socially cohesive & inclusive... capacity, resources & equitable access to quality services</p> <p>l. need to provide affordable housing might require new developments</p> <p>m. reuse of buildings to be for local housing needs as well as tourism market</p> <p>n. assess how provision of services in dispersed settlements can be maximised</p>
<p>Physical infrastructure & communications to meet the needs of people, places, businesses & the environment</p> <p>o. ensure IT provision is maximised where broadband might not be available in the short term</p> <p>p. maximise provision of public transport and alternative measures (such as car sharing & community transport) including using tourism-led initiatives to support local community needs</p> <p>q. support reopenings of local rail routes to improve access to services and boost non-car tourism access where demonstrated to be feasible</p> <p>r. strengthen multi-modal east-west links</p> <p>s. sustain rural communities – encourage development that supports centres</p>	<p>Exceptional education & training....</p> <p>t. Boost links to universities and higher education provision in York, Leeds, Hull, North West and North East regions</p> <p>u. Ensure upskilling of existing workforce</p> <p>v. Help to retain those with high educational attainment through housing and employment opportunities</p>	<p>Highest levels of governance...</p> <p>w. ensure that remoteness does not act as a barrier to improving the social and economic capacity of communities</p> <p>x. boost interregional links to maximise opportunities to engage communities in decision-making</p> <p>y. make effective links between economic development plans, community strategies and local development frameworks</p>

Pink highlighted terms: wording could be interpreted in a range of ways; see Box 1

Green highlighted terms: examples of tightly phrased, easily appraisable proposals that are particularly sustainable

- The text preceding this table suggests that York is an anomaly within this sub-area. Whether planning for York as part of the Leeds city region or as a sub-area of its own is more sustainable will depend on how the approaches are implemented, particularly the relative location of jobs and housing.
- The text preceding the table treats the agricultural sector as declining. Given the new CAP funding regimes, should (j) be broadened out from "management of the land" to also include revitalisation of farming in the area (which in turn would help to support tourism)? Presumably the agricultural study will deal with this issue.
- The text preceding this table does not mention ageing farming population, second homes, poor service provision. Are these factors/constraints that need to be planned for and managed?
- If (a) does not include farm diversification, then do (a) and (c) conflict?
- In (x), how would boosting interregional links help to engage communities in decision-making?

Appraisal objective	Comments
1. Good quality employment opportunities available to all	c, d, e, f, h
2. Conditions for business success, economic growth and investment	a, b, o, p, q, r, s, v could put more emphasis on opportunities offered by new CAP funding regime

Appraisal objective	Comments
3. Education & training opportunities which build the skills and capacity of the population	t, u
4. Conditions and services to engender good health	l – promotes affordable housing, else no real mention
5. Safety and security for people and property	
6. Vibrant communities which participate in decision making	n – service provision in dispersed settlements s – rural communities should be sustained w – remoteness should not act as barrier
7. Culture, leisure and recreation activities to all	d, h – tourism facilities can also be used by local residents n – service provision in dispersed settlements
8. Local needs met locally	n – considers how to provide services in dispersed settlements... but r strengthens east-west links, i.e. looks outward
9. A transport network which maximises access whilst minimizing detrimental impacts	A mixed bag: p, q – promote public transport
	r – promotes multimodal east-west links x – promotes interregional links d, h, p, q – promote tourism, though with focus on sustainable tourism
10. A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development	k – secures good quality development m – promotes reuse of buildings c, n, s – all aim to reduce the need to travel
11. Quality housing available to everyone	k – promotes good quality development l – promotes affordable housing
12. Bio-diverse and attractive natural environment	g, i, j
13. Minimal pollution levels if environmental impacts are a significant result of the activity consider an environmental impact assessment	g – protects physical assets c, n, s – aim to reduce the need to travel ...but no direct mention of pollution
14. Minimise greenhouse gas emissions and a managed response to the effects of climate change. If environmental impacts are a significant result of the activity consider an environmental impact assessment	see 9.
15. Prudent and efficient use of energy and natural resources with minimal production of waste	m – promotes reuse of buildings, but otherwise no mention
(i) Social inclusion and equity across all sectors	Whole focus of sub-area vision is on ensuring that rural area is well served, including agricultural community and people without access to cars
(ii) A partnership and participative approach	y , but generally little emphasis on this
(iii) Geographic adaptation to the needs of rural and urban communities	Vision does so as a whole
(iv) Creativity, innovation and the appropriate use of technology	o – IT and broadband w – aims to ensure that remoteness is not a barrier
(v) Global sustainability	see 9.

5. Leeds city region

<p>World class, prosperous and sustainable economy</p> <p>a. market city region as a whole – reflecting wide variety of urban, rural and cultural offer</p> <p>b. support to innovation strategy</p> <p>c. promote strategic land releases, backed by infrastructure, in defined corridors with identified potential (eg. future transport capacity)</p> <p>d. support comparative advantages, eg.</p> <ul style="list-style-type: none"> office market: differentiated city region roles clusters logistics 	<p>High quality natural & man made environments</p> <p>e. maximise use of brownfield land</p> <p>f. maintain settlement identity (eg. strategic Green Belt)</p> <p>g. promote strategy for high quality design and set aspirational standards</p> <p>h. promote rural areas as assets, maintain a healthy rural economy, and address rural/urban fringe conflicts</p>	<p>Socially cohesive & inclusive ... capacity, resources & equitable access to quality services</p> <p>i. centres strategy (eg. hubs)</p> <p>j. accessibility strategy (inc. to health, education facilities)</p> <p>k. link renaissance initiatives to communities</p> <p>l. focus investment on priority existing communities</p> <p>m. co-ordinate investment programme of city region-wide cultural facilities</p>
<p>Physical infrastructure & communications to meet the needs of people, places, businesses & environment</p> <p>n. redefine transport investment priorities to recognise needs of city-region, and support strategically important patterns of movement</p> <p>o. promote development in transport corridors with existing/future capacity</p> <p>p. promote a scale and distribution of new housing which:</p> <ul style="list-style-type: none"> reflects and supports housing market renewal targets additional affordable provision in areas of high demand; is located to reflect accessibility, particularly to job opportunities <p>q. support IT infrastructure strategy?</p>	<p>Exceptional education & training, widespread learning & skills, and a healthy labour market without skills gaps or shortages</p> <p>r. facilitating pooling of labour market within city region</p> <p>s. promote the development of a transport system without barriers to daily movements to work</p> <p>t. link education, research and development facilities</p>	<p>Highest levels of governance & civic participation in decision making & community life</p> <p>u. set up city-region partnership</p> <p>v. co-ordinate city region actions</p> <p>w. develop city region collective voice</p> <p>x. pursue role for city region in Region as a whole</p> <p>y. promote city region-wide joint consideration by sub-area organisations</p>

Pink highlighted terms: wording could be interpreted in a range of ways; see Box 1

Green highlighted terms: examples of tightly phrased, easily appraisable proposals that are particularly sustainable

Blue highlighted proposals: The information in the Draft Spatial Vision text (not just the table) has been used to determine what these mean

This is the least sustainable of the proposals for the six sub-regions. The introductory text is very much focused on economic growth, with at best a passing nod to social/equity issues. For instance the text does not mention that:

- much of Selby and surrounds are in the flood risk area;
- there is much high quality agricultural land in parts of the sub-region;
- there are Special Protection Areas in the west of the sub-area;
- Leeds, Barnsley and York all have Air Quality Management Areas;
- the sub-area has a high rate of car-related accidents.

The RSS should identify and take on board environmental and social issues for this sub-area.

The "principles on which the strategy should be developed" are almost all about economic growth. Leeds is to "remain the most significant economic driver", it has "the potential for growth", but the sub-area's "performance" with respect to "European competitors" is deplored. We would question why economic growth, with a nod towards spreading the wealth "equitably" and delivering "quality of life",

should be the only principle for the development of the strategy. *These principles should be amended to take much better account of environmental and social issues*, else they will not fulfil the key tenets of sustainable development.

Most of the "planning responses" listed in the table – highlighted in pink and light blue – can be interpreted and implemented in many different ways, with different sustainability ramifications. In some cases, alternative approaches could be set out and appraised. For instance, different “priority existing communities” (l) could be identified, or different types of innovation strategy (b) put forward.

The sub-area’s approach to transport is of particular concern sustainability-wise. Even when implemented in the most environment-friendly way, the following proposals would still have significant impacts on air, climate change, noise etc:

- “support strategically important patterns of movement” (n)
- “promote development in transport corridors with existing/future capacity” (o)¹
- “promote the development of a transport system without barriers to daily movements to work” (s)

PPG13’s principles of reducing the need to travel and promoting alternatives to the car need to be much more clearly reflected.

Appraisal objective	Comments
1. Good quality employment opportunities available to all	Focus of strategy overall is on building on economic vibrancy of the area d – support for offices, clusters, logistics h – maintain healthy rural economy
2. Conditions for business success, economic growth and investment	Most of the strategy is about this. Most of the aims are about competitiveness. a, u, w, x, text – marketing of city region c – land releases plus infrastructure in "defined corridors with identified potential" h – rural areas to be promoted as "assets" r – facilitates "pooling of labour market" (not clear what this means) t and text aim to translate research and knowledge into commercial and industrial production
3. Education & training opportunities which build the skills and capacity of the population	One aim is to promote innovation, but this seems to focus on translating research into commercial success rather than on increasing training opportunities
4. Conditions and services to engender good health	Accessibility to health services mentioned, but only minimally and in context of accessibility strategy
5. Safety and security for people and property	
6. Vibrant communities which participate in decision making	Centres strategy would promote a hierarchy of centres, enhance connectivity to these centres, and encourage provision of facilities – including retail facilities - in these centres. Regeneration proposed for some centres (SE Wakefield/E Barnsley, Aire Valley, SE/E Leeds), renaissance in others (unspecified) (i, k, l, text). No mention of decision making, nor of enhancing vibrancy of rural communities

¹ It is not clear whether this means that development should not go where there is no future transport capacity, or that transport infrastructure should be built to match future housing demand.

Appraisal objective	Comments
7. Culture, leisure and recreation activities to all	<p>Some mention but bitty:</p> <p>j - Accessibility strategy planned ("including to health, education facilities")</p> <p>m – "coordinate investment programme of city region-wide cultural facilities"</p> <p>Rural area strategy would "respond to leisure opportunities and pressures". Unclear whether this means e.g. dealing with local needs for leisure, optimising the tourist market, etc.</p>
8. Local needs met locally	<p>Residential development would be influenced by local needs; release of housing and employment land would aim to ensure a better relationship between homes and jobs. But emphasis on developing transport systems "without barriers to daily movements to work" and "supporting strategically important patterns of movement" suggests a counterbalancing outward looking focus</p>
9. A transport network which maximises access whilst minimizing detrimental impacts	<p>A hierarchy of transport corridors is proposed, and three investment priorities are identified to "support strategically important patterns of movement" (n): improved surface access to Leeds-Bradford Airport, Leeds Supertram and Leeds-Sheffield rail service improvements.</p> <p>No mention is made of minimising impacts.</p>
10. A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development	<p>Depends very much on how key aspects of the strategy are read, but potentially negative. e maximises use of brownfield land; f, h maintain settlement identity and deal with rural/urban fringe conflicts: g promotes high quality design. A better relationship between jobs and homes would "help to reduce the scale of commuting" (text). However c promotes land releases "in defined corridors with identified potential" (unclear whether this will constrain development or encourage more transport infrastructure to be built). o promotex development "in transport corridors with existing/future capacity" (unclear whether this will constrain development or encourage new transport infrastructure to be built). s promotes "the development of a transport system without barriers to daily movements to work" and n supports "strategically important patterns of movement".</p>
11. Quality housing available to everyone	<p>New residential development to be built according to urban potential plus local needs for specific types of housing</p> <p>g notes that a strategy for high quality design would be developed</p>
12. Bio-diverse and attractive natural environment	<p>Not mentioned. Depending on how strategy is implemented, could have significant effect on biodiversity.</p>
13. Minimal pollution levels if environmental impacts are a significant result of the activity consider an environmental impact assessment	<p>Not mentioned. Depending on how strategy is implemented – and initial reading suggests unhampered growth rather than growth within environmental carrying capacity -- could have significant effects on air, water, noise.</p>
14. Minimise greenhouse gas emissions and a managed response to the effects of climate change. If environmental impacts are a significant result of the activity consider an environmental impact assessment	<p>Not mentioned. Depending on how strategy is implemented – and initial reading suggests unhampered growth rather than growth within environmental carrying capacity -- could have significant effects on air, water, noise.</p>

Appraisal objective	Comments
15. Prudent and efficient use of energy and natural resources with minimal production of waste	Rural area strategy mentions scope of renewable energy infrastructure, but transport proposals (see 10) suggests that energy use will increase. No mention of the rest.
(i) Social inclusion and equity across all sectors	One principle is that "the benefits of economic success need to be channelled, to help deliver a better quality of life for all"
(ii) A partnership and participative approach	Partnership promoted, but primarily in the sense of business partnerships
(iii) Geographic adaptation to the needs of rural and urban communities	Rural policy areas proposed. Whole RSS Vision focuses on this
(iv) Creativity, innovation and the appropriate use of technology	b – mentions innovation strategy but gives no details. q – "support IT infrastructure strategy?" sounds uncertain. Emphasis on linking educational and industrial sectors.
(v) Global sustainability	See 12, 14, 15

6. South Yorkshire

<p>World class, prosperous & sustainable economy</p> <p>a. Build a balanced, diverse and sustainable high growth economy for South Yorkshire. Focus on locations able to access the main regional employment centers</p> <p>b. Promote SY as a centre for high technology manufacturing and knowledge based services.</p> <p>c. Demonstrate how the spatial development of South Yorkshire will contribute to the economic and social transformation of the sub-region and wider region</p> <p>d. Enhance transport connectivity to improve competitiveness and enable the unlocking of key outlying settlements that would otherwise decline into uncompetitiveness and unsustainability</p>	<p>High quality natural and man-made environments</p> <p>e. Revitalise settlements, create distinctive, quality urban centres</p> <p>f. Promote strategy for high quality design and set aspirational standards</p> <p>g. Maintain Green Belt and enhance the countryside & the character of rural villages while avoiding development that will lead to unsustainable patterns of development.</p> <p>h. Support opportunities for rural diversification that are consistent with the protection and enhancement of the countryside and sustainability objectives.</p>	<p>Socially cohesive & inclusive... capacity, resources & equitable access to quality services</p> <p>i. The "four quality accessible urban centres" strategy</p> <p>j. Wider connectivity strategy (inc. to health and education facilities)</p> <p>k. Promote SY as a centre for high technology manufacturing and knowledge based services offering opportunities for the whole community</p> <p>l. Promotion of a range of cultural and leisure uses</p> <p>m. Additional housing needs will be met through strengthening & improving existing viable settlements and not by starting new ones.</p>
<p>Physical infrastructure & communications to meet the needs of people, places, businesses & the environment</p> <p>n. Significantly improved transport connectivity – internal, external and inter-urban</p> <p>o. Adapt isolated and declining coal field settlements with the potential to be more viable, where this would meet the demands for convenient socially and economically-linked locations and providing residential opportunities for people employed locally, sub-regionally and regionally</p> <p>p. Create a series of vibrant, mixed neighbourhoods in the urban areas, which become locations of choice for both existing and future residents of South Yorkshire</p>	<p>Exceptional education & training....</p> <p>q. Emphasis on education facilities will contribute to the growth of knowledge clusters in the main urban centres. The Sheffield universities and other established knowledge hubs will ensure that there is a stream of new viable businesses.</p> <p>r. Making full use of the increasing knowledge based activity being developed around the Doncaster Education City (DEC) project.</p> <p>s. Promote the development of a transport system without barriers to daily movements to work</p>	<p>Highest levels of governance...</p> <p>t. Strategy allows the SY Partnership to influence spatial direction of the region.</p> <p>u. Transparently sets out vision of the SY Partnership</p> <p>v. Explains significant elements of local strategies to SY Partners and enables them to develop more complimentary local development documents.</p> <p>w. Enhances the effectiveness of local initiatives by encouraging mutually supportive local spatial development</p>

Pink highlighted terms: wording could be interpreted in a range of ways; see Box 1

Green highlighted terms: examples of tightly phrased, easily appraisable proposals that are particularly sustainable

Blue highlighted proposals: The information in the Draft Spatial Vision text (not just the table) has been used to determine what these mean

Again, the introductory text to this section focuses primarily on economic issues, with no mention of environmental constraints or opportunities. The vision adopted for the sub-area is also predominantly economic:

“To build a balanced, diverse and sustainable high growth economy for South Yorkshire recognised as a growing centre for high technology manufacturing and knowledge based services, offering opportunities for the whole community.”

(Presumably the term "sustainability" here and in proposal (a) means "sustainably high growth" rather than "environmentally sustainable growth": should that be clarified?).

Transport “connectivity” is mentioned in (d), (j), (n) and the supporting text. For appraisal purposes, it would be useful to know whether this means road or rail, and

whether "connectivity" would involve adding new infrastructure or optimising use of current infrastructure: use of rail and optimisation of current infrastructure would have less environmental impacts than building new roads, although they may not be as efficient in promoting economic growth. Should alternatives to transport connectivity be promoted instead, e.g. IT, home-based working?

Appraisal objective	Comments
1. Good quality employment opportunities available to all	Spatial vision is completely focused on employment and business success: "high growth economy"
2. Conditions for business success, economic growth and investment	
3. Education & training opportunities which build the skills and capacity of the population	q, r
4. Conditions and services to engender good health	Access to health facilities mentioned, but nothing else
5. Safety and security for people and property	
6. Vibrant communities which participate in decision making	Strategy focuses on revitalising stagnating communities, both urban and rural. No mention of decision-making.
7. Culture, leisure and recreation activities to all	l – promotes "a range of cultural and leisure uses"
8. Local needs met locally	See 9. Emphasis on "connectivity" seems to go against this principle.
9. A transport network which maximises access whilst minimizing detrimental impacts	Strategy focuses strongly on "transport connectivity" (d, j, n, text). "The four main urban areas will have excellent road and rail links with each other, to ... Finningley and into the national and international transport network. Outlying... settlements will enjoy convenient accessible links into the urban centres". s promotes the "Development of a transport system without barriers to daily movements to work". No mention of minimising impacts, though strategy stresses "sustainable transport links". Some emphasis on public transport but nothing directly about minimising detrimental impacts. Finningley Airport likely to have significant impacts.
10. A quality built environment and efficient land use patterns, that make good use of derelict sites, minimise travel and promote balanced development	e, f, p – promotes good quality mixed development g – aims to "avoid development that will lead to unsustainable patterns of development" and m focuses new housing on existing settlements ... but emphasis on "connectivity" (see 9) very likely to increase need to travel.
11. Quality housing available to everyone	f – promotes high quality design provision of housing mentioned generally throughout: seems to be less of a priority in this sub-area than in others
12. Bio-diverse and attractive natural environment	g – aims to enhance the countryside h – supports rural diversification that is "consistent with the protection and enhancement of the countryside" No mention of rural biodiversity
13. Minimal pollution levels if environmental impacts are a significant result of the activity consider an environmental impact assessment	Emphasis on "connectivity" (see 9) likely to generate significant additional transport movements, with associated pollution. Finningley Airport in particular would increase noise and air pollution.

Appraisal objective	Comments
14. Minimise greenhouse gas emissions and a managed response to the effects of climate change. If environmental impacts are a significant result of the activity consider an environmental impact assessment	
15. Prudent and efficient use of energy and natural resources with minimal production of waste	No mention of this, and emphasis on "connectivity" is likely to increase use of energy. Air travel is particularly energy intensive.
(i) Social inclusion and equity across all sectors	This is a sub-text, but whether it is achieved would depend very much on implementation.
(ii) A partnership and participative approach	Much emphasis on the SY Partnership (t, u, v) but little on wider partnership
(iii) Geographic adaptation to the needs of rural and urban communities	Different solutions offered for different cities etc. in sub-area
(iv) Creativity, innovation and the appropriate use of technology	Emphasis on linking educational and industrial sectors.
(v) Global sustainability	See 13/14.