

Appendix O. Key changes made to draft RSS

Table O.1 shows key changes made to the RSS in November 2005, highlighting those that reflect the recommendations of the sustainability appraisal of November 2005. Table O.2 shows the changes made to the summary sustainability appraisal matrix.

Table O.1 Key changes to RSS

RSS policy	Key changes to RSS Those that respond to findings of previous sustainability appraisal are highlighted in green
4. Core strategic approaches	
YH1. Overall approach	<ul style="list-style-type: none"> Increasing biodiversity, reducing the need to travel and promotion of non-car transport added as main aims of overall approach to the RSS
YH2. Climate change and resource use	<ul style="list-style-type: none"> Adds aims of encouraging better built homes, energy efficiency and alternatives to the car; and reducing traffic growth
YH3. Key spatial priorities	<ul style="list-style-type: none"> Improving transport connections no longer a key spatial priority
YH4. Working together	<ul style="list-style-type: none"> Adds aims of balancing housing with employment opportunities; promoting networks of different places with complementary roles; enhancement as well as management of the environment; and greater emphasis on rail and water transport
YH5. Urban focus	<ul style="list-style-type: none"> Promotes high design standards, and enhanced biodiversity and recreation
YH6. Better towns	<ul style="list-style-type: none"> Promotes high design standards
YH7. Vibrant rural and coastal areas	<ul style="list-style-type: none"> Promotes high design standards Removes reference to improving environmental quality and stewardship
YH8. Location of development	<ul style="list-style-type: none"> Slightly eases up on tight constraints on building in local service centres Promotes a clear sequential approach to site allocation: previously developed land, infill opportunities, growth areas near/related to existing centres Includes as criteria for identifying development sites: 1. making best use of existing transport infrastructure/capacity, and 2. focusing on public transport corridors
YH9. Green Belts	<ul style="list-style-type: none"> Completely new policy
Sub-areas	
6. Leeds	<ul style="list-style-type: none"> Clearer explanation of links with York sub-area in introductory text and policy Introductory text generally more cohesive and well-developed, and policy more clearly worded Explanatory text describes airports as being 'an important dimension of the economic profile of the city', but policy no longer mentions improved air travel with business destinations Economic success stressed in introductory text Reference to regeneration initiatives in Barnsley removed from policy; regeneration of Huddersfield and South Dewsbury added Conference roles of Harrogate and Leeds included in policy Promotion of non-car modes of travel and reduced need to travel stressed Transport capacity and public transport in coalfield areas mentioned Reference to green belt deleted (moved to YH9) Whole new policy on investment priorities provides more certainty and 'teeth'
7. S Yorkshire	<p>Entire chapter and policy has been reworked to bring in line with other sub-area chapters. This has made identifying specific changes difficult. Notable changes relating to sustainability appraisal are:</p> <ul style="list-style-type: none"> Ambiguity of much of supporting text improved Inclusion of climate change within supporting text and policy Safeguards and harnesses industrial heritage Support for initiatives to improve skills and ability of local workforce
8. Humber	<ul style="list-style-type: none"> Safeguard port logistics and Humber Bank site Removal of un-specified % target for housing at main urban areas Rapid urban renaissance now changed to rapid! Managed release of land for housing
9. York	<p>In general changes to the York Sub Area Policy elaborate rather than deviate from the previous policy position.</p> <ul style="list-style-type: none"> In particular the roles and functions of places in York should support those described in the Leeds City Region. York is identified as a key driver in the regional economy. The economic success of York should be spread to other parts of the sub-area The policy is more specific as to the environmental and historic assets in York which it wishes to protect The policy is more detailed as to the location of regionally specific investment priorities including York Central and ESS in Selby With regard to the concept diagram a number of changes have occurred The diagram suggests that the development focus for the sub area will occur in York

RSS policy	Key changes to RSS Those that respond to findings of previous sustainability appraisal are highlighted in green
	<p>Central/York City Centre/University Expansion and ESS Selby.</p> <ul style="list-style-type: none"> Six local service centres around York no longer appear on the revised diagram and an additional local service centre to the west of Selby is indicated. Finally, there is a discrepancy between the policy and Context Diagram. Easingwold is no longer identified as a Principal Service Centre although it is identified in the policy as such.
10. Vales & Tees	<p>In general changes to the Vales and Tees Links Sub Area Policy elaborate rather than deviate from the previous policy position.</p> <ul style="list-style-type: none"> A major addition includes the introduction of a section on economic development which promotes the diversification of the sub area economy, lessening the dependency on the agricultural sector and reducing out-commuting. Another change includes encouraging a shift from car based to public transport based commuting. With regard to the concept diagram some changes have occurred. The diagram excludes the development section which was in the previous diagram. This is an improvement as the previous diagram in this respect was misleading. Richmond is now recognised as a Principal Service Centre.
11. Coastal	<ul style="list-style-type: none"> Marine water quality and extended 'Blue Flag' standards Investigate scope for more renewable energy initiatives Avoidance of 'undue' damage to sub areas' protected nature Use of peripherality to support localisation of business and services and support tourism
12. Remoter rural	<ul style="list-style-type: none"> Added Economic development, incorporating previous comments regarding to need to articulate economic diversification in compatible industries and support creative and diverse small industries were incorporated into the Policy. Added that very small scale development would be also allowed to assist promoting long-term economic and social sustainability. Added that plantings to reduce downstream floodrisk are also appropriate for biomass energy production.
13. Housing	
H1 Provision and distribution of housing	<ul style="list-style-type: none"> Added specific cross-referencing to the need for housing development to be located in accordance with region-wide and sub-area strategies. Removed individual brownfield targets and set region-wide brownfield development target which is above national requirements. Changes to housing provision figures in most cases, particularly in the case of West Yorkshire, are more consistent with sustainability considerations in terms of spatial distribution and balance.
H2 Managing the release of land	<ul style="list-style-type: none"> Strengthened approach to failing housing markets more explicitly links policy with the monitoring and management of the provision of housing, and how it should be tackled through the LDFs.
H3 The provision of affordable housing	<ul style="list-style-type: none"> No significant changes. Improved reference to partnering between organisations.
H4 Mixed development	<ul style="list-style-type: none"> Improved reference to sustainable communities as the goal. Now direct reference to applying mixed housing policy to areas in addition to those identified.
H5 Provision of sites for Gypsies and travellers	<ul style="list-style-type: none"> No significant changes. Improved reference to needs assessment.
14. Economy	
E1. Creating a successful and competitive regional economy	<ul style="list-style-type: none"> Completely new policy Changes to economic policies are an improvement on previous versions and respond to previous comments in regard to widening the scope of the RSS economic policies and making greater linkage to core policies as well as better linkages between economic policies
E2. Town Centres and Major Facilities	<ul style="list-style-type: none"> Previously Policy E1 – slight revisions made to text, reference to core policies improved and more explicit statements that measures such as environmental improvements should be undertaken rather than merely implied as in the previous version.
E3. The supply of land and premises for economic development	<ul style="list-style-type: none"> Revised policy incorporating elements of old policies E2, E3 & E4 – clearer and more to the point than previous versions Improved references/links to other policies e.g. E1 to give more coherence to economic policies Improved reference to need for partnership working in determining the provision of land for economic development purposes.
E4. Support for Regional Priority Sectors and Clusters	<ul style="list-style-type: none"> Slightly revised from original policy (E6) – no significant changes to SA. Supporting text to policy identifies, where possible, more specific geographic references and references cluster strategies/Regional Economic strategy
E5. Safeguarding Employment Land	<ul style="list-style-type: none"> No significant change from original policy text
E6. Sustainable Tourism	<ul style="list-style-type: none"> Completely new policy
E7. Rural Economy	<ul style="list-style-type: none"> Completely new policy Responds to previous comments made which highlighted a lack of specific economic

RSS policy	Key changes to RSS
	Those that respond to findings of previous sustainability appraisal are highlighted in green policies within the RSS relating to rural areas
15. Environment	
ENV1 Floods and Flood Risk	<ul style="list-style-type: none"> Made slightly vaguer and weaker when we had argued for making it clearer and stronger
ENV2 Water resources	<ul style="list-style-type: none"> Wherever possible' qualifier removed Former explicit statements that climate change will cause wetter winters and drier summer, and that potential 'environmental drought' issues need to be addressed, cut for no apparent reason
ENV4 minerals (Aggregates)	<ul style="list-style-type: none"> Secondary materials given more emphasis
ENV5	<ul style="list-style-type: none"> Reference to justifications for reducing greenhouse emissions removed instead of strengthened as we recommended. Energy consumption, the most significant outcome measure, removed.
(Former) W2 controlling, reusing and recycling waste in general development	<ul style="list-style-type: none"> Policy deleted
16. Transport	
Transport introduction	<ul style="list-style-type: none"> Removed text emphasising transport / land use links Kept text denying alternatives to air travel Reducing need to travel added to the 'Headlines' (actually objectives)
T1. Land Use and Transport Integration	<ul style="list-style-type: none"> Former policy removed. [Later policies therefore renumbered. Rest of this table uses new numbers.]
T1. [new numbering] Personal travel reduction and modal shift	<ul style="list-style-type: none"> More support for reducing travel and demand management
YH2. Climate change and resource use	<ul style="list-style-type: none"> Adds aims of encouraging better built homes, energy efficiency and alternatives to the car; and reducing traffic growth
YH3. Key spatial priorities	<ul style="list-style-type: none"> Improving transport connections no longer a key spatial priority
YH4. Working together	<ul style="list-style-type: none"> Adds aims of balancing housing with employment opportunities; promoting networks of different places with complementary roles; enhancement as well as management of the environment; and greater emphasis on rail and water transport
YH5. Urban focus	<ul style="list-style-type: none"> Promotes high design standards, and enhanced biodiversity and recreation

Table O.2 Changes since RSS appraisal since Appendix N

Improved by two categories	improved by two categories from draft draft RSS to draft RSS (e.g. from – to +)
Improved by one category	improved by one category (e.g. from – to 0)
No change	no change
Worsened by one category	worsened by one category (e.g. from + to 0)
Worsened by two categories	worsened by two categories (e.g. from + to -)
New policy	new policy: in draft RSS but not in draft draft RSS

