

East Midlands Regional Plan  
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FOR THE EAST MIDLANDS

# *East Midlands Regional Plan*



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This East Midlands Regional Plan (RSS8) provides a broad development strategy for the East Midlands up to 2026. It also represents the spatial element of the East Midlands Integrated Regional Strategy (IRS).

It is divided into 4 Sections:

### Section 1: Core Strategy

The Core Strategy sets the Regional Plan firmly within the framework of the Region's Integrated Regional Strategy and outlines Regional Core Objectives in Policy 1. These establish the context for the delivery of sustainable development in the Region.

### Section 2: Spatial Strategy

The Spatial Strategy is based on a revised approach to 'development form'. This provides the framework for meeting the Region's development needs in a way that promotes a more sustainable pattern of development.

The Spatial Strategy outlines regional priorities for both urban and rural communities. It defines the designations of Principal Urban Area (PUA) and Sub-Regional Centre (SRC), and outlines priorities for their development. The Strategy also contains policies in respect of the Region's 5 Sub-areas. These are:

- Eastern Sub-area
- Northern Sub-area
- Peak Sub-area
- Southern Sub-area
- Three Cities Sub-area

### Section 3: Topic Based Priorities

**Housing:** Contains housing provision figures by Housing Market Area groupings, and District Council areas. It also includes targets for affordable housing and development on brownfield land, and for the provision of accommodation for gypsies and travellers. The impact of emerging 'New Growth Points' in various locations across the Region is also considered.

**Economy and Regeneration:** Based on the Regional Economic Strategy produced by the East Midlands Development Agency (emda), this includes revised policies on land for employment uses and town centres that have been informed by recent independent research, and a new policy on casino development.

**Natural and Cultural Resources:** Contains revised targets for biodiversity, waste reduction and management, renewable energy and energy efficiency and regional policies for protecting and enhancing the natural and historic environments, managing flood risk, mineral extraction and promoting 'green infrastructure'. It also reflects the revised Regional Cultural Strategy produced by Culture East Midlands.

**Regional Transport Strategy (RTS):** Contains policies and proposals to help deliver the Spatial Strategy, and contribute to other regional and sub-regional priorities. The RTS aims to reduce the need to travel and the rate of traffic growth, promote a step change in the quantity and quality of public transport, and only promotes additional highway capacity when all other options have been exhausted. It has been informed by the regional process to determine infrastructure priorities up to 2016.

**Implementation, Monitoring & Review:** Contains a policy that establishes responsibilities for implementing, monitoring and reviewing the plan.

### **Section 4: Sub-Regional Strategies**

#### **MKSM Sub-Regional Strategy**

Contains policies and proposals for sustainable growth in Northamptonshire as part of the MKSM Growth Area. The only changes from the adopted version of the SRS relate to housing provision in North Northamptonshire for the period 2021-26, and the replacement of the housing provision figure for the Northampton Implementation Area (NIA) following a successful legal challenge.

#### **Three Cities Sub-Regional Strategy**

Contains policies and proposals to create more sustainable patterns of development and movement within (and between) Derby, Leicester & Nottingham and their hinterlands, and to promote overall economic competitiveness. It also covers the Nottingham/Derby Green Belt.

#### **Northern Sub-Regional Strategy**

Contains policies and proposals to provide a clear vision for regeneration following the decline of the coal mining industry, and takes account of the delivery of the 'Northern Way' initiative.

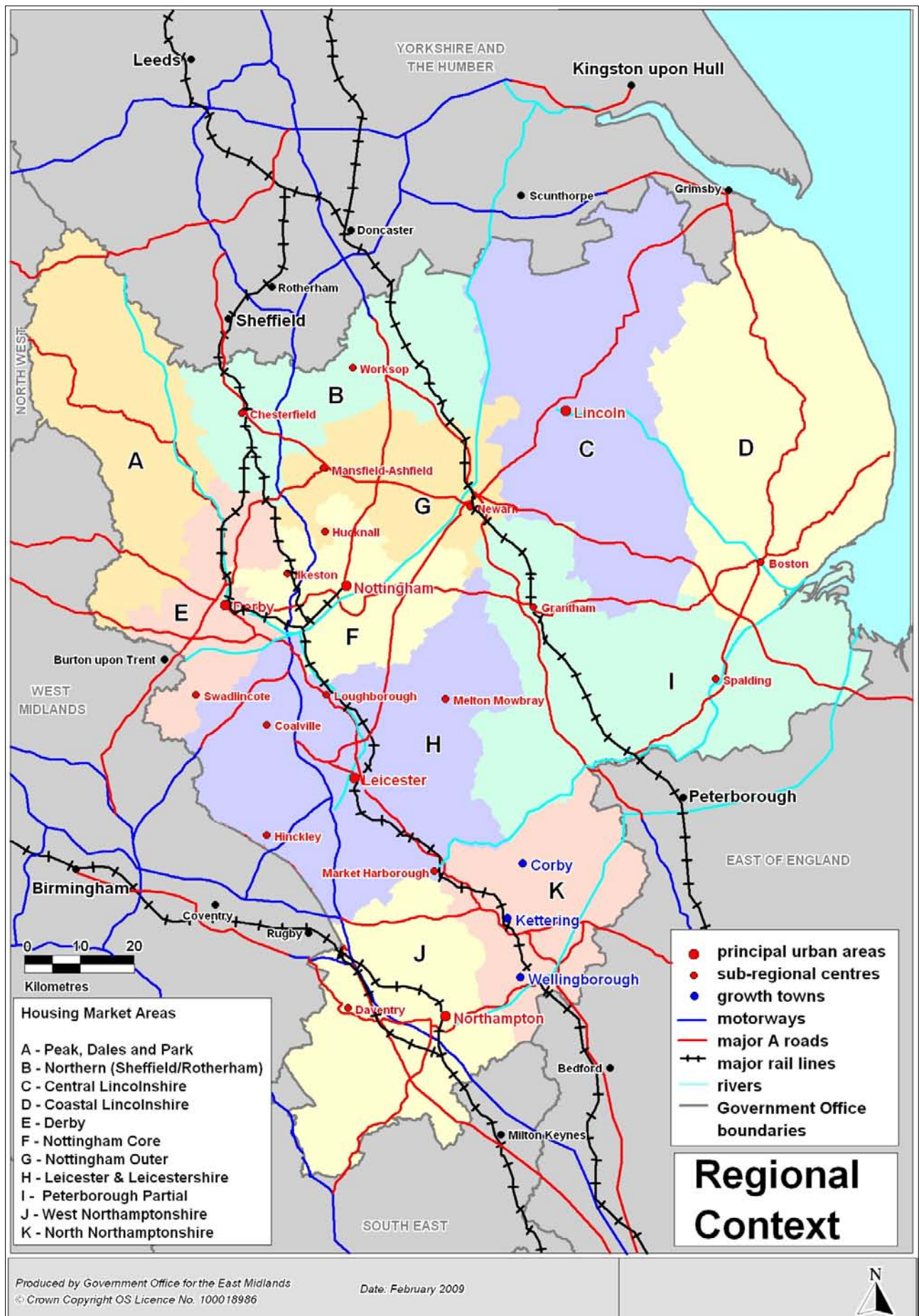
#### **Lincoln Area Sub-Regional Strategy**

Contains policies and proposals to strengthen the regional role of Lincoln within its rural hinterland.



## Regional Key Diagram

- Principal Urban Areas (Policy 3)
- MKSM Growth Towns (Policy 3)
- ★ Growth Points (Policy 4, 7 & 12)
- Sub - Regional Centres (Policy 3)
- Additional Regeneration Towns (Policy 19)
- Sub - Area Boundaries (Policies 4 - 12)
- Sub Regional Strategies (Section 4)
- ← Regional Transport Priorities (Policies 49 & 52)
- /// Northern Sub - Area Regeneration Priority (Policies 7 & 19)
- Peak District National Park (Policies 8 - 10 & 31)
- Green Belt (Three Cities SRS Policy 2)
- Lincolnshire Wolds AONB (Policies 4 & 31)
- National Forest (3 Cities SRS Policy 5)
- - - Sherwood Forest Regional Park - Area of Search (Northern SRS Policy 5)
- ✈ Airports (Policy 55)
- 🚢 Ports (Policies 42, 43 & 54)
- Lincolnshire Coastal Strategy Area (Policy 5)



## Introduction

1. The East Midlands Region covers the counties of Derbyshire, Leicestershire, Lincolnshire, Northamptonshire and Nottinghamshire, and includes the unitary authorities of Derby, Leicester, Nottingham and Rutland. For the purposes of this Regional Plan, the whole of the Peak District National Park, which includes areas outside Derbyshire, is treated as part of the East Midlands Region.

2. This East Midlands Regional Plan comprises the Regional Spatial Strategy for the East Midlands for the period up to 2026 under the provisions of the Planning and Compulsory Purchase Act 2004. It replaces RSS8 issued by the Government in March 2005 except for paragraphs 1-70 of Section 6 comprising Part A of the Milton Keynes and South Midlands Sub-Regional Strategy (MKSM SRS) which remains extant. It also replaces all policies in adopted structure plans except for the Northamptonshire Structure Plan Policy SDA1 which remains extant. A schedule showing how structure plan policies have been replaced is appended to the Schedule of Proposed Changes published with this Plan.

## The Role of the Regional Plan

3. The main role of the Regional Plan is to provide a strategy within which local authorities' planning documents and Local Transport Plans can be prepared. As it forms part of the statutory 'Development Plan' it is also material to decisions on individual planning applications and appeals. However, the Regional Plan does not descend into site specific issues or a level of detail more appropriate to Local Development Frameworks and cross refers to, rather than repeats, national policy guidance where there is little to add at the regional level.

4. Instead, the Regional Plan provides a broad development strategy for the East Midlands up to 2026. It identifies the scale and distribution of provision for new housing and priorities for the environment, transport, infrastructure, economic development, agriculture, energy, minerals and waste treatment and disposal. The Strategy also provides the longer term planning framework for the Regional Economic Strategy (RES), prepared by the East Midlands Development Agency (emda), and should be used to inform the development of relevant non land-use strategies and programmes in the Region.

5. The Regional Plan is divided into 4 Sections:

**Section 1:** Core Strategy

**Section 2:** Spatial Strategy

**Section 3:** Topic Based Priorities

**Section 4:** Sub-Regional Strategies

6. All of the policies in the Regional Plan are inherently linked and as a result any individual policy should not be viewed in isolation from the rest.

## The Role of the East Midlands Integrated Regional Strategy (IRS)

7. Government guidance recommends regional strategies such as the Regional Plan and the RES should be drawn up within an overarching sustainable development framework to ensure consistency. In the East Midlands this is provided by the East Midlands Integrated Regional Strategy (IRS) developed by the East Midlands Regional Assembly (EMRA). Within an overall policy framework it comprises four themes:

- Environment
- Social
- Economic
- Spatial

8. The Regional Plan primarily supports the spatial theme of the IRS (which includes transport), and the RES, the economic theme. All elements of the IRS policy framework have been used to inform the development of the Regional Plan. Further details are contained in Section 1.1.

### East Midlands Overview

9. The East Midlands is a large and diverse region. With a population of around 4.3 million, it has a distinctive 'polycentric' settlement structure, based on the three major cities of Nottingham, Derby and Leicester and the growing regional centres of Lincoln and Northampton. 88% of the land area is rural and around 30% of the population live in towns and villages of less than 10,000 people, making the East Midlands one of the more rural regions in England.

10. At the regional level, population is growing quicker than the national average, mainly due to relatively high levels of in-migration. In common with most other parts of England, the East Midlands has experienced long term 'counter-urbanisation' trends which public policy has sought to reduce and reverse in recent years. These factors have contributed to a growing housing affordability problem in the East Midlands, particularly in many rural areas, as the gap between average house prices and average wages has widened.

11. At the sub-regional level, the East Midlands is characterised by a wide range of contrasting environmental social and economic conditions. This diversity can be best illustrated by dividing the Region into five Sub-areas:

- **Eastern Sub-area:** comprising Lincolnshire and Rutland, it is predominately rural in character with the exception of the city of Lincoln and towns of Boston, Grantham and Spalding. It also includes some remote and significantly deprived areas, particularly on the coast.
- **Northern Sub-area:** comprising the former coalfield areas of north Derbyshire and north Nottinghamshire which have been adversely effected by economic restructuring and environmental degradation.
- **Peak Sub-area:** comprising the National Park together with the surrounding areas of the Peak District, it is largely rural in character and a major visitor destination.
- **Southern Sub-area:** comprising Northamptonshire, it combines a generally buoyant economy with pockets of deprivation such as in Corby, and has increasing functional linkages with the 'wider south east' of England.
- **Three Cities Sub-area:** comprising Derby, Leicester and Nottingham and surrounding areas and containing almost half the Region's population, with the cities acting as major administrative, economic and cultural centres.

12. Historically, the East Midlands has not experienced the kind of urban coalescence seen in other regions such as the West Midlands. Planning policies, including the Nottingham/Derby Green Belt, have helped to prevent this. Most of the Region's cities and towns remain relatively self contained and for the most part, vibrant and healthy. However, there is a general 'north/south economic gradient' running across the East Midlands. There are some areas of serious economic disadvantage, in particular in the Northern Sub-area, but also in parts of many towns and cities elsewhere in the Region, in the more isolated and sparsely populated rural areas and on the Lincolnshire Coast.

13. Similarly, whilst the Region can boast a number of significant environmental assets, such as the Peak District National Park and the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB), overall the East Midlands is comparatively impoverished in environmental terms. The continued long

# 1 Background

term decline in biodiversity is a cause of particular concern. The effects of climate change, particularly in terms of water quality and flood risk are also key issues. As a result, the ability of the Region's 'environmental infrastructure' to accept further change is limited to a finite capacity.

14. Pressure is also growing on transport infrastructure as travel demand increases. The East Midlands has experienced the highest rate of traffic growth of any region in England over recent years. The main north-south road routes are increasingly congested, whilst additional investment is required in rail and other forms of public transport. Poor east-west links remain a key issue, for example connections to and within the Eastern Sub-area. East Midlands Airport is a key national and regional asset but has significant environmental impacts that need to be sensitively managed.

## National Context

16. There is no 'national spatial plan' for England as a whole within which regional policies can be developed. However, an analysis of long term economic and demographic trends in England is set out in *Regional Futures: England's Regions in 2030*. This study was led by the English Regions Network with joint funding from Government, and is available at <http://www.emra.gov.uk>. It highlights in particular the growing economic influence of the 'wider south east' on the rest of England. A key feature of the East Midlands generally is the fact that it is strongly influenced by the proximity of major urban centres in adjacent regions. These include the conurbations of the West Midlands, around Manchester and Sheffield, and to the south, the smaller, but expanding, settlements of Milton Keynes and Peterborough. Some of the key inter-regional linkages and relationships affecting the East Midlands are outlined in Diagram 1.

## International and European Context

17. The East Midlands has no direct international borders but has a number of key international linkages. Most notable are those provided by East Midlands Airport, the Eastern ports such as Boston and Sutton Bridge (and including links to the ports of Grimsby, Immingham and Felixstowe in adjacent regions) and the A14 and West Coast Mainline Trans European Network (TEN) routes. In addition, the opening of the Channel Tunnel Rail Link into St Pancras has given the East Midlands easier access to the European high speed rail network. Many of the key issues facing the East Midlands are shared by other parts of the UK and Europe. Opportunities for trans-national co-operation on spatial planning issues exist through the EU's Interreg IIIB Community Initiative and proposed successor programmes. Further information is available at [www.nweurope.org](http://www.nweurope.org) and [www.interregnorthsea.org](http://www.interregnorthsea.org). The East Midlands in a European context is illustrated in Diagram 2.

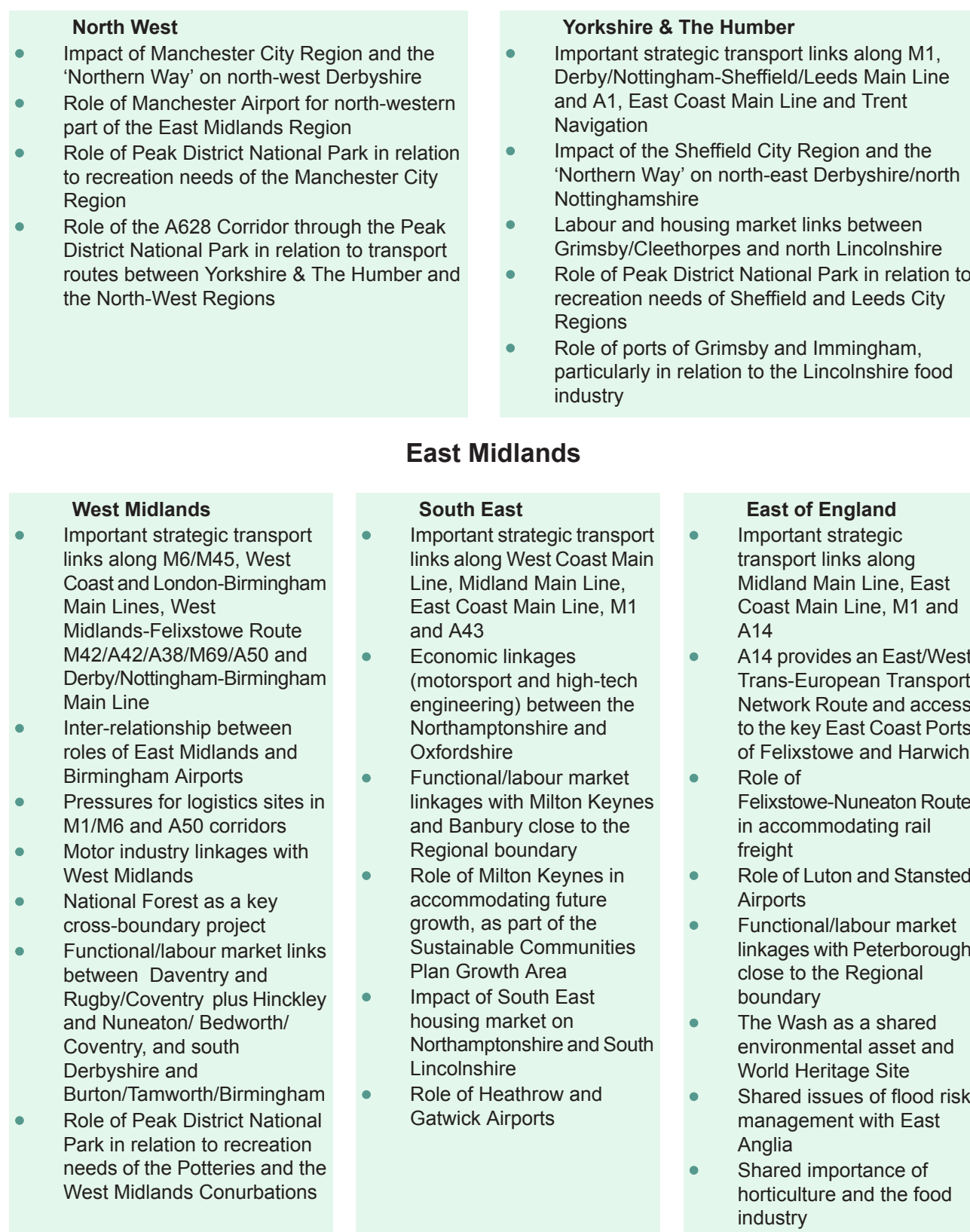
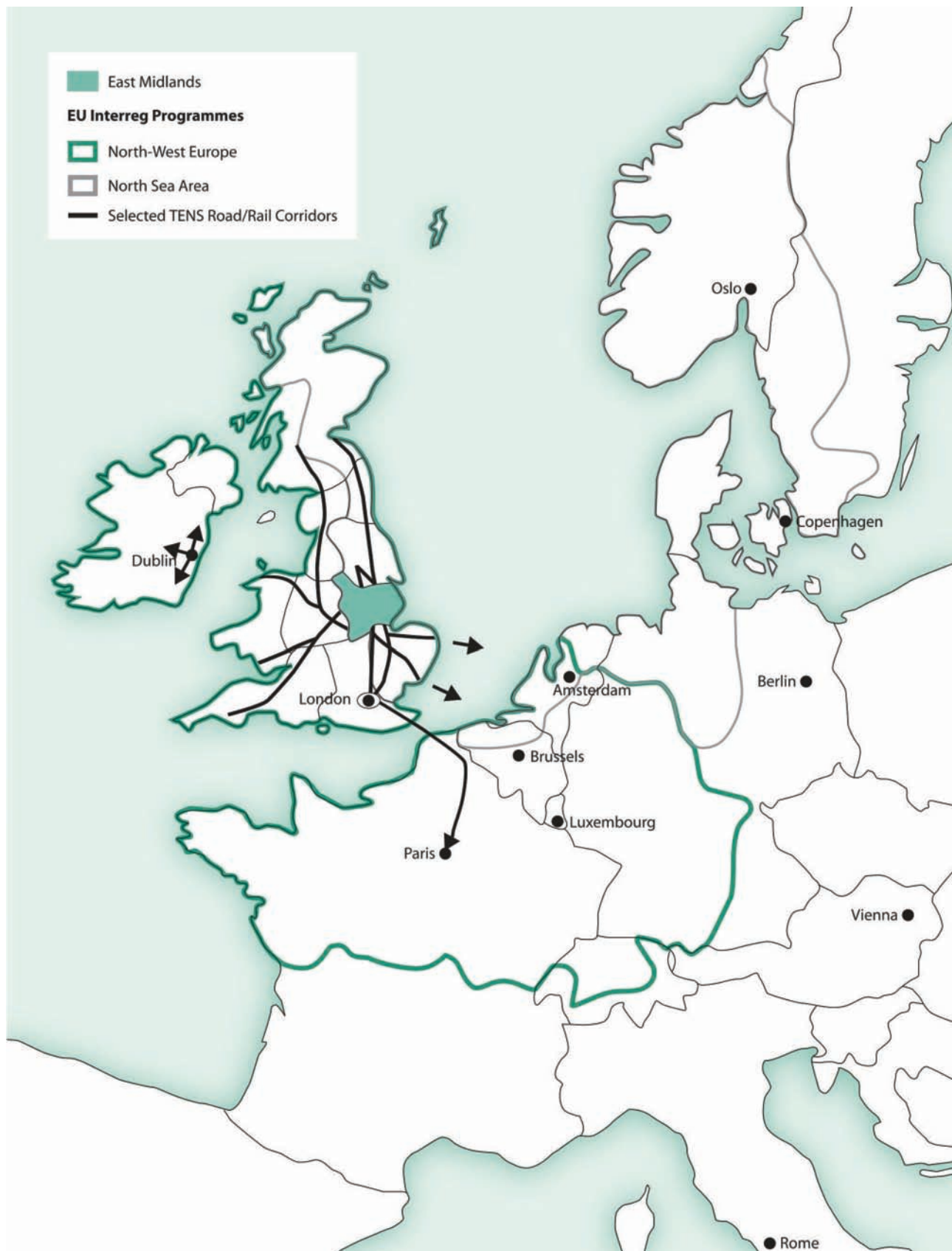
**Diagram 1: Inter-Regional Linkages & Relationship**

Diagram 2: European Context



## 1.1 Policy Context

**1.1.1** The policy context for the Regional Plan is set at a number of different levels.

### The European Policy Context

**1.1.2** The European policy context for the Guidance is set by the European Union European Spatial Development Perspective (ESDP). The ESDP has three main objectives:

- the development of a polycentric and balanced urban system and the strengthening of the relationship between urban and rural areas;
- the promotion of integrated transport and communications which support integration and the polycentric development of the European Union territory; and
- the development and conservation of the natural and cultural heritage contributing both to the preservation and deepening of regional identities and the maintenance of the natural and cultural diversity of the Region.

### The UK Policy Context

**1.1.3** The UK Government's revised Sustainable Development Strategy *Securing the Future* was published in March 2005. It is based on five 'Guiding Principles' and four 'Shared Priorities for UK Action':

#### Guiding Principles:

- Living within Environmental Limits
- Ensuring a Strong, Healthy and Just Society
- Achieving a Sustainable Economy
- Promoting Good Governance
- Using Sound Science Responsibly

#### Shared Priorities:

- Sustainable Consumption and Production
- Climate Change and Energy
- Natural Resource Protection and Environmental Enhancement
- Sustainable Communities

## The Regional Policy Context

- 1.1.4** The Regional Plan has been developed within the overall vision set by the East Midlands Regional Assembly's Integrated Regional Strategy (IRS):

### Regional Vision

**The East Midlands will be recognised as a Region with a high quality of life and strong healthy sustainable communities that thrives because of its vibrant economy, rich cultural and environmental diversity and the way it creatively addresses social inequalities, manages its resources and contributes to a safer, more inclusive society.**

In the next two decades development should be concentrated on the region's major urban areas, in ways that allow cities and towns to work together for mutual benefit while retaining their distinctive identity.

**This will be achieved for the benefit of present and future generations through the integration of:**

- A vibrant and competitive economy with increased productivity characterised by high quality employment learning and skills, enterprising individuals, innovative businesses and improvements in the physical infrastructure;
- Cohesive and diverse communities that empower and engage people, are safe and healthy, combat discrimination and disadvantage and provide hope and opportunities for all;
- A rich, diverse and attractive natural and built environment and cultural heritage; and
- Sustainable patterns of development that make efficient use of land, resources and infrastructure, reduce the need to travel, incorporate sustainable design and construction, and enhance local distinctiveness.

## 1.2 The Objectives of the IRS

- 1.2.1** The IRS objectives cover the social, economic, environmental and spatial themes of sustainable development. The spatial objectives of the IRS are:

- To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel;
- To promote and ensure high standards of sustainable design and construction, optimising the use of previously developed land and buildings;
- To minimise waste and to increase the re-use and recycling of waste materials; and
- To improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.

- 1.2.2** All IRS Objectives have been used to inform the development of the Sustainability Appraisal incorporating the requirements of the EU Strategic Environmental Assessment (SEA) Directive, which has been used to evaluate options and appraise the impact of the Regional Plan. In developing and implementing the Regional Plan, it is important to have regard to all the objectives of the IRS and to the other regional strategies which contribute to it. These include the Regional Economic Strategy (*A Flourishing Region*) and the Regional Cultural Strategy

(*The Place of Choice*), both of which have been reviewed in parallel with the preparation of the Regional Plan. The RES sets out a vision for the Region's economy which is underpinned by 3 main themes:

- Raising productivity
- Ensuring sustainability
- Achieving equality

**1.2.3** Climate change is now widely recognised to be the most significant issue for the future of the Region cutting across all land use sectors and affecting the East Midlands' environment, economy and quality of life. Many policies in this RSS specifically deal with climate change adaptation and/or mitigation in some way. These need to be seen as part of an overall, coherent strategy to deal with a major long-term problem that demands an immediate and co-ordinated response. In particular, plan users are referred to the core objectives in Policy 1 and policies on:

- Promoting better design (Policy 2);
- Enhancing biodiversity (Policy 29);
- Managing and increasing woodland cover (Policy 30);
- Water resources and quality (Policy 32);
- Priorities for the Management of the Lincolnshire Coast (Policy 34);
- A Regional Approach to Managing Flood Risk (Policy 35);
- Energy (Policies 39 and 40);
- Transport (Policies 43-56)

These policies reflect a commitment to implement the Climate Change Programme of Action commissioned by the East Midlands Climate Change Partnership. Actions to deal with climate change will be included in the Implementation Plan.

### 1.3 Objectives for the Regional Plan

**1.3.1** The Core Objectives set out in Policy 1 are intended to translate this broader policy context into a spatial strategy that will deliver sustainable development in the East Midlands.

## Policy 1

### Regional Core Objectives

*To secure the delivery of sustainable development within the East Midlands, all strategies, plans and programmes having a spatial impact should meet the following core objectives:*

**a) To ensure that the existing housing stock and new affordable and market housing address need and extend choice in all communities in the region.**

**b) To reduce social exclusion through:**

- *the regeneration of disadvantaged areas,*
- *the reduction of inequalities in the location and distribution of employment, housing, health and other community facilities and services, and by;*
- *responding positively to the diverse needs of different communities.*

**c) To protect and enhance the environmental quality of urban and rural settlements to make them safe, attractive, clean and crime free places to live, work and invest in, through promoting:**

- *'green infrastructure';*
- *enhancement of the 'urban fringe';*
- *involvement of Crime and Disorder Reduction Partnerships; and*
- *high quality design which reflects local distinctiveness.*

**d) To improve the health and mental, physical and spiritual well being of the Region's residents through improvements in:**

- *air quality;*
- *'affordable warmth';*
- *the availability of good quality housing; and*
- *access to health, cultural, leisure and recreation facilities and services.*

**e) To improve economic prosperity, employment opportunities and regional competitiveness through:**

- *the improvement of access to labour and markets; and*
- *ensuring that sufficient good quality land and premises are available to support economic activity in sectors targeted for growth by the Regional Economic Strategy.*

**f) To improve accessibility to jobs, homes and services through the:**

- *promotion and integration of opportunities for walking and cycling;*
- *promotion of the use of high quality public transport; and*
- *encouragement of patterns of new development that reduce the need to travel especially by car.*

**g) To protect and enhance the environment through the:**

- *protection, enhancement, sensitive use and management of the Region's natural cultural and historic assets, giving particular attention to designated sites of international importance;*
- *avoidance of significant harm and securing adequate mitigation or compensation for any unavoidable damage;*

- *reducing the amount of waste produced and increasing the amount recycled or otherwise beneficially managed; and*
- *recognition of the limits to the capacity of the environment to accept further development without irreversible damage.*

**h) To achieve a 'step change' increase in the level of the Region's biodiversity through:**

- *the management and extension of habitats, both to secure net gains in biodiversity and to facilitate species migration to allow the biosphere to adapt to climate change; and*
- *ensuring that no net loss of priority habitats or species is allowed to occur.*

**i) To reduce the causes of climate change by minimising emissions of CO<sub>2</sub> in order to meet the national target through:**

- *maximising 'resource efficiency' and the level of renewable energy generation;*
- *making best use of existing infrastructure;*
- *promoting sustainable design and construction; and*
- *ensuring that new development, particularly major traffic generating uses, is located so as to reduce the need to travel, especially by private car.*

**j) To reduce the impacts of climate change, in particular the risk of damage to life and property from flooding and sea level change and the decline in water quality and resources. This will be achieved through the location, design and construction of new development in ways that include:**

- *reducing the build up of heat island effects in urban areas;*
- *providing carbon sinks; and*
- *providing sustainable drainage and managing flood water.*

**k) To minimise adverse environmental impacts of new development and promote optimum social and economic benefits through the promotion of sustainable design and construction techniques.**

## 1.4 Promoting Better Design

**1.4.1** The East Midlands will see a substantial amount of new development over the lifetime of the Regional Plan, particularly in areas identified for growth or regeneration. In the recent past there have been some outstanding examples of new development in the Region. However, some new development has been of an unacceptably low standard. In the future, it is essential that all new developments in the East Midlands aspire to the highest standards of design and construction if the IRS's vision of sustainable development is to be achieved. Particularly important factors include adaptability to climate change, improving resource efficiency, reducing CO<sub>2</sub> emissions, greater use of local materials and meeting the needs of an ageing population. In addition to the national guidance provided by the Commission for Architecture and the Built Environment and the establishment of a Regional Design Review Panel, the Regional Planning Body has developed a Sustainable Construction and Design Guide (2006) to help improve design and construction standards in the East Midlands, available at: <http://www.emra.gov.uk>. Town and Village Design Statements and Historic Landscape Characterisations will also be relevant, where appropriate, as will the Sustainable Communities Guides published by the TCPA: *Biodiversity by Design and Climate Change Adaptation by Design*.

- 1.4.2** In securing a proportion of energy from decentralised and renewable or low-carbon sources, the Planning Policy Statement (PPS): *Planning and Climate Change* (which supplements PPS1) expects development plan documents to include policies which promote and encourage a proportion of the energy supply of new development to be secured from decentralised and renewable or low-carbon sources. In the interim period, before DPDs are in place, all new developments of more than 10 dwellings, or for others uses exceeding 1,000m<sub>2</sub> floorspace, should seek to secure at least 10% of their energy from decentralised and renewable or low-carbon sources unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, this is not feasible or viable.
- 1.4.3** The policy refers to levels of building sustainability in the context of urban extensions. The Government confirmed in its *Building a Greener Future* policy statement that it sees considerable value in a strong national framework balanced with appropriate local flexibility in moving towards zero carbon homes. It has set a world leading target for all new homes to be zero carbon from 2016 by outlining a timetable to achieve a 25% reduction in carbon emissions from new homes by 2010, and 44% by 2013 before reaching zero carbon in 2016. These reductions will be required by national, and binding, building regulations. The Government has also announced an ambition for all new non-domestic buildings to be zero carbon from 2019 with consultation on the timeline and its feasibility.
- 1.4.4** Paragraphs 30-33 of the Climate Change PPS recognise that there will be situations where it could be appropriate for local planning authorities to anticipate levels of building sustainability, for identified development areas or site-specific opportunities, in advance of those set out nationally. The PPS makes clear that local planning authorities must be able to demonstrate the local circumstances that warrant and allow this and that any local requirement must be set out in a development plan document to ensure it is properly tested. It also makes clear that local requirements should be specified in terms of achievement of nationally described sustainable buildings standards (the Code for Sustainable Homes in the case of housing).

## Policy 2

### Promoting Better Design

*The layout, design and construction of new development should be continuously improved, including in terms of reducing CO<sub>2</sub> emissions and providing resilience to future climate change, by:*

- *design led approaches which take account of local natural and historic character;*
- *minimising energy use, reducing the heat impact of urban areas, using sensitive lighting, improving water efficiency, providing for sustainable drainage (SUDS) and management of flood water, reducing waste and pollution, securing energy from decentralised and renewable or low carbon energy technologies, incorporating sustainably sourced and recycled materials wherever possible, and considering building orientation at the start of the design process;*
- *ensuring that all urban extensions that require an Environmental Impact Assessment achieve the highest viable levels of building sustainability;*
- *making the most efficient use of land;*
- *locating and designing access from new development to local facilities on foot, by cycle or by public transport;*
- *highway and parking design that improves both safety and the quality of public space;*
- *design which helps to reduce crime and the fear of crime, supports community safety, promotes vitality, maintains amenity and privacy, and benefits the quality of life of local people; and*
- *taking account of the need to develop carbon sinks and 'green infrastructure' networks and provide for access to open space and the enhancement of biodiversity and landscape quality.*

### 2.1 Overview

- 2.1.1** The regional development strategy aims to locate new growth and regeneration in the areas which can, most sustainably, provide good sites for development. These need to be related to the best opportunities for maximising both the existing investment in infrastructure and the opportunity for providing new infrastructure, as well as providing the best possible access to services, facilities, and jobs. Policy 3 therefore concentrates new development and economic activity in and adjoining existing urban areas.
- 2.1.2** More than a third of the population of the region is concentrated in the urban areas around the three main cities of Derby, Leicester and Nottingham, and these three cities also contain the main concentrations of public administration, business, education, health services and cultural activities. The three cities also have good links with the rest of the region and with adjoining regions and beyond. They are increasingly working together as the "Three Cities Partnership" in planning for growth and regeneration, for example in their joint New Growth Point arrangements.
- 2.1.3** To maximise the development of key elements of the economy and to build on the existing infrastructure a policy of urban concentration has been adopted and, therefore, a major proportion of the new growth required in the region should be concentrated in and adjoining these three conurbations. Within these built up areas there are also significant areas of deprivation including many areas of brownfield land that need to be recycled and revitalised as part of any local strategies aimed at addressing social, economic and physical regeneration.
- 2.1.4** Similar issues apply in Northampton and Lincoln. The local need for regeneration in these areas is still very significant and major opportunities exist for both revitalisation and growth. Lincoln especially has a large rural catchment area that depends on the city's economy, services and facilities for many of the essential aspects of life.
- 2.1.5** Northampton is already part of the Milton Keynes and South Midlands Growth Area where substantial policy-led growth is planned as part of the Government's Sustainable Communities Plan. Corby, Kettering and Wellingborough are also included within the Growth Area and many large investments are already planned within these towns which will bring not only many new houses and jobs, but also much new investment in infrastructure and facilities.
- 2.1.6** There are also many other large towns within the region, some of which have their own local economies and hinterlands, such as Mansfield and Chesterfield, while others, though smaller, function as important service centres for local areas. Many of these also have regeneration needs and some have significant areas of brownfield land that need to be redeveloped.
- 2.1.7** Policy 3 does not list other towns and settlements below Sub-Regional Centres but it is not intended to curtail growth elsewhere. Rather it indicates the general scale of development that is expected in the main towns and cities in the region. Policy 19 also sets out the areas most in need of regeneration.
- 2.1.8** The Regional Transport Strategy (Section 3.4 and Policies 43-56) supports the spatial strategy by providing for sustainable travel patterns through measures that will reduce the need to travel, and improve public transport, where it can bring about the most benefit. Where infrastructure needs to be improved, for example on major inter-regional routes (M1, A1 and A14), important routes within the region (e.g. A38, A46 and A453), and local schemes aimed at improving congestion or road safety, regard has been had to priorities set out through the Government's Regional Funding exercise, which are linked to the amount of resources likely to be available.

- 2.1.9** There are particular priorities in rural areas, where considerable amounts of deprivation and disadvantage still exist. It is very important to create sustainable rural communities, ensuring appropriate levels of new growth to allow rural communities to flourish and thrive. The rural economy also needs to be encouraged in line with the principles expressed in PPS7 *Sustainable Development in Rural Areas*. Achieving these objectives should be set against the need to avoid unsustainable patterns of new development which could lead to more and longer journeys, particularly in areas close to major urban centres where growth in unsuitable locations could encourage increased levels of commuting.

### 2.2 Distribution of New Development

- 2.2.1** Urban renaissance is the key to achieving a more sustainable pattern of development. Most people already live in urban areas which offer the greatest opportunity to ensure that homes, jobs and services are related to one another and hence maximise accessibility. The concentration of development also supports the efficient use of resources by:

- reducing the need to travel longer distances from home to work, shops and services;
- securing a more efficient use of existing and new infrastructure and services;
- conserving the countryside and high grade agricultural land;
- making use of previously developed land and buildings to limit the need for undeveloped land to be brought forward for development; and
- maximising opportunities for the socially excluded to benefit from development activity.

- 2.2.2** The Government's Urban White Paper (2000) and the revised East Midlands Urban Action Plan (2005) advocate a range of measures to promote urban renaissance. These include the re-use of suitably located derelict and other previously developed land, the balanced distribution of good quality housing, including affordable housing, and the provision of and improved access to, good quality employment opportunities, services and open space. Such measures will help to make urban areas more attractive, contribute to their regeneration and hence safeguard their future. Successful urban regeneration will also require complementary improvements to standards in schools, health care and community safety to reduce the fear of crime. This will need to be allied with an integrated approach to accessibility, particularly in larger centres, leading to a reduced dependence on private car use through the encouragement of public transport, cycling and walking.

- 2.2.3** emda and other partners have carried out master planning exercises in a number of urban areas, including parts of Leicester, Nottingham and Grantham. Further work is planned. Urban Regeneration Companies and Urban Development Corporations will assist in delivering regeneration in parts of the Region.

### Policy 3

#### Distribution of New Development

*Development and economic activity should be distributed on the following basis:*

*a) new development will be concentrated primarily in and adjoining the Region's five Principal Urban Areas (PUAs), the built up areas centred on Derby, Leicester, Lincoln, Northampton and Nottingham;*

*b) significant levels of new development should also be located in the three growth towns of Corby, Kettering and Wellingborough;*

*c) appropriate development of a lesser scale should be located in the Sub-Regional Centres (SRCs), i.e. in the:*

- Eastern Sub-area: Boston, Grantham and Spalding;*
- Northern Sub-area: Chesterfield, Mansfield-Ashfield, Newark and Worksop;*
- Southern Sub-area: Daventry;*
- Three Cities Sub-area: Coalville, Hinckley, Hucknall, Ilkeston, Loughborough, Market Harborough, Melton Mowbray and Swadlincote;*

*d) The development needs of other settlements and rural areas should also be provided for. New development in these areas should contribute to:*

- maintaining the distinctive character and vitality of rural communities;*
- shortening journeys and facilitating access to jobs and services;*
- strengthening rural enterprise and linkages between settlements and their hinterlands; and*
- respecting the quality of tranquillity, where that is recognised in planning documents;*

*In assessing the suitability of sites for development priority should be given to making best use of previously developed land and vacant or under-used buildings in urban or other sustainable locations, contributing to the achievement of a regional target of 60% of additional dwellings on previously developed land or through conversions.*

*In applying this policy the influence of major urban areas outside the Region should also be taken into consideration, particularly those fulfilling the role of PUAs for parts of the East Midlands, i.e. Peterborough, South Yorkshire and Greater Manchester, where policies in regional strategies for neighbouring regions will be relevant.*

#### Principal Urban Areas (PUAs)

**2.2.4** The five PUAs have been identified as settlement conurbations that can develop into sustainable urban communities where people will wish to live work and invest. They have the potential for:

- a variety and choice of high quality, healthy, affordable and sustainable living and working environments;
- a sufficient number and variety of jobs to meet employment needs, along with associated education and training opportunities;
- modern urban transport networks and modal interchanges with an emphasis on public transport provision;

- vibrant central areas and local centres to serve communities with high quality services, to promote identity and social cohesion and to drive economic growth; and
- improved infrastructure capacity, including healthcare, recreational, cultural and other facilities and green infrastructure.

**2.2.5** Accessibility will need to be enhanced to the PUAs from both within and beyond the Region, particularly through the provision of high quality public transport services. National and international links should also be strengthened.

**2.2.6** The physical extent of each PUA is defined in the Sub-Regional Strategies in Section 4. In order to ensure consistent policies and co-ordinated development proposals at the local level, joint Local Development Framework (LDF) Core Strategies and Action Plans should be pursued. These LDF Action Plans will also need to take into account the provisions of relevant Sub-Regional Strategies.

### Growth Towns

**2.2.7** In addition to the Northampton PUA, Corby, Kettering and Wellingborough have been identified as growth towns in the Milton Keynes and South Midlands Sub-Regional Strategy (MKSM SRS). In line with the principles of sustainable communities set out in the Government's Sustainable Communities Plan (February 2003), increased levels of new development will be planned in these towns, providing new houses, new infrastructure, new facilities and essential services, and new employment opportunities. Further detail is available in Section 4.1.

**2.2.8** The proposed new growth and essential new infrastructure in the three towns will be co-ordinated through a jointly prepared Local Development Framework also covering the adjoining district of East Northamptonshire. This will ensure that the implementation of new development is phased according to a plan agreed between the four districts. The three growth towns will, however, retain their separate identities and measures should be adopted to prevent coalescence between the towns.

### Sub-Regional Centres (SRCs)

**2.2.9** The SRCs have been identified for their ability to perform a complementary role to the PUAs and have been selected on the basis of their size, the range of services they provide, and their potential to accommodate further growth. They have the capacity to support sustainable development objectives through:

- the use of design-led approaches such as master planning and town centre renewal activity to enhance existing character and community infrastructure;
- additional development in accordance with Policy 2;
- providing opportunities for economic diversification;
- providing a range of services to support surrounding hinterlands; and
- being the most accessible centre in an area with a range of transport modes.

**2.2.10** Development in Sub-Regional Centres should support individual roles and functions. It should not be of a scale and character that prejudices the urban renaissance of the PUAs.

### New Growth Points

- 2.2.11** Where there is considered potential to accelerate the delivery of new housing, the Government has accepted a number of bids from local authorities for settlements in the East Midlands to be New Growth Points. These are not planning designations but arrangements whereby the relevant local authorities have agreed higher growth targets in partnership with Government and are guaranteed access to increased levels of funding for necessary infrastructure.
- 2.2.12** There are four first round New Growth Points in the region, i.e. the 3 Cities and 3 Counties (Derby, Leicester and Nottingham), Lincoln, Grantham and Newark. All these towns and cities are either Principal Urban Areas or Sub-Regional Centres and the proposed growth levels are in line with the policy of urban concentration envisaged in Policy 3. Gainsborough has provisionally been accepted as a second round New Growth point, subject to the testing of that proposal through the next review of this Regional Plan.

### Eco-Towns

- 2.2.13** The Government has invited proposals from developers for new "eco-town" locations in England. These are intended to be new settlements designed to achieve zero carbon development and built to the highest design standards. The Government is giving further consideration to several proposals, including some possible sites in the East Midlands. Because of timing, these proposals are not within the scope of this Regional Plan but once the Government has decided the eco-town locations, longer term planning issues such as their ultimate size will be tested in the Regional Plan review.

### 2.3 Regional Priorities for Rural Communities

- 2.3.1** The needs of rural areas must also be addressed in order to achieve a balanced urban and rural system within the East Midlands, in accordance with the principles underpinning the ESDP. Although in the context of Europe the East Midlands is an urbanised region, about 30% of the Region's population live in communities of less than 10,000 people. Rural areas offer distinctive landscapes and a living and working economy, as well as providing access to the countryside and enhanced recreational opportunities for people living in urban areas.
- 2.3.2** The ongoing importance of rural areas has been recognised by the European Commission's approval of the England Rural Development Programme (ERDP, October 2000) and the Rural Development Programme for England (2007 to 2013) and by the Government's Rural Strategy (2004). These objectives are further developed by the Government's Strategy for Sustainable Farming and Food (2002), supported by an East Midlands Regional Delivery Plan. The Regional Rural Delivery Framework and Rural Action Plan (2006-2013) identify the following rural priorities for the East Midlands:
- improving access to affordable rural housing;
  - increasing the quality of the Region's green areas (green infrastructure);
  - improving enterprise, innovation and employment opportunities;
  - improving accessibility to jobs and services;
  - developing active communities;
  - supporting existing land-based and other rural business, and adapting to economic change; and
  - addressing climate change.

- 2.3.3** In order to promote sustainable rural communities, strategies to provide an appropriate range of housing (particularly affordable housing), diversify incomes, add value to rural produce, improve skills and broaden the economy through the provision of jobs will need to be implemented. To ensure that economic growth does not lead to increased long distance commuting to jobs in urban areas, continued attention will need to be given to the provision of public transport and the use of other non-car modes of travel.
- 2.3.4** In line with PPS3, PPS7 and draft PPS4, it will be essential to seek ways of maintaining the vitality of rural communities and meeting local community and business needs. Improving access to services in rural areas will be of key importance, including by the use of information and communications technology (ICT). Parish Plans provide a tool to support the identification of local needs and opportunities by local communities.

### 2.4 Sub-area Priorities

- 2.4.1** The following section provides a Sub-area policy framework for the rest of the Regional Plan. The policies in this section do not cover every issue of relevance in each Sub-area. Rather, they provide a broad spatial framework which is developed, where appropriate, in the following topic based chapters and in the Sub-Regional Strategies in Section 4.

#### Sub-area Boundaries

- 2.4.2** The boundaries of the Sub-areas have been reviewed on the basis of research commissioned into the local authority groupings that relate to sub-regional Housing Market Areas in the East Midlands. This is available at <http://www.emra.gov.uk>. These local authority groupings have been used as the starting point for determining key policies in the Regional Plan, including levels of new housing provision.

#### Eastern Sub-area Priorities

- 2.4.3** This Sub-area comprises Lincolnshire and Rutland and contains a relatively traditional settlement structure comprised of dispersed towns with predominantly rural hinterlands. The only Principal Urban Area in the Sub-area is Lincoln, which acts as a focus for employment and services. Grimsby to the north and Peterborough to the south fulfil this role for other parts of the Sub-area. Lincoln has significant potential to strengthen its position in the Region as a cultural and commercial centre and this should be encouraged. The establishment and planned expansion of the University of Lincoln has started this process, and will also benefit the Sub-area as a whole. The Lincoln Policy Area Sub-Regional Strategy in Section 4.4 also contains policies and proposals to strengthen the regional role of Lincoln within its rural hinterland.
- 2.4.4** Boston, Grantham and Spalding have sub-regional roles which can complement the larger centres. All three require some consolidation and strengthening, and Grantham in particular has significant potential for growth, assisted by the town's recognition as a New Growth Point.
- 2.4.5** Below the Sub-Regional Centres, a large number of smaller settlements have service and employment roles which should be maintained and strengthened. They also have the potential to accommodate sustainable development because of their role as hubs and interchanges on the Sub-area's transport network. In general terms, these settlements possess many or all of the following services and characteristics:
- existing and potential employment opportunities
  - secondary school and adult education facilities

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- weekly shopping facilities, some specialist shops and financial/professional services
- health services
- permanent library
- public transport to work and shops
- suitable land for housing development

**2.4.6** The 'Main Towns' of Bourne, Gainsborough, Louth, Oakham, Skegness, Sleaford and Stamford comprise the third tier settlements in the Sub-area, and provide a range of higher order district-wide services and facilities. Local Planning Authorities should allocate appropriate amounts of development land in these towns to maintain viability, promote regeneration or allow growth, depending on local circumstances.

**2.4.7** The 'Small Towns' of Alford, Caistor, Crowland, The Deepings, Holbeach, Horncastle, Long Sutton, Mablethorpe, Market Rasen, Spilsby, Sutton Bridge, Tattershall, Coningsby and Uppingham provide a more limited range of convenience shopping, education, community and health facilities and are suitable for development that meets local needs.

**2.4.8** Given the dispersed nature of the population in the Sub-area, there is also an important role for some of the larger villages in providing local services, particularly in the more remote rural areas. Such villages should be acknowledged as part of more detailed settlement hierarchies in Local Development Frameworks. In addition, Gainsborough, Mablethorpe and Skegness contain concentrated areas of deprivation of regional significance, which should continue to be addressed by regeneration initiatives as a priority. The two coastal settlements of Mablethorpe and Skegness are located within the coastal floodplain and fall within the ambit of the coastal strategy that is being prepared as part of the next RSS review (see Policy 5 for further guidance on the coastal strategy).

**2.4.9** Within the rural hinterlands there should continue to be access to services, using the most innovative methods available. Economic activity should be safeguarded through village based employment.

**2.4.10** The north of the Sub-area also has strong links with the Yorkshire & the Humber Region and the influence of Robin Hood Airport near Doncaster should be explored.

**2.4.11** The Sub-area contains the Region's only coastal margin most of which is recognised as of international importance for nature conservation. It includes Donna Nook, Gibraltar Point and Saltfleetby National Nature Reserves, which also make a major contribution to local tourism. The Wash is a European Marine site as well as the feeder for five ports, three of which are in the Sub-area. Useful connections with mainland Europe could be provided through the development of a network of short sea shipping routes. North of The Wash are a number of traditional seaside resorts, including Skegness, which remains one of the UK's premier seaside towns. Holiday centres along the coast such as Skegness and Mablethorpe also provide employment, although much of it is seasonal. Elsewhere, Rutland Water is a Ramsar site and Special Protection Area, as well as being an important recreational and landscape asset.

**2.4.12** Any potential conflict between developments in the tourism industry and the biodiversity of the coast will need to be identified early and steps taken to protect habitats and species. Sites of international importance are subject to a range of pressures and so planning documents will need to ensure that opportunities for recreation and tourism are balanced with environmental sensitivities. Visitor management strategies should encourage use of more robust sites and control access to more sensitive areas.

- 2.4.13** Large parts of the Sub-area are within the indicative flood plain as defined by the Environment Agency, mainly in relation to fluvial flooding. PPS25 gives general guidance on how flood risk issues should influence the location of new development. Further guidance from a regional perspective is offered under Section 3.3: Regional Priorities for Natural and Cultural Resources, which has been informed by a Regional Flood Risk Appraisal available at <http://www.emra.gov.uk>.

### Policy 4

#### Development in the Eastern Sub-area

*Development in the Eastern Sub-area should:*

- *significantly strengthen the role of Lincoln as one of the Region's five Principal Urban Areas in accordance with the policies and proposals in the Lincoln Policy Area SRS in Section 4.4;*
- *ensure that the agreed Growth Point Programmes of Delivery at Lincoln and Grantham are achieved both in overall numbers of dwellings and in the agreed phasing of development;*
- *consolidate and where appropriate strengthen the Sub-Regional Centres of Boston, Grantham and Spalding;*
- *maintain and enhance the roles of the defined Main and Small Towns as locally significant service and employment centres through the protection of existing retail and community facilities, and sustainably located new housing and local employment generating development;*
- *regenerate the towns of Gainsborough, Mablethorpe and Skegness;*
- *strengthen the role of the food production and distribution industry;*
- *continue to promote sustainable tourism in historic settlements, including Lincoln and Stamford, and consolidate and diversify the holiday industry at existing coastal settlements, particularly Skegness and Mablethorpe;*
- *promote sustainable patterns of development in those parts of the Sub-area bordering major urban areas in other regions, in particular Peterborough;*
- *protect the landscape and natural beauty of the Lincolnshire Wolds AONB;*
- *protect and enhance the natural and historic environment of the coastal margin including the Wash and Humber Estuary Special Protection Areas, and the Saltfleetby-Theddlethorpe Dunes Special Area of Conservation; and*
- *protect and enhance the Rutland Water Special Protection Area and Grimsthorpe and Baston Fen Special Areas of Conservation.*

- 2.4.14** The Panel conducting the RSS Examination also considered the regeneration and development needs of coastal settlements together with the increasing risk of future flooding, both from the sea and from rivers, which may result from climate change. They concluded that there was a need for a coastal strategy to be prepared to provide a long term strategic vision for the three coastal districts (East Lindsey, Boston and South Holland), outlining a strategy for integrating spatial and maritime planning to inform the next review of the RSS. Until the strategy was adopted they also concluded that there was a need to limit new housing development in the three districts to existing commitments <sup>(1)</sup>. The Panel also noted that

<sup>1</sup> The Panel recommended that Policy 13 housing targets should include only existing planned commitments. These include housing allocations and potential housing sites without planning permission but it should not be inferred that such sites would automatically be granted planning permission as they will be subject to the normal process of development control.

## 2 Spatial Strategy

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regeneration of Mablethorpe and Skegness is not necessarily dependent on additional housing but is rather in urgent need of more job opportunities. Appropriate regeneration efforts in these coastal settlements should therefore continue as a priority and not await the outcome of the coastal strategy

**2.4.15** Whilst a Regional Spatial Strategy typically looks 15-20 years ahead, it will be important for this coastal strategy to provide a considerably longer term perspective taking into consideration:

- strategic flood risk assessments;
- catchment management plans and shoreline management plans;
- economic strategies;
- protection of environmental and natural assets;
- the particular needs of European designated sites; and
- integration with coastal and flood management strategies in adjacent regions.

**2.4.16** The strategy should cover not only the infrastructure needs related to flood defences and flood mitigation measures around major settlements but also the protection of high grade agricultural land. As part of the assessment the future development and regeneration needs of the area should be considered, including the needs of the local economy and port developments. Work has commenced on a coastal study due for completion late in 2009 which will be a key input to the coastal strategy to be included in the next review of RSS.

**2.4.17** The intention is that the coastal strategy should form part of the next RSS which is timetabled for adoption in the autumn of 2011. However, Policy 5 provides for a contingency whereby should the coastal strategy be agreed before the adoption of the next RSS, the strategy should provide interim guidance for LDD preparation. This should be on the basis of a precautionary approach that seeks to meet local needs in a sustainable manner with due regard to flood risk and appropriate flood mitigation measures as appropriate. Until the strategy is agreed housing provision in the three Coastal Districts should also be limited to the housing provision set out in Policy 13a and as the policy states the housing provision figures in the three districts should be regarded as ceilings.

### Policy 5

#### Strategy for Lincolnshire Coastal Districts

*A strategy will be agreed between the Regional Planning Body, the three Lincolnshire coastal districts (East Lindsey, Boston and South Holland), Lincolnshire County Council, the Environment Agency and other relevant regional organisations. This will consider primarily:*

- *flood risk and flood defence works;*
- *housing needs;*
- *regeneration needs, including social and economic factors;*
- *other infrastructural needs; and*
- *the protection of the integrity of designated nature conservation sites of international importance.*

*The strategy should also consider how any infrastructure will be funded and the timing of such works. New housing and other new development will need to be carefully phased in accordance with the provision of necessary new infrastructure.*

*The agreed strategy will form part of the next RSS review and if agreed before the adoption of the next review it will form a guide to the preparation of local development documents in the three districts until the regional strategy is rolled forward.*

- 2.4.18** The west and south of the Sub-area is in the A1/East Coast Main Line Corridor and consequently has good north/south strategic transport links that offer competitive economic advantages. Indeed some areas experience significant development pressure due to an attractive environment and accessibility as a commuting base for surrounding areas. However, the potential of much of the Sub-area, particularly that which lies to the east of the A15, is restricted by its peripherality and relative inaccessibility. While this may be a desirable characteristic of the local environment the transport needs of local communities and businesses should be addressed if this part of the Sub-area is not to slowly decline. This is likely to involve a predominantly road-based approach to infrastructure improvement, although the role of telecommunications improvement throughout the Sub-area will also be given priority.

### Policy 6

#### Overcoming Peripherality in the Eastern Sub-area

*Peripherality and lack of accessibility in the central and eastern parts of the Sub-area should be addressed through:*

- *a programme of infrastructure improvements that concentrates on public transport and road improvements in existing key transport corridors;*
- *improved connections both between the Region and its ports and between its ports and mainland Europe; and improvements to its telecommunications networks; and*
- *multi-modal accessibility improvements both within and beyond the Sub-area.*

### Northern Sub-area Priorities

- 2.4.19** The Northern Sub-area has been subject to major industrial structural change as a result of the decline of the coal industry. This led to the loss of over 50,000 jobs, and a legacy of environmental degradation. Whilst progress has been made in recent years, it is crucial that the Sub-area develops a viable new economic base that will support healthy and vibrant communities, and that regeneration activity is underpinned by the sensitive management of important natural and cultural assets.
- 2.4.20** The Sub-area is characterised by a number of large and medium sized towns. In the central part of the Sub-area these towns function as service centres for smaller previously mining-dependant communities, while in the east and west they have a more traditional market town role serving smaller villages. The Sub area has a distinct rural character outside these urban centres which reflects both its economic and industrial heritage. There are a wide range of distinctive landscapes and important habitats.
- 2.4.21** Mansfield-Ashfield, Chesterfield, Newark and Worksop act as Sub-Regional Centres. Medium sized towns include Retford, Shirebrook, Bolsover, and Alfreton. All these settlements were dependent on mining and other traditional industries. The Sub-area also has a strong relationship with South Yorkshire to the north and Nottingham to the south. In particular, the districts of Bolsover, Chesterfield, NE Derbyshire and Bassetlaw fall within the influence of the Sheffield City Region which forms part of the 'Northern Way' initiative. The Sub-Regional Centres and medium sized towns continue to be the focus for shopping and service provision, and like the rest of the Sub-area, have the potential to benefit economically from the opening of Robin Hood Airport near Doncaster. Following the decline of coal, these settlements should also become the focus of economic activity, otherwise their roles and functions may decline further with resulting social consequences. While the greatest and most sustainable opportunities for regeneration will frequently be in or on the edges of the Sub-Regional Centres and medium sized towns the decline of mining has also affected many smaller rural settlements in close geographical proximity to each other. Regeneration initiatives must therefore address the needs of both urban and rural communities.
- 2.4.22** Many brownfield sites in the Sub-area are associated with former collieries in rural locations. Some of these sites are connected to the rail network and are close to former pit villages. Others are more remote and less accessible, and as a result environmental enhancement may be more appropriate than redevelopment. There could be greenfield sites more closely related to the Sub-Regional Centres and other medium sized towns such as Ollerton (home of the nationally renowned Sherwood Energy Village), Shirebrook, and Bolsover, which provide greater opportunities for sustainable development. However, greenfield sites promoted in this way will require robust justification. Consideration will also need to be given to providing jobs and services in smaller settlements and rural centres to serve groups of rural settlements. Real increases in investment in public transport infrastructure to improve access to jobs for local people will be particularly important in this context.
- 2.4.23** In view of the degradation of the Sub-area's environment due to its past industrial activity and largely rural character, development proposals need to be informed by an analysis of key environmental constraints and opportunities. The Coalfields Environmental Study (2003) gives a comprehensive picture of the key environmental constraints and opportunities in the Sub-area. It is available at <http://www.emra.gov.uk> and should be considered by all those agencies developing strategies that will influence the development of the Sub-area. The study also highlights a number of areas where environmental enhancement will also contribute to social and economic regeneration. Key opportunities include:
- strategic improvements to the quality of the rural environment through the reclamation and re-use of derelict colliery sites and other degraded land;

- environmental enhancements to key settlements and their settings, to strengthen civic pride, and attract inward investors and visitors;
- the diversification of land based industries in order to revitalise the rural economy, and;
- developing the potential for heritage based tourism, countryside recreation and leisure activities.

**2.4.24** The conclusions of the Coalfields Task Force (1998) and the Government's response also remain important to the Sub-area. Resulting measures include the provision of inward investment sites and premises for small businesses, reclamation and redevelopment of former colliery sites and the improvement of transport infrastructure.

**2.4.25** Although a lot has been achieved to address the social, economic and environmental legacies of the coal industry over the last few years, much remains to be done. The policies and proposals in Section 4.3 below set out a longer term strategy for future for the Sub-area to help to manage the necessary change.

### Policy 7

#### Regeneration of the Northern Sub-area

*The economic, social and environmental regeneration of the Northern Sub-area will be a regional priority. This should be achieved by:*

- *ensuring that the agreed Growth Point Programme of Delivery at Newark is achieved both in overall numbers of dwellings and in the agreed phasing of development;*
- *significantly strengthening the Sub-Regional Centres of Mansfield-Ashfield, Chesterfield, and Worksop by providing new jobs, houses, services and facilities in and around their urban areas;*
- *providing jobs and services in and around other settlements that are accessible to a wider area or service particular concentrations of need;*
- *establishing a sustainable relationship with the Nottingham-Derby and Sheffield-Doncaster-Rotherham areas, in particular to manage the pressures for development unrelated to the Sub-area's needs;*
- *promoting environmental enhancement as a fundamental part of the regeneration of the Sub-area;*
- *protecting and enhancing the natural and historic assets of the Sub-area, in particular the Birklands & Bilhaugh Special Area of Conservation; and*
- *implementing the policies and proposals in the Northern SRS in Section 4.3.*

#### Peak Sub-area Priorities

**2.4.26** This Sub-area comprises the Peak District National Park and adjacent areas outside the Park boundary. It is generally rural in nature, with medium sized towns of Matlock, Glossop and Buxton and with Bakewell, Ashbourne, New Mills, Chapel-en-le-Frith, Whaley Bridge and Wirksworth as small towns. The area is located in close proximity to a number of major urban areas including, Greater Manchester, Sheffield, Stoke, Derby and Nottingham. Consequently, the Peak Park is the most visited National Park in the UK and this places considerable pressure on the area's environment and infrastructure. High Peak Borough Council falls within the influence of the 'Manchester City Region' which forms part of the 'Northern Way' Initiative.

**2.4.27** The Peak District National Park is a unique asset, not only for the people who live and work there, but also for the East Midlands, surrounding regions and the nation as a whole. National Park designation confers the highest status of protection for landscapes and scenic beauty. The purposes of National Parks are to conserve and enhance their natural beauty, wildlife and cultural heritage and to promote opportunities for public understanding and enjoyment of their special qualities. All relevant authorities are required to have regard to these purposes when acting in a way that could affect a National Park (Environment Act 1995; Section 62). Major developments should not take place in the Peak District National Park save in exceptional circumstances and where it is demonstrated to be in the public interest and that it is not possible to meet that need in another way. This entails a rigorous examination of the requirement for the development in terms of national considerations, the scope for developing elsewhere and any detrimental effect on the environment and landscape. Planning policies will continue to be applied to protect the National Park whilst addressing the social and economic needs of the Park's communities and supporting the regeneration of the surrounding urban areas. The Sub-area also includes the Peak District Moors Special Protection Area and part of the internationally designated Derwent Valley Mills World Heritage Site – the only such designation in the East Midlands. While this brings a range of economic, environmental and social opportunities to the Sub-area the World Heritage Site's outstanding universal value and unique cultural assets should be afforded appropriate levels of protection.

**2.4.28** The Peak District National Park faces serious traffic pressures because of its central location in the country, surrounded by the major conurbations of the Midlands, the North West region, and South and West Yorkshire. In addition to the Park being subject to through traffic, it also receives over twenty two million visitors each year, mainly as day-trippers, but only 2% of these use public transport. The Regional Transport Strategy objectives for the Peak Sub-area are set out in Policy 44.

### Policy 8

#### Spatial Priorities in and around the Peak Sub-area

*The preparation of policies and programmes in and around the Sub-area should:*

- *help to secure the conservation and enhancement of the Peak District National Park, respecting the statutory purposes of its designation;*
- *address the social and economic needs of the Park's communities, for example, by the provision of appropriate business premises and affordable housing and;*
- *protect and enhance natural and cultural heritage of the Sub-area, in particular the Special Areas of Conservation covering the South Pennine Moors, Peak District Dales, the Bee's Nest and Green Clay Pits, Gang Mine and the Peak District Moors and the Peak District Moors Special Protection Area.*

*Wherever practicable, routes for long distance traffic should be developed to avoid the National Park. However, access to the National Park and across it by public transport and other non-car modes should be improved.*

**2.4.29** The towns in the Peak Sub-area outside the National Park have close functional relationships with large urban areas within and outside the Region: Buxton, Glossop, New Mills, Whaley Bridge and Chapel-en-le-Frith with Greater Manchester; Matlock with Chesterfield and South Yorkshire; and Ashbourne with Derby. Given these relationships and the effects of the restraint policy in the National Park, these towns are likely to be subject to particularly strong development pressure. However, focusing housing supply in the National Park on addressing

local needs does not imply that any unmet demand for market housing should be met elsewhere in the Sub-area. This would be inconsistent with the objectives of urban regeneration of the surrounding conurbations.

### Policy 9

#### Spatial Priorities outside the Peak District National Park

*The preparation of policies and programmes in the Peak District towns outside the National Park should aim to meet local needs whilst reducing past levels of in-migration, discouraging additional commuting to, and supporting the regeneration of, the nearby conurbations. The emphasis should be on:*

- *retaining and generating local employment. In particular, policies should make provision for the growth of indigenous firms and attracting inward investment to support their own population and the population of the surrounding rural hinterland; and*
- *restraining new housing development except where the local need for modest growth is identified.*

*Care must be taken to ensure that all new development respects and enhances the high quality environment of the area, notably the built heritage, particularly in Buxton, Ashbourne and Wirksworth, and the setting of the National Park, the Derwent Valley Mills World Heritage Site, and the areas of high landscape and nature conservation value.*

**2.4.30** Rural deprivation is also a problem in the area with declining employment in local hill farming and quarrying. This highlights the need for diversification and regeneration in order to sustain the local needs of communities, for example through sustainable tourism.

### Policy 10

#### Managing Tourism and Visitors in the Peak Sub-area

*Local Authorities and other responsible organisations should seek to manage tourism and visitor pressures in accordance with the principles of sustainable development, giving particular attention to improved public transport, walking and cycling links and respecting National Park purposes and priorities.*

*Local Authorities and other relevant public bodies in areas adjacent to the National Park should encourage and promote tourism opportunities that could ease pressures on the Park itself, providing this would not increase pressure on areas of biodiversity interest. Coordinated approaches and inter-regional efforts may be needed to support required habitat and access management measures in the South Pennine Moors and Peak District Dales designated nature conservation sites of international importance.*

### Southern Sub-area Priorities

- 2.4.31** The Southern Sub-area includes the Principal Urban Area of Northampton, the Growth Towns of Corby, Kettering and Wellingborough and the Sub-Regional Centre of Daventry. There are also a number of other towns - these are either urban locations on a north-south corridor through the centre of the Sub-area such as Rushden, or rural service centres towards the east and west such as Oundle or Towcester.
- 2.4.32** Parts of the Sub-area have experienced rapid growth since the 1960's and these have played an important role in accommodating the economic and social pressures from London, the South East and the West Midlands. This reflects both market trends and national policies on population, migration and employment relocation. As a result, Corby and Northampton were designated New Towns and Daventry and Wellingborough as Expanded Towns. This history of growth is now to continue through the parts of the county being identified for growth in the Government's Sustainable Communities Plan (February 2003) as a fundamental part of the Milton Keynes and South Midlands (MKSM) Growth Area.
- 2.4.33** As the biggest settlement within the Southern Sub-area Northampton exerts considerable economic and social influence over much of the south west part of the Region. It has generated considerable economic growth in recent years and has attracted many in-migrants. As a Principal Urban Area identified for major new growth as part of the Milton Keynes and South Midlands Growth Area Northampton will continue to grow in status and will provide for an increased level of new housing and related development. This growth, particularly as it will encompass areas outside of Northampton's local planning authority boundary, should be managed in a strategic and co-ordinated manner and will need to address issues such as flood risk. New development in Northampton will be through urban regeneration and the development of sustainable urban extensions. There will be integrated mixed use development that will promote innovation and growth. The town centre will be revitalised and become a centre for office development. Joint planning arrangements, particularly for core strategy work, will be necessary to plan the growth of Northampton within West Northamptonshire and the West Northamptonshire Development Corporation has been established to help deliver this growth.
- 2.4.34** Corby, Kettering and Wellingborough have been identified within the MKSM Growth Area as locations for increased levels of new growth. These towns interact in various ways and there are also important relationships with the adjacent East Northamptonshire District. In order to co-ordinate the planning of growth a joint core strategy covering the four local planning authorities in the area will be adopted, with other joint Local Development Documents and Supplementary Planning Documents as appropriate. To help implement growth an urban regeneration company, the North Northants Development Company, has been established.
- 2.4.35** Corby has experienced major economic growth and job creation during the recent past. However, this trend has not been reflected in its population base which has remained relatively static. Unemployment levels within the town have remained higher than the Sub-area average and the housing market has generally under-performed. Although there are a number of environmental, economic and social problems that need to be tackled for the town to achieve balanced and sustainable development through MKSM growth, it will provide opportunities for Corby, including the redevelopment of the town centre and the re-opening of its rail link.
- 2.4.36** Two of fourteen identified trans-European transport network priority routes pass through the area: the West Coast Main Line, and the Ireland/Benelux road route which includes the A14. Daventry International Rail Freight Terminal is a transport node of European, national and regional significance. There are opportunities for distribution development because of the Sub-area's location and links, but any future storage and distribution development should be primarily rail rather than road based.

- 2.4.37** The Sub-area's important environmental and cultural assets need to be protected and enhanced and new development will need to be sensitively located and designed to achieve this. For example new development should respect the character of distinctive areas of countryside such as Rockingham Forest. Areas like the Nene Valley can also provide opportunities for sport and informal recreation and contribute to the network of green infrastructure that will be necessary to secure sustainable communities.
- 2.4.38** Further guidance on growth in the Southern Sub-area is contained in the Milton Keynes and South Midlands Sub-Regional Strategy and is available at [www.goem.gov.uk](http://www.goem.gov.uk). Part B of this Sub-Regional Strategy is included below in Section 4.1.

### Policy 11

#### Development in the Southern Sub-area

*Development should be concentrated in, or in planned extensions to, existing urban areas in accordance with the policies and proposals in Section 4.1 below and the following spatial priorities:*

- *Northampton's role and function as one of the Region's five Principal Urban Areas should be strengthened by new public transport infrastructure and facilities;*
- *The regeneration of Corby should be supported by a level of housing development that will significantly reduce the need for in-commuting. New transport infrastructure and improved connections to the national rail passenger network will also support regeneration. Development should be located and designed to respect the character of the surrounding countryside, taking particular account of the distinctive qualities of the landscape, woodland, and settlement pattern of Rockingham Forest;*
- *The roles of Kettering and Wellingborough as Growth Towns and Daventry as a Sub-Regional Centre should also be significantly strengthened;*
- *the roles of the small towns in the Sub-area should be maintained through the retention of basic services and facilities, environmental improvements and the safeguarding of their rural hinterlands from encroachment by larger centres;*
- *the quality of villages should not be degraded by inappropriate growth;*
- *the natural and cultural heritage of the Sub-area should be protected and enhanced, in particular Special Area of Conservation covering the Upper Nene Valley Gravel Pits; and*
- *in those parts of the Sub-area influenced by major urban areas in adjoining regions provision for development should respect sustainable development principles.*

#### Three Cities Sub-area Priorities

- 2.4.39** The Three Cities Sub-area contains the three largest cities of the Region – the Principal Urban Areas of Derby, Leicester and Nottingham. These are major commercial, industrial, administrative and cultural centres. They contain many of the Region's key companies, its largest shopping destinations, the main centres of higher education and healthcare, and other public services.
- 2.4.40** There are a number of large and medium sized settlements in the Sub-area. Some, like the Sub-Regional Centres are relatively free standing. Others such as Eastwood/Kimberley and Long Eaton are strongly related to Nottingham and/or Derby. The development needs and opportunities of these settlements should be considered in the light of their relationship to

## 2 Spatial Strategy

the Principal Urban Areas. Birmingham and Coventry influence the south west of the Sub-area and there are close local functional relationships between Ashby, Swadlincote and Burton, and between Hinckley and Nuneaton.

- 2.4.41** The Nottingham-Derby Green Belt, extending to over 60,000 hectares, is the main area of Green Belt lying entirely within the Region. This is drawn tightly around the urban area of Nottingham and has a vital role in preventing the coalescence of the Nottingham and Derby conurbations and the towns in the Erewash Valley. The Sub-area also includes the area around Leicester where a long established green wedge policy has successfully controlled urban sprawl around the city.
- 2.4.42** A strategic review of the Green Belt was undertaken in relation to development requirements up to 2026 as part of the evidence base for the Three Cities Sub-regional Strategy in Section 4.2 below.
- 2.4.43** Derby, Leicester and Nottingham all have relatively high concentrations of economic, social and physical deprivation within their inner areas and in some outer housing estates. Addressing this deprivation is a key regeneration priority for the Region which is being pursued in collaboration with *emda* and urban regeneration companies in the three cities. Such regeneration activity must be broadly based and contribute to social, economic and environmental objectives. It should also improve the accessibility of new opportunities to those most in need and help to reduce out-migration, particularly from Leicester and Nottingham.
- 2.4.44** The integration of transport and land-use development is particularly important within the major built-up areas in the Sub-area. Areas of new development should be identified in sustainable locations, promoting where possible the use of previously developed land, and contributing to regeneration initiatives. Derby, Leicester and Nottingham also have the potential to support sustainable transport facilities within the built up area, as well as inter-city linkages to reduce commuter journeys by car.
- 2.4.45** As well as bringing about the physical regeneration of the three cities, it is important that measures are focused on the needs of communities, particularly at improving educational and training achievement levels. This will enable local people in more deprived areas to be better able to share the benefits of economic growth.
- 2.4.46** The Sub-area contains the Region's only international airport, East Midlands Airport (EMA), which is situated near Castle Donington. EMA is a key national and regional asset, and is important both as a passenger and freight hub facility. In the past there has been pressure for development in the vicinity of the Airport. However, urbanisation of the area around EMA would not lead to a sustainable pattern of development, and would in the long term undermine its operational viability. Instead related development should be focussed where possible in surrounding urban areas, in particular the three Principal Urban Areas and the Sub-Regional Centre of Loughborough.
- 2.4.47** The Sub-area contains many important environmental assets, including most of the National Forest, Charnwood Forest, the rivers Soar and Wreake and the Trent Valley, some of which have been degraded by past development. There are significant opportunities to enhance such assets as part of regeneration and 'green infrastructure' initiatives. The Sub-area also includes the River Mease Special Area of Conservation and most of the internationally designated Derwent Valley Mills World Heritage Site – the only such designation in the East Midlands. While this brings a range of economic, environmental and social opportunities to the Sub-area, the World Heritage Site's outstanding universal value and unique cultural assets should be afforded appropriate levels of protection.

- 2.4.48** The Three Cities Sub-Regional Strategy in Section 4.2 below seeks to build upon the existing inter-relationships between Derby, Leicester and Nottingham, and to develop further complementary roles and services that will promote a more sustainable pattern of development and improve collective economic performance.

### Policy 12

#### Development in the Three Cities Sub-area

*Development should support the continued growth and regeneration of Derby, Leicester and Nottingham, and maintain and strengthen the economic, commercial and cultural roles of all three cities in accordance with the policies and proposals in Section 4.2 below. This will be achieved by ensuring that the agreed Growth Point Programme of Delivery for the 3 Cities and 3 Counties is achieved both in overall numbers of dwellings and in the agreed phasing of development and that provision is made for:*

- *a mix of housing types;*
- *a balance in the provision of jobs and homes within and adjoining urban areas to reduce the need to travel;*
- *employment land to meet the needs of indigenous manufacturing and distribution uses and to encourage new investment;*
- *regeneration of deprived inner urban areas and outer estates;*
- *enhancement of transport links and public transport accessibility both within and between the cities, to reduce car use, especially commuting;*
- *retailing, office, residential, entertainment and service uses within central areas, to provide for a mix of uses to support the vitality and viability of the city centres; and*
- *the protection, development and enhancement of green infrastructure to address past environmental degradation and contribute to the development of sustainable communities.*

*Outside Derby, Leicester and Nottingham, employment and housing development should be located within and adjoining settlements. Such development should be in scale with the size of those settlements, in locations that respect environmental constraints, in particular the River Mease Special Area of Conservation, and the Derwent Valley Mills World Heritage Site, and the surrounding countryside, and where there are good public transport linkages.*

*Development associated with East Midlands Airport should be focussed where possible in surrounding urban areas, in particular the Principal Urban Areas of Derby, Leicester and Nottingham and the Sub-Regional Centre of Loughborough.*

### 3.1 Regional Priorities for Housing

#### National and Regional Policy Context

- 3.1.1** Housing policy is a key component of the Regional Plan. The Government's specific objectives for housing are set out in PPS3 and include the aims of providing sufficient housing, creating mixed communities and meeting local housing needs. Emphasis is placed on a 'plan, monitor and manage approach' to housing provision.
- 3.1.2** In line with the Regional Assembly's Integrated Regional Strategy, PPS3 and the Housing Green Paper, the Regional Plan seeks to ensure that good quality housing is available to all within the East Midlands. Particularly important in this respect are the following issues:
- ensuring that sufficient additional housing is provided to meet requirements, taking into account anticipated growth based on past trends and future prospects in the Region, and Government policies for Growth Areas and New Growth Points;
  - ensuring that sufficient housing is provided which is affordable according to local circumstances;
  - creating sustainable neighbourhoods by not breaching environmental capacity and using water, energy and other resources in an effective and efficient manner;
  - encouraging the use of higher densities to make more efficient use of land;
  - providing well designed and landscaped neighbourhoods that have a clear identity and are diverse, attractive and successful places to live and work and contribute to the regeneration of local communities;
  - encouraging provision in the most sustainable locations;
  - managing flood risk in a sustainable manner;
  - reducing crime, noise and pollution thereby increasing community safety, improving health and creating an atmosphere of well being; and
  - monitoring of planned housing requirements against the rate of supply and factors influencing changes in need.

#### Regional Housing Provision

- 3.1.3** Taking account of PPS3, the following factors have then been considered:
- market conditions within each Housing Market Area grouping;
  - regional economic growth forecasts developed by *emda* and consistent with the Regional Economic Strategy;
  - housing land supply and the availability of previously developed land and underused buildings;
  - the environmental, social and economic implications of development;
  - the impact of development on existing and planned infrastructure;
  - emerging 'New Growth Point' designations; and
  - emerging planning policy in adjacent regions.
- 3.1.4** This analysis has been used to inform the strategic context for housing provision for each Housing Market Area grouping summarised below, and the district based provision figures given in Policy 13. Housing provision for Northamptonshire is dealt with in Section 4.1 as part of the Milton Keynes and South Midlands (MKSM) Sub-Regional Strategy. Further policy guidance on the distribution of housing provision within districts is contained in Section 4.

**3.1.5** Housing provision will be monitored annually and reviewed at least every five years. As well as information relating to the demand and supply of housing and other socio-economic and environmental factors, future reviews of housing provision will need to give particular attention to:

- current and projected levels of stress on the core and regional trunk road network;
- current and projected public water supply and sewage treatment capacity 'headroom';
- the likely impact on targets to reduce CO<sub>2</sub> emissions; and
- the results of Strategic Flood Risk Assessments across the Region.

### **Sub-Regional Strategic Context**

**3.1.6** The following priorities provide the strategic context for determining housing provision at district level.

#### **Eastern Sub-area**

##### **Central Lincolnshire HMA**

- significantly strengthening the role of Lincoln as a Principal Urban Area through urban intensification and planned and sustainable urban extensions;
- supporting the regeneration of Gainsborough;
- strengthening the roles of Sleaford, Caistor and Market Rasen;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

##### **Coastal Lincolnshire HMA**

- housing provision in Boston, Skegness, Mablethorpe and in other coastal settlements will need to be limited to existing commitments until a coastal strategy has been agreed;
- supporting regeneration on the Lincolnshire Coast, in particular Skegness and Mablethorpe;
- strengthening the roles of Louth and Horncastle;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

##### **Peterborough Partial HMA**

- supporting the regional role of Peterborough;
- significantly strengthening the sub-regional role of Grantham;
- housing provision in Spalding and other settlements in South Holland will need to be limited to existing commitments until a coastal strategy has been agreed;
- consolidating the local roles of Oakham and Stamford;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

#### **Northern Sub-area**

##### **Nottingham Outer HMA**

- significantly strengthening the sub-regional roles of Newark and Mansfield-Ashfield;
- promoting the regeneration of smaller settlements in a way that promotes a more sustainable pattern of development;
- improving the long term economic prospects of the HMA.

### 3 Topic Based Priorities

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#### **Northern (Sheffield/Rotherham) HMA**

- strengthening the sub-regional roles of Chesterfield and Worksop;
- promoting the regeneration of smaller settlements in a way that promotes a more sustainable pattern of development;
- improving the long term economic prospects of the HMA.

#### **Peak Sub-area/Peak, Dales & Park HMA**

- complying with the statutory purposes of the Peak District National Park;
- consolidating the roles of the market towns of Buxton, Matlock and Glossop;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

#### **Southern Sub-area**

#### **West Northamptonshire HMA**

- significantly strengthening the role of Northampton as a Principal Urban Area through urban intensification and planned and sustainable urban extensions;
- strengthening the sub-regional role of Daventry;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

#### **North Northamptonshire HMA**

- significantly strengthening the roles of Corby, Kettering and Wellingborough as Growth Towns through urban intensification and planned and sustainable urban extensions, whilst maintaining the separate identity of each town;
- meeting affordable housing in a way that promotes a more sustainable pattern of development.

#### **Three Cities Sub-area**

#### **Derby HMA**

- strengthening the role of Derby as a Principal Urban Area through urban intensification and planned and sustainable urban extensions;
- avoiding unsustainable levels of development in smaller towns in Amber Valley and South Derbyshire;
- supporting the regeneration of Swadlincote, Alfreton, Belper, Heanor and Ripley in a way that is consistent with the role and function of these towns;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

#### **Leicester and Leicestershire HMA**

- strengthening the role of Leicester as a Principal Urban Area through urban intensification and planned and sustainable urban extensions;
- strengthening the sub-regional roles of Coalville, Melton Mowbray, Loughborough, Hinckley and Market Harborough;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

### Nottingham Core HMA

- strengthening the role of Nottingham as a Principal Urban Area through urban intensification and planned and sustainable urban extensions;
- strengthening the Sub-regional roles of Hucknall and Ilkeston;
- meeting affordable housing needs in a way that promotes a more sustainable pattern of development.

**3.1.7** Advice from the Highways Agency indicates that over the longer term, the strategic road network will not be capable of accommodating satisfactorily traffic generated by the proposed level of housing growth across the Region as a whole, should current trends in traffic growth continue. The Regional Transport Strategy in Section 3.4 sets out policies and proposals to address traffic growth through behavioural change and demand management measures. The effectiveness of these policies and proposals will be monitored closely and reinforced if appropriate.

**3.1.8** In addition, reductions in greenhouse gas emissions and water usage compared with current trends will be required to ensure that development is sustainable in line with Policies 1 and 2. Flood risk will also need to be addressed in a number of areas before development can take place. Further detail on these issues can be found under Section 3.3: Regional Priorities for Natural and Cultural Resources.

### 3 Topic Based Priorities

#### Policy 13a

##### Regional Housing Provision (excluding Northamptonshire)

*The total housing provision figures below are the figures that local planning authorities should plan for over the plan period. Local authorities can test higher numbers through their development plan documents provided that they are consistent with the principles of sustainable development set out in PPS1 and tested through sustainability appraisal.*

|                                           | Annual Apportionment<br>From 2006 | Total Housing Provision<br>2006-2026 |
|-------------------------------------------|-----------------------------------|--------------------------------------|
| <b>Central Lincolnshire HMA</b>           | <b>2,030</b>                      | <b>40,600</b>                        |
| Lincoln PUA <sup>1</sup>                  | 990                               | 19,800                               |
| N Kesteven <sup>2</sup>                   | 560                               | 11,200                               |
| West Lindsey <sup>2</sup>                 | 480                               | 9,600                                |
| <b>Coastal Lincolnshire HMA</b>           | <b>870</b>                        | <b>8,700</b>                         |
| Boston <sup>3</sup>                       | 270                               | 2,700                                |
| East Lindsey <sup>3</sup>                 | 600                               | 6,000                                |
| <b>Peterborough Partial HMA</b>           | <b>1,370</b>                      | <b>24,000</b>                        |
| Rutland                                   | 150                               | 3,000                                |
| S Holland <sup>3</sup>                    | 540                               | 7,400                                |
| S Kesteven                                | 680                               | 13,600                               |
| <b>Nottingham Outer HMA</b>               | <b>1,830</b>                      | <b>36,600</b>                        |
| Ashfield                                  | 560                               | 11,200                               |
| Mansfield                                 | 530                               | 10,600                               |
| Newark & Sherwood                         | 740                               | 14,800                               |
| <b>Northern (Sheffield/Rotherham) HMA</b> | <b>1,510</b>                      | <b>30,200</b>                        |
| Bolsover                                  | 400                               | 8,000                                |
| Chesterfield                              | 380                               | 7,600                                |
| NE Derbyshire                             | 380                               | 7,600                                |
| Bassetlaw                                 | 350                               | 7,000                                |
| <b>Peak, Dales &amp; Park HMA</b>         | <b>500</b>                        | <b>10,000</b>                        |
| Derbyshire Dales <sup>4</sup>             | 200                               | 4,000                                |
| High Peak <sup>4</sup>                    | 300                               | 6,000                                |
| PDNPA                                     | -                                 | -                                    |
| <b>Derby HMA</b>                          | <b>1,830</b>                      | <b>36,600</b>                        |
| Derby                                     | 720                               | 14,400                               |
| AmberValley                               | 510                               | 10,200                               |

|                                                             | Annual Apportionment<br>From 2006 | Total Housing Provision<br>2006-2026 |
|-------------------------------------------------------------|-----------------------------------|--------------------------------------|
| S Derbyshire                                                | 600                               | 12,000                               |
| <b>Leicester &amp; Leicestershire HMA</b>                   | <b>4,020</b>                      | <b>80,400</b>                        |
| Leicester                                                   | 1,280                             | 25,600                               |
| Blaby                                                       | 380                               | 7,600                                |
| Charnwood                                                   | 790                               | 15,800                               |
| Harborough                                                  | 350                               | 7,000                                |
| Hinckley & Bosworth                                         | 450                               | 9,000                                |
| Melton                                                      | 170                               | 3,400                                |
| NW Leics                                                    | 510                               | 10,200                               |
| Oadby & Wigston                                             | 90                                | 1,800                                |
| <b>Nottingham Core HMA</b>                                  | <b>2,850</b>                      | <b>57,000</b>                        |
| Erewash                                                     | 360                               | 7,200                                |
| Nottingham                                                  | 1,000                             | 20,000                               |
| Broxtowe                                                    | 340                               | 6,800                                |
| Gedling                                                     | 400                               | 8,000                                |
| Rushcliffe                                                  | 750                               | 15,000                               |
| <b>East Midlands Total (excluding<br/>Northamptonshire)</b> | <b>16,810</b>                     | <b>324,100</b>                       |

<sup>1</sup> The figure for Lincoln is for the whole Lincoln PUA. Completions, commitments, urban capacity and potential urban extensions in those parts of the Lincoln PUA that lie in North Kesteven and West Lindsey will contribute to the Lincoln figure.

<sup>2</sup> The figures for North Kesteven and West Lindsey do not include contributions from those parts of the Lincoln PUA that lie in these districts, including completions, commitments, urban capacity or potential urban extensions.

<sup>3</sup> The total provision figures for East Lindsey, Boston and South Holland are ceilings, pending the agreement of a Lincolnshire Coastal Strategy.

<sup>4</sup> Housing provision in those parts of the Peak Park Planning Authority Area that fall within the Derbyshire Dales and High Peak Housing Authority areas will count towards the housing provision of those districts as set out in this policy.

*A redistribution of housing provision within a HMA through the adoption of sound joint core strategies will be acceptable provided that the HMA total provision is met and the policy of urban concentration for the following HMAs is adhered to over 2006-2026 as follows:*

- *Central Lincolnshire: at least 19,800 dwellings within or adjoining the Lincoln PUA.*
- *Derby HMA: at least 21,400 dwellings within or adjoining the Derby PUA.*
- *Leicester & Leics HMA: at least 39,800 dwellings within or adjoining the Leicester PUA.*
- *Nottingham Core HMA: at least 40,800 dwellings within or adjoining the Nottingham PUA.*

### Policy 13b

#### Housing Provision (Northamptonshire)

*The housing provision figures below are the figures that local planning authorities should plan for over the indicated periods. Local authorities can test higher numbers through their development plan documents provided that they are consistent with the principles of sustainable development set out in PPS1 and tested through sustainability appraisal.*

*Total 2001-2026 Provision for North Northamptonshire: 66,075*

*Total 2001-2026 Provision for West Northamptonshire: 62,125*

### Regional Priorities for Meeting the Housing Needs of the Community

- 3.1.9** PPS3 emphasises that an adequate supply of affordable housing is important for the performance of the regional economy and to promote social inclusion. The planning system plays a role in increasing the supply of affordable housing, creating a greater choice of housing types and balanced communities. Other Government policies have reaffirmed this approach through additional funding and greater partnership with employer and public and private sector landlords.
- 3.1.10** Indicative targets for monitoring purposes are set out in Policy 14. These are a guide to the level of affordable housing required for each Housing Market Area grouping. They have been defined using Holman's 'net stock' approach. Further detail is available in the Regional Affordable Housing Study at: <http://www.emra.gov.uk>. Within the overall housing provision figures in Policy 13, targets should be reviewed by Local Development Frameworks when full Housing Market Area Assessments have been completed by the relevant local partnerships.
- 3.1.11** The housing market is dynamic so it is not possible to establish static targets on the mix of dwelling size and type that should be provided. However, Local Authorities should have a strategic vision of the kinds of communities they wish to foster in particular neighbourhoods which takes into account:
- For the market sector:
- a reasonable mix of housing is available, addressing any identified imbalance;
  - certain dwelling types will not attract some types of household;
  - it may not be essential for every neighbourhood to be fully mixed.
- For the social sector:
- the allocation system enables dwellings to be more readily matched to households;
  - sufficient larger dwellings should be provided to allow households to grow.
- 3.1.12** The level of available public subsidy (principally that administered by the Housing and Communities Agency's National Affordable Housing Programme) is currently only able to deliver under half of the identified affordable housing need, unless subsidy is significantly increased. The planning system will need to deliver the balance. Measures that reduce the relative long term cost of affordable housing should be supported over the longer term. Special approaches may be necessary in protected landscapes.

## Policy 14

### Regional Priorities for Affordable Housing

*Local Development Frameworks, housing strategies and investment plans should have regard to the priorities identified in the Regional Housing Strategy, and include policies seeking the provision of a mix of dwellings in terms of size, type, affordability and location, having regard to the existing local stock, in order to help create inclusive communities which provide wider housing opportunity and choice. As part of their Local Development Frameworks local planning authorities should adopt affordable housing targets in line with the conclusions of the most up to date Housing Market Area Assessments for their area. For monitoring purposes indicative affordable housing targets are set out below, representing the total amount of affordable housing for each HMA for the period 2006-26. These targets do not represent a maximum for each HMA.*

*Central Lincolnshire HMA: 11,800*

*Coastal Lincolnshire HMA: 3,600*

*Peterborough Partial HMA: 8,400*

*Nottingham Outer HMA: 9,200*

*Northern (Sheffield/Rotherham) HMA: 10,000*

*Peak, Dales & Park HMA: 6,100*

*Derby HMA: 12,100*

*Leicester & Leicestershire HMA: 26,500*

*Nottingham Core HMA: 17,100*

*North Northamptonshire HMA: 14,300*

*West Northamptonshire HMA: 17,900*

*East Midlands Region: 137,000*

**3.1.13** Recent studies have highlighted the particular challenges in providing affordable housing in rural areas. These are summarised in the Regional Affordable Housing Study at: <http://www.emra.gov.uk>. This strategy seeks to address the particular issues that the region's rural areas are experiencing, ranging from deprivation and social exclusion, for example in the Meden Valley area or acute affordability pressures in remote areas such as, amongst others, the Derbyshire Dales. Providing appropriate levels of new housing in suitable locations is key to achieving the overall aim of creating sustainable rural communities. Whilst the focus should be on new housing to meet local needs, particularly by providing affordable housing, most rural areas will also require some market housing if they are to prosper. New homes must be of a high quality which enhances the character and biodiversity of rural areas whilst respecting the regions particular rural features.

**3.1.14** For affordable housing in rural areas, local authorities and housing providers should make use of a wide range of policy mechanisms to provide new homes, for example by:

### 3 Topic Based Priorities

- setting separate targets for rural affordable housing within Local Development Frameworks
- setting an appropriate threshold site size, above which affordable housing may be sought;
- allocating sites solely for affordable housing in LDFs;
- using rural exception site policies where appropriate;
- use of Section 106 agreements to ensure delivery and/or retention of affordable housing in perpetuity;
- considering shared ownership without grant as well as social renting;
- considering housing associations borrowing potential;
- purchasing within the existing stock, particularly former council housing;
- re-using suitable redundant farm buildings for affordable housing;
- creating Community Land Trusts to retain affordable housing in perpetuity; and
- coordinating delivery across boundaries to ensure an effective approach to affordable housing having regard to changing housing market conditions and land supply.

**3.1.15** There are particular priorities in rural areas where considerable amounts of deprivation and disadvantage still exist. In such areas it is very important to create sustainable rural communities, ensuring appropriate levels of new growth to allow rural communities to flourish and thrive. It is important that young people and families are able to choose to remain in or near the rural villages and towns they were brought up in, through access to local jobs and affordable homes. Allied to this, the development of the rural economy also needs to be encouraged in line with the principles expressed in PPS7 *Sustainable Development in Rural Areas*. Achieving these objectives should be set against the need to avoid unsustainable patterns of new development which could lead to more and longer journeys, particularly in areas close to major urban centres where growth in unsuitable locations could encourage increased levels of commuting.

#### Policy 15

##### Regional Priorities for Affordable Housing in Rural Areas

*New housing in rural areas should contribute to :*

- *addressing affordability issues by providing appropriate levels of housing in suitable locations;*
- *creating sustainable rural communities through a choice of well designed homes.*

*Local authorities and housing providers should use all available policy mechanisms to provide affordable homes in rural areas, including those listed in paragraph 3.1.14.*

##### Regional Priorities for Provision for Gypsies, Travellers and Travelling Showpeople

**3.1.16** The Housing Act 2004 requires Local Housing Authorities to include gypsies and travellers in their accommodation assessments and to take a strategic approach to demonstrating how their accommodation needs will be met. Circular 01/2006 requires that the Regional Plan specifies pitch numbers for each Local Planning Authority.

**3.1.17** There is a serious shortage of authorised sites for gypsies and travellers in the East Midlands. In the official January 2008 Caravan Count there were estimated to be 1,571 gypsy caravans in the Region, of which 427 were on unauthorised sites. The problem of unauthorised sites can only be addressed by the provision of more authorised public and private sites.

- 3.1.18** Appendix 2 sets out minimum net additional pitch requirements by local planning authority area, derived from up to date Gypsy and Traveller Accommodation Assessments (GTAAAs). In order to clarify and ensure consistency between GTAAAs, benchmarked figures covering the period up to 2012 have been specifically identified. GTAAAs will need to be updated regularly to provide evidence for subsequent reviews of this policy and inform Local Development Frameworks beyond 2012. As outlined in '*Preparing Regional Spatial Strategy Reviews on Gypsies and Travellers by Regional Planning Bodies*', an ongoing increase of 3% compound growth per year for household formation beyond 2012 should be assumed. Evidence from the Showmen's Guild suggests a growth rate of 1.5% should be assumed for travelling showpeople.

### Policy 16

#### Regional Priorities for Provision for Gypsies, Travellers and Travelling Showpeople

*Local Authorities and other relevant public bodies should identify land for additional pitch provision based on clearly evidenced assessments of need, working together across administrative boundaries where appropriate.*

*Local Development Frameworks should make provision for the minimum additional pitch requirements set out in Appendix 2, taking account of the need arising from future growth beyond 2012 as set out in paragraph 3.1.18. Allowance for redistribution of provision, where identified as appropriate by the relevant GTAA, could be enabled by the preparation of joint or co-ordinated LDFs.*

### A Regional Target for the Efficient Use of Land and Buildings for Housing

- 3.1.19** PPS11 advises that Regional Spatial Strategies should include targets for the proportion of new dwellings to be built on previously developed land or through conversions. Achievement in the East Midlands has been improving and in recent years has exceeded 60%, but with wide variations across the Region. This is lower than the national average and may reflect the character of the Region, which is substantially rural, with no major metropolitan area.
- 3.1.20** It is recognised that there will continue to be wide variations of brownfield land available at a local level, but that there is often scope for improvement from past performance. As a result, the national target of 60% of new housing development on previously developed land should also apply at the regional level in the East Midlands.
- 3.1.21** In addition to using land for new housing and buildings for conversion, better use of the existing dwelling stock can contribute to meeting housing requirements. Local authorities are encouraged to address the under use of housing stock in a co-ordinated and rigorous manner. Vacant and underused properties should be identified in Strategic Housing Land Availability Assessments and Empty Property Strategies to bring buildings back into use should be put in place.
- 3.1.22** PPS3 indicates that a density of 30 dwellings per hectare (net) should be used as a national indicative minimum to guide policy development and decision-making until local density policies are in place. Much higher densities are achievable within the central areas of cities and large towns, which are well served by public transport and accessible to a wide range of services.

### Regional Priorities for Managing the Release of Land for Housing

- 3.1.23** The district level housing figures set out in Policy 13 have taken account of the level of urban capacity across Housing Market Areas. Within this context the management of housing supply is principally a matter for Local Development Frameworks. In order to assess the scope for maximising urban capacity Local Planning Authorities, working with partners, should carry out Strategic Housing Land Availability Assessments in line with Government guidance. It is important to ensure there is a regionally consistent approach to the development and review of these assessments.
- 3.1.24** Sub-regional Housing Market Areas are relevant for the management of the release of housing and the application of phasing mechanisms. Phasing policies in Local Development Frameworks in the HMAs listed in Policy 17 should contain reference to the monitoring of housing delivery across the Housing Market Area and to the release of later phases of development in that context. Co-operation and joint working will be necessary to ensure that the release of sites is managed to achieve a sustainable pattern of development. In particular, through phasing of development, infrastructure should be in place that would avoid pressures and discharges to the environment that would potentially harm designated sites of international nature conservation importance. The delivery of housing in Housing Market Areas centred on urban areas outside the Region, in particular Peterborough, South Yorkshire, and Greater Manchester will also need to be considered.

### Policy 17

#### Regional Priorities for Managing the Release of Land for Housing

*Local Authorities, developers and relevant public bodies should work across administrative boundaries in all of the Region's Housing Market Areas to ensure that the release of sites is managed to achieve a sustainable pattern of development.*

*In the following Housing Market Areas there will need to be cross-regional working to achieve this:*

- *Northern (Sheffield/Rotherham) HMA - with the Yorkshire and Humber region.*
- *Peak, Dales and Park HMA - with the North West and West Midlands regions.*
- *Peterborough (Partial) HMA - with the East of England region*

*Local Development Frameworks should contain policies to manage the release of housing across both local planning authority areas and the wider HMA area.*

*To achieve this, in the following HMAs joint development plan documents will be expected, with the development of joint Core Strategies across HMAs particularly encouraged:*

- *Derby HMA and the West Midlands*
- *Central Lincolnshire HMA*
- *Leicester and Leicestershire HMA*
- *North Northamptonshire HMA*
- *Nottingham Core HMA and Hucknall*
- *West Northamptonshire HMA*

### 3.2 Regional Priorities for the Economy and Regeneration

#### National and Regional Policy Context

- 3.2.1** The East Midlands Development Agency (*emda*) produced the region's third Regional Economic Strategy (RES), *A Flourishing Region* in 2006, available at [www.emda.org.uk](http://www.emda.org.uk)
- 3.2.2** Although the East Midlands is performing relatively well compared to other UK regions, the research underpinning the RES highlights a number of structural weaknesses which need to be overcome if the Region is to prosper in the longer term. In particular:
- the low pay-low skill equilibrium means there is a need to improve the skills of the Region's workforce and to develop a 'knowledge intensive' economy in order to address the productivity gap;
  - the development of the service sector, high value added manufacturing activities and the creation and growth of innovative businesses will be required to maintain regional competitiveness;
  - there remain significant disparities in terms of employment, earnings and wealth within the East Midlands;
  - urban areas in the East Midlands are not achieving their full potential and contain areas of economic and social exclusion; and
  - the changing age structure of the population will present a number of challenges and could constrain the supply of skills and labour in some areas.
- 3.2.3** The RES sets out a range of actions and proposals to close the 'productivity gap' with the national average and to promote a more competitive regional economy. Independent economic forecasts developed for the RES evidence base projects that economic growth in the East Midlands will be in line with the national average over the medium term. However, these forecasts do not take into account the full impact of the RES or the Regional Plan, nor do they reflect the aspirations of local and sub-regional partners.

#### Policy 18

##### Regional Priorities for the Economy

*Local authorities in all parts of the region should work together with emda and other organisations with relevant responsibilities to encourage and foster the regional economy through implementing the Regional Economic Strategy. It will be especially important to raise skill levels, develop the service sector and high value manufacturing and create innovative businesses, so that the region is better placed to maintain economic competitiveness.*

#### Regional Priority Areas for Regeneration

- 3.2.4** Economic, social and environmental regeneration is a key priority for both the Regional Plan and the RES. Regeneration priorities should be compatible with RES objectives and the Spatial Strategy outlined in Section 2 (also see paragraph 2.4.8 and Policy 5 in connection with the regeneration of settlements along the Lincolnshire Coast). There are several European and national funding programmes that can assist implementation of regeneration initiatives in the East Midlands.

### Policy 19

#### Regional Priorities for Regeneration

*Regeneration activity should be focussed on areas of greatest identified need. These include:*

- *the Region's Principal Urban Areas and Sub-Regional Centres that exhibit very high and concentrated levels of deprivation;*
- *the Northern Sub-area, with its concentration of economic, social and environmental problems linked to the decline of the coal industry;*
- *'economically lagging' rural areas identified by the Government's Rural Strategy, including the districts of East Lindsey, West Lindsey, South Holland, Bolsover, High Peak and the more rural parts of Derbyshire Dales, Bassetlaw and Newark and Sherwood;*
- *the towns of Gainsborough, Mablethorpe and Skegness; and*
- *other settlements which display high levels of deprivation including Corby which is also designated as a Growth Town in Policy 3.*

*For regeneration to be successful concerted action is needed across the whole spectrum of local governance and local development documents should translate this into the action required locally.*

*In addition regeneration of all priority areas must conform with the strategy of urban concentration set out in Policy 3.*

#### Regional Priorities for Employment Land

**3.2.5** A number of regional studies have been undertaken into employment land in recent years by the Regional Planning Body and *emda*. These include the *Quality of Employment Land Supply Study* (QUELS) 2002, and the *Regional Employment Land Priority Study* (RELPS) 2003. The *Regional Employment Land Supply Study* (RELS) was commissioned by the Regional Planning Body in 2006 to update and extend the quantitative element of the original QUELS Study. This study considered employment growth projections commissioned by *emda*, current employment land supply and levels of past take up (available at <http://www.emra.gov.uk>).

**3.2.6** At the general level, all these studies have found that there will be a significant decline in demand for industrial floorspace, and a significant increase in demand for office floorspace over the next 10-15 years. Jobs are expected to move away from traditional employment space into retail, education and health. Within traditional employment uses, jobs are shifting from factories to offices, which occupy space at higher densities. As a result the demand for additional employment land (in particular B1 and B2 uses) is estimated to be broadly static. However this overall picture hides a much more dynamic pattern of gains and losses, and sectoral trends, such as an apparent shortage of sites for high tech uses and a high demand for strategic 'B8' logistics sites. The quality and location of existing employment land designations also may not always be consistent with market demands or sustainability principles.

**3.2.7** Local Planning Authorities should ensure that allocated sites for employment uses are consistent with priorities contained in the Regional Economic Strategy and are attractive to the market. A range of different sites should be provided, and consideration should be given to enhancing marketability by means such as the provision of essential infrastructure, remediation or measures to enhance attractiveness. Local Planning Authorities will also need

to consider whether currently allocated or safeguarded sites are likely to become surplus to future requirements. In such cases they should consider what other uses might be appropriate in line with PPS3. In identifying need and provision for employment land, Local Planning Authorities should work together in the same groupings as those identified for the purposes of developing Housing Market Area Assessments. This will encourage a balanced approach to housing and employment development.

- 3.2.8** The QUELS and RELS Studies highlighted a number of significant sub-regional variations in employment land supply and demand, some of which are outlined below. RELS has been informed by further work commissioned by *emda* on the particular requirements of the logistics industry.

### **Eastern Sub-area**

There is a limited supply of office space in Lincoln where significant growth is planned as part of the Lincoln Area SRS. There is an apparent over-supply of allocated industrial land, particularly in the north of the Sub-area. However, low land values and severe local constraints mean that selective public intervention will be required to ensure an adequate supply of serviced land that can be developed by the market.

### **Northern Sub-area**

There is an inadequate supply of office space, particularly in and around existing urban centres. Much poor quality employment land has been de-allocated in recent years. However, selective public investment will be required to ensure an adequate supply of good quality land in the future to enhance regeneration priorities.

### **Peak Sub-area**

Due to the nature of the Sub-area, both office and industrial space is constrained. Selective public intervention (including promotion of existing sites) will be required to ensure an adequate supply appropriate to the nature of the Sub-area.

### **Southern Sub-area**

In recent years the availability of both offices and industrial sites in and around Northampton has been limited but elsewhere in the Sub-area supplies have been adequate due to limited demand. However, pressure from the logistics industry is restricting other uses. In the areas identified for growth, particularly Northampton, Corby, Kettering and Wellingborough, there will be a need to ensure that there are adequate employment sites to match the needs arising from increased levels of population. In addition, the opportunity should be taken to reshape and change perceptions of the Northamptonshire employment sites and premises offer, to promote innovation and growth. The roles of the Local Delivery Vehicles will play a crucial role in this.

### **Three Cities Sub-area**

Office supply is constrained in Derby, Nottingham and Leicester partly due to pressure from other uses such as housing. There is a particular shortage of sites suitable for science and technology users. The availability of good quality industrial land is also constrained, particularly within the city boundaries. In parts of Leicestershire pressure from the logistics industry is starting to restrict other uses.

### Policy 20

#### Regional Priorities for Employment Land

*Local authorities, emda and sub-regional strategic partnerships should work together in housing market area groupings to undertake and keep up to date employment land reviews to inform the allocation of a range of sites at sustainable locations.*

*These allocations will:*

- *be responsive to market needs and the requirements of potential investors, including the needs of small businesses;*
- *encourage the development of priority sectors as identified in the Regional Economic Strategy, namely transport equipment, food and drink, healthcare and construction as well as specific sectors which have local economic significance;*
- *serve to improve the regeneration of urban areas;*
- *ensure that the needs of high technology and knowledge based industries are provided for;*
- *promote diversification of the rural economy;*
- *assist the development of sites in the Priority Areas for Regeneration; and*
- *be of a scale consistent with the essential policy of urban concentration as set out in Policy 3.*

#### Strategic Distribution Uses

**3.2.9** There is currently around 5 million square meters of distribution centre floor space in the East Midlands. Over the last 10 years there has been a sharp increase in the demand for strategic distribution sites over 25,000 square meters, particularly in the Southern Sub-area and parts of Leicestershire. This demand is driven by changes in logistics resulting from globalisation, and the emergence of new business models such as 'e-tailing' which require national distribution centres. It is unclear for how long this level of demand will continue, but it is proving difficult to accommodate on existing employment sites. Market analysis suggests that failure to meet this demand in the East Midlands is likely to see such activity displaced to neighbouring regions, in particular the West Midlands. Although such developments may tend to generate more and better jobs than traditional B8 uses, there are significant implications for land-take and the strategic trunk road network that need to be fully considered. As a result, it is important that particular consideration is given to maximising potential for rail freight and reducing the environmental impact of any new development. For example, the scale of individual developments is such that there are considerable opportunities to integrate renewable energy generation, Sustainable Drainage Systems (SuDs) and rainwater harvesting at the design stage.

**3.2.10** *The East Midlands Strategic Distribution Study (EMSDD) provides a technical study of logistics and the regional economy and includes a number of important findings including amongst others:*

- That logistics accounts for an estimated 9% of both jobs and output (GVA) in the East Midlands – a higher share than in any other region.
- Labour productivity and earnings in logistics are above the economy wide average for the service sector, though below those for manufacturing.

- In order to meet the Regional Freight Strategy target of an additional 30 freight trains per day around an additional 308 hectares of rail connected strategic distribution sites should be brought forward by 2026.
- For non-rail connected sites an additional 78 hectares of land should be brought forward by 2026 although the existing supply of non-rail linked sites should be sufficient during the early years of the Regional Plan.

**3.2.11** Based on the findings of the EMSDS, Policy 21 identifies those HMAs where additional land for strategic distribution sites should be brought forward with priority being given to sites which can be served by rail freight. The EMSDS indicates that rail connected sites should be large and have sufficient critical mass in terms of site size to generate sufficient demand for freight train services to/from a number of locations. The EMSDS indicates this critical mass to be around 200,000 square metres implying a site area of around 50 hectares assuming a 40% plot ratio. However, Policy 21 is deliberately not prescriptive in terms of site size as it may be that smaller sites can generate sufficient demand for freight train services and should not be ruled out.

### Policy 21

#### Strategic Distribution

*Local authorities, emda, Sub-Regional Strategic Partnerships, the Highways Agency and Network Rail should work together with private sector partners to bring forward sites for strategic distribution use in the Region with preference to sites in the following broad locations:*

- *West Northamptonshire housing market area*
- *Derby housing market area*
- *Nottingham Core housing market area*
- *North Northamptonshire housing market area*
- *Leicester and Leicestershire housing market area*

*In allocating sites in local development documents local authorities should give priority to sites which can be served by rail freight, and operate as inter-modal terminals.*

*Consideration should be given to the following criteria:*

- *good rail access with routes capable of accommodating large maritime containers, the ability to handle full length trains, available capacity and full operational flexibility;*
- *good access to the highway network and to appropriate points on the trunk road network;*
- *a suitable configuration which allows large scale high bay warehousing, inter-modal terminal facilities, appropriate railway wagon reception facilities and parking for all goods vehicles;*
- *a need for such facilities due to demand from the logistics industry;*
- *a location which allows 24 hour operations and which minimises environmental and community impact;*
- *good access to labour; and*
- *the need to avoid locations near to sensitive nature conservation sites that have been designated as being of international importance, or that would directly increase traffic levels that would harm such sites.*

### Regional Priorities for Town Centres and Retail Development

- 3.2.12** National guidance on retail and the roles of town centres is contained in PPS6. The main aim of PPS6 is to promote the vitality and viability of existing centres by focussing new investment within city, town and district centres through the application of a sequential test. As a result, the growth in out-of-town retail and leisure development has been significantly restricted in recent years. PPS6 requires that the Regional Plan should:
- give a strategic framework for the development of town centre networks;
  - make strategic choices about centres of regional and sub-regional significance;
  - assess the overall need for additional retail floorspace over the plan period;
  - monitor and review implementation.
- 3.2.13** Regional priorities have been informed by the *Regional Town Centres Study* (2003) and an update study which took place in 2005 (available at [www.emra.gov.uk](http://www.emra.gov.uk)). Together, these studies present a comprehensive quantitative and qualitative analysis of retail floorspace. The update study also considered the extent of the retail catchments of the Region's Principal Urban Areas, Growth Towns and Sub-Regional Centres.
- 3.2.14** At the general level, it is clear that:
- there is no clear retail hierarchy in the East Midlands which could be used as a basis for regional policy. Instead a Sub-area approach should be used to develop more localised strategies;
  - there is no identified need for additional regional scale out-of-town retail floorspace within the Region;
  - a number of existing centres require public sector support to encourage the required private sector investment. Emphasis should be placed on design led initiatives and town centre strategies to achieve this; and
  - quantitative forecasts should be supplemented by a wider assessment of each centre's role as a focus for employment, leisure and recreation. However, there is a clear need for consistent monitoring of retail floorspace.
- 3.2.15** At the regional level, the latest projections indicate that by 2016 there will be potential for at least 444,000 sq.m. of net additional floorspace serving the 'comparison goods' market. This represents a substantial increase on the current situation, but is not inconsistent with past trends. Estimates for the post 2016 period are mainly based on an extrapolation of these projections.
- 3.2.16** In the absence of a clear hierarchy, the distribution of additional retail floorspace to town centres in the region should be in line with Policy 3. The focus for major growth is to be on maintaining the role of the existing Principal Urban Areas which function as the main retail and service centres and are already well served by transport and other infrastructure. There are also opportunities for some Sub-Regional Centres and rural market towns to consolidate and develop their roles in their sub-areas. Below this level, some local centres and rural towns will also need through positive action to ensure they continue to serve the needs of local communities. The following sections identify the priority centres for additional retail development.

### Eastern Sub-area

Lincoln has a strong sub-regional and rural support role which should be significantly strengthened. Priorities for support include Boston, Grantham and Spalding. Given their proximity to each other, Grantham and Newark (in the Northern Sub-area) should look to develop complementary roles reflecting individual characteristics and development opportunities.

### Northern Sub-area

The main town centres perform at a lower level than Derby, Nottingham or Sheffield to the north. Support should be focussed on the roles of Chesterfield, Mansfield-Ashfield, Newark and Worksop to retain a higher level of retail spend in the Sub-area and promote regeneration.

### Peak Sub-area

Manchester, Sheffield and Derby are the major regional centres for the Sub-area. Given the nature of the Sub-area, development should be focussed on encouraging quality schemes that are in scale with existing historic town centres located mainly outside the National Park.

### Southern Sub-area

There is a large proportion of retail expenditure 'leakage' to the south of the Region from the Sub-area at present. This untapped spend and the level of proposed population growth in Northamptonshire means that Northampton town centre has the potential to become one of the Region's highest performing retail attractions. The Growth Towns of Corby, Kettering and Wellingborough require support to develop complementary roles consistent with planned levels of development. Daventry and Towcester should also have enhanced roles at a more local level.

### Three Cities Sub-area

Nottingham, Derby and Leicester are nationally ranked shopping centres and should be encouraged to develop their roles. However there is also potential for complementary growth in the surrounding Sub-Regional Centres to retain a higher proportion of local income and reduce pressure on strategic transport infrastructure.

## Policy 22

### Regional Priorities for Town Centres and Retail Development

*Local Authorities, emda and Sub-Regional Strategic Partnerships should work together on a Sub-area basis to promote the vitality and viability of existing town centres, including those in rural towns. Where town centres are under-performing, action should be taken to promote investment through design led initiatives and the development and implementation of town centre strategies.*

*Local Planning Authorities should:*

- *within town centres bring forward retail, office, residential and leisure development opportunities, and any other town centre functions as set out in PPS6, based on identified need;*
- *prevent the development or expansion of additional regional scale out-of-town retail and leisure floorspace; and*
- *monitor changes in retail floorspace on a regular basis.*

### Regional Priorities for Casino Development

- 3.2.17** East Lindsey District Council has succeeded in its bid for a small casino to be licensed under the Gambling Act 2005. The coastal area, and specifically Skegness and Mablethorpe, has significant regeneration needs and it is important when planning for the casino that the full social, economic and environmental implications are properly assessed. A coastal strategy is to be prepared as part of the next review of the RSS which will seek to integrate sustainable regeneration and flood risk (see Policy 5).

#### Policy 23

##### Regional Priorities for Casino Development

*Local Authorities, emda and Sub-Regional Strategic Partnerships should work together to ensure that proposals for new casinos licensed under the 2005 Gambling Act benefit the regeneration areas identified in Policy 19 and are subject to a full assessment of social, economic and environmental impact.*

### Regional Priorities Rural Diversification

- 3.2.18** Agriculture and Forestry are the dominant land uses within the East Midlands, but only directly employ less than 3% of the total workforce. This figure is higher in more rural parts of the Region such as Lincolnshire, where there are also significant numbers of people employed in businesses related to agriculture and horticulture. In addition, rural areas make a significant contribution to the regional economy in sectors such as manufacturing, retail, construction, transport and distribution, business services, tourism and leisure.
- 3.2.19** The agricultural economy of the East Midlands is as varied as the Region itself, ranging from hill farming and farm tourism in upland Derbyshire to high output horticulture and the regionally important 'agri-food complex' in southern Lincolnshire. However, farm incomes have suffered in recent years due to the impact of world competition. In responding to these challenges it is vital that the economic base in rural areas is broadened, thereby reducing the exposure to external shocks, enhancing wealth generating capacity and employment opportunities. PPS7 gives national advice on how local authorities should consider proposals for rural diversification. Farm diversification is one way of achieving this but local planning authorities should also consider all other ways of achieving rural diversification when drawing up their policies for rural areas. Where proposals have the potential to significantly affect designated nature conservation sites of international importance, authorities should ensure that appropriate assessments of possible adverse impacts on site integrity are undertaken.

### Policy 24

#### Regional Priorities for Rural Diversification

*Local Authorities, emda and Sub-Regional Strategic Partnerships (SSPs) should work together to promote the continued diversification and further development of the rural economy, where this is consistent with a sustainable pattern of development and the environmentally sound management of the countryside. Local development documents should develop the policy according to local circumstance but particular consideration should be given to:*

- *'economically lagging' rural areas identified by the Government's Rural Strategy, including the districts of East Lindsey, West Lindsey, South Holland, Bolsover, High Peak, and the more rural parts of Derbyshire Dales, Bassetlaw and Newark and Sherwood; and*
- *those areas that fall within Rural Action Areas identified by SSPs.*

#### Regional Priorities for ICT

- 3.2.20** Information and Communications Technology (ICT) has been identified by the RES as critical to promoting regional competitiveness in the East Midlands. Improvements in ICT can also have an important role in overcoming issues of peripherality in the Region's rural areas, for example in parts of the Eastern Sub-area. There is now almost 100% coverage of broadband infrastructure across the Region. However, take up by businesses of new technology remains generally low.
- 3.2.21** It is particularly important that ITC requirements are built into new development at an early stage in the design process. The Regional Planning Body and emda have produced joint guidance to local planning authorities and developers to help achieve this, available at [www.emda.org.uk](http://www.emda.org.uk).

### Policy 25

#### Regional Priorities for ICT

*Local Authorities and Sub-Regional Strategic Partnerships should work with the private sector and relevant public bodies to:*

- *improve progressively the level of service from existing broadband infrastructure;*
- *promote the take up and use of ICT by businesses, and the public and voluntary sectors; and*
- *ensure that ICT provision for new development is considered at the design stage.*

### 3.3 Regional Priorities for Natural and Cultural Resources

#### National and Regional Policy Context

- 3.3.1** National policy on Sustainable Development includes 'living within environmental limits' as a guiding principle. The protection and enhancement of the Region's environment is vital to achieving sustainable development and ensuring a better quality of life for everyone. The East Midlands has only a 'finite environmental capacity' to accommodate increased development before irreversible damage results in serious degradation.
- 3.3.2** The regional context is set by the environmental objectives of the IRS and by Regional Assembly's Environment Strategy (available at <http://www.emra.gov.uk>). This provides a framework for environmental policy development and highlights a number of key challenges facing the Region:
- The area of statutory sites important for biodiversity in the Region is well below the national level. Overall there has been a significant decline in biodiversity and to compensate for past losses, regional habitat restoration and creation targets through the delivery of 'green infrastructure' needs to be proportionally greater than in other regions. The particularly low regional proportion of woodland cover offers a specific opportunity for habitat creation.
  - The consequences of climate change are important especially in the 20% of the Region which is low lying and is safeguarded from fluvial and coastal flooding by drainage and flood defences, but also for many fragile and fragmented biodiversity habitats across the East Midlands.
  - The Peak District National Park and the Lincolnshire Wolds Area of Outstanding Natural Beauty (AONB) are unique national and regional assets. However, the area of nationally designated landscapes in the East Midlands is the lowest of all the English regions. Pressures from a variety of sources are leading to an overall trend of erosion in the unique mix of landscape types.
- 3.3.3** The Regional Plan also considers issues arising from other regional strategies within the IRS framework, including:
- The Regional Waste Strategy
  - The Regional Energy Strategy
  - The Regional Biodiversity Strategy
  - The Regional Forestry Strategy
  - The Regional Cultural Strategy
- 3.3.4** The soil of the Region is a valuable resource and the Government's objectives for its management are set out in the *First Soil Action Plan for England* (May 2004). The Region contains a significant percentage of the total national resource of Grade 1 land, especially in southern Lincolnshire. The versatility of the region's Grade 1, 2 and 3a land enables a wide variety of crops to be grown, which adds to the robustness of the local economy and helps to support a wide range of complementary and ancillary rural businesses and services.
- 3.3.5** Research has been undertaken in the East Midlands to consider the relationship between land use, soil management and water management (available at <http://www.emra.gov.uk>). It proposes the creation of so called 'spongy landscapes' across parts of the Region. These would act as landscape scale sustainable drainage systems. 'Spongy landscapes' offer potential major benefits in terms of water resource management, limiting flooding and soil loss, landscape scale habitat creation and management, restoration of historic landscapes and the conservation of wetland archaeology.

- 3.3.6** International designations for nature conservation include Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. All these should be given the highest level of protection. National sites also include National Nature Reserves (NNRs), and Sites of Special Scientific Interest (SSSIs). Historic assets are also vital components of the Region's cultural heritage. They include the Derwent Valley Mills World Heritage Site, listed buildings, conservation areas, historic parks and gardens, registered battlefields, scheduled monuments and other archaeological sites of international, regional or local importance, together with other locally designated sites and historic landscapes.

### Policy 26

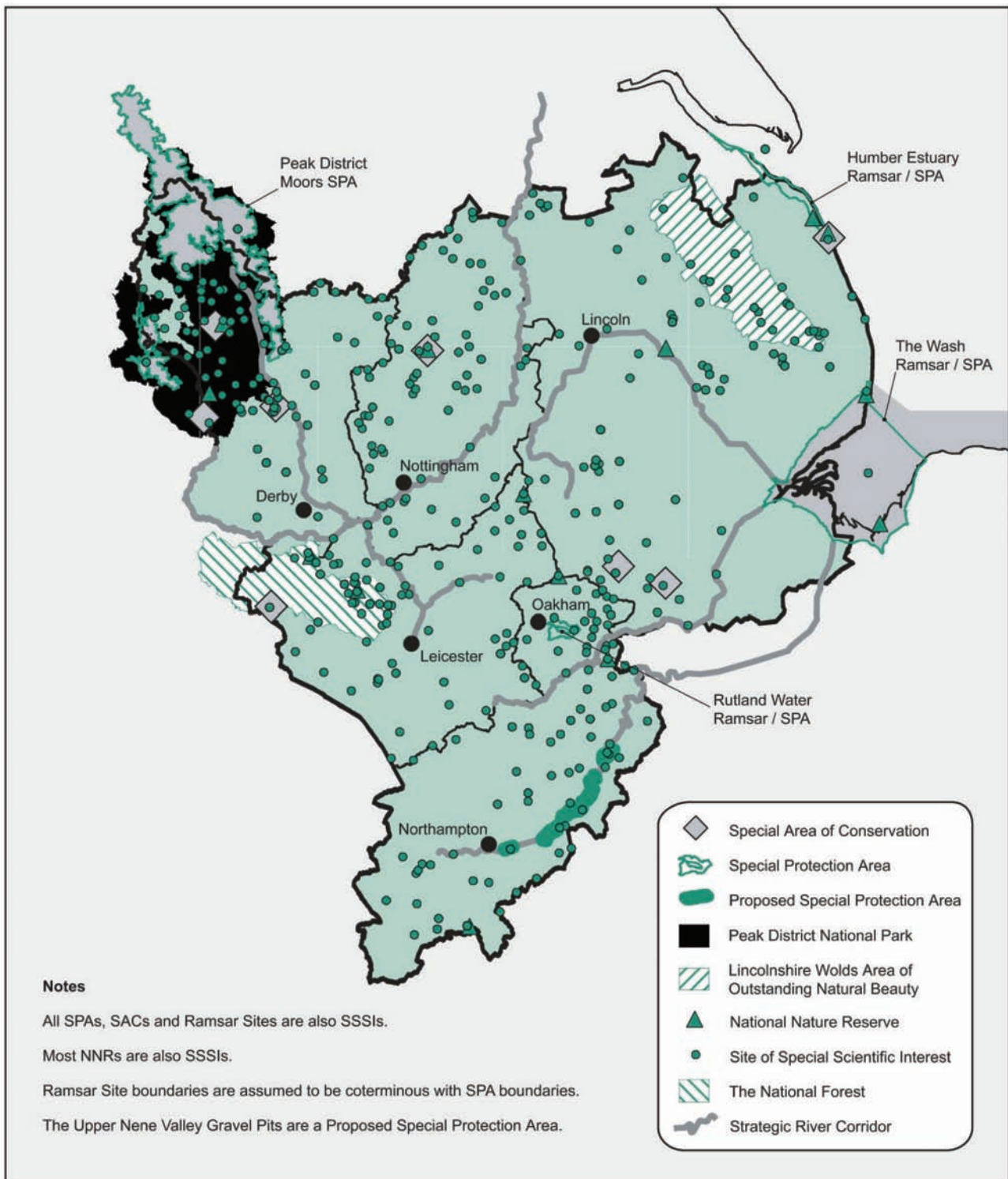
#### Protecting and Enhancing the Region's Natural and Cultural Heritage

*Sustainable development should ensure the protection, appropriate management and enhancement of the Region's natural and cultural heritage. As a result the following principles should be applied:*

- *the Region's internationally and nationally designated natural and historic assets should receive the highest level of protection;*
- *neither direct nor indirect damage to EU designated Natura 2000 sites will be permitted;*
- *damage to natural and historic assets or their settings should be avoided wherever and as far as possible, recognising that such assets are usually irreplaceable;*
- *unavoidable damage must be minimised and clearly justified by a need for development in that location which outweighs the damage that would result;*
- *unavoidable damage which cannot be mitigated should be compensated for, preferably in a relevant local context, and where possible in ways which also contribute to social and economic objectives;*
- *there should be a net increase in the quality and active management of natural and historic assets across the Region in ways that promote adaptation to climate change, and an increase in the quantity of environmental assets generally; and*
- *the Region's best and most versatile agricultural land should be protected from permanent loss or damage.*

### 3 Topic Based Priorities

Diagram 3: Natural Assets



#### Regional Priorities for the Historic Environment

**3.3.7** The legislation that protects the historic environment is under review. Current national advice for the identification and protection of historic buildings, conservation areas, archaeological remains and other elements of the historic environment are set out in PPG15 and PPG16. At the regional level policies on the historic environment are influenced by:

- The Regional Environment Strategy: This emphasises the importance of ensuring change does not destroy the Region's irreplaceable historic assets and distinctive character and

the need for change to be informed by understanding, careful management and the involvement of local communities. It also stresses the significant contribution that the historic environment can make to economic development, regeneration and tourism.

- *Viewpoints on the Historic Environment of the East Midlands* (July 2002) produced by the Regional Heritage Forum.
- The annual *Heritage Counts: The State of the East Midlands Historic Environment Report*, published by English Heritage.

**3.3.8** All three documents confirm that the East Midlands has a rich and diverse historic environment which is undervalued and increasingly under threat. However, the historic environment can bring many benefits and opportunities. As a result, English Heritage recommends that development plans and other strategies should adopt an approach based upon:

- adequate identification and assessment of natural and cultural assets;
- consideration of the contribution that these make to local character and diversity; and
- an assessment of the capacity of these assets to absorb change and the impact of the proposals on the quality and character of the historic environment.

**3.3.9** In areas identified for growth and regeneration, it is particularly important that the impact of new development on the historic environment is properly understood and considered at an early stage in the preparation of planning documents. In many areas, opportunities exist for conservation led regeneration, which will benefit both the historic environment and the local economy. The regeneration of the former Lace Market in Nottingham and parts of the historic market town of Horncastle in Lincolnshire are two very different examples of what can be achieved. The designation of the Derwent Valley Mills World Heritage Site also offers significant benefits to the Region.

### Policy 27

#### Regional Priorities for the Historic Environment

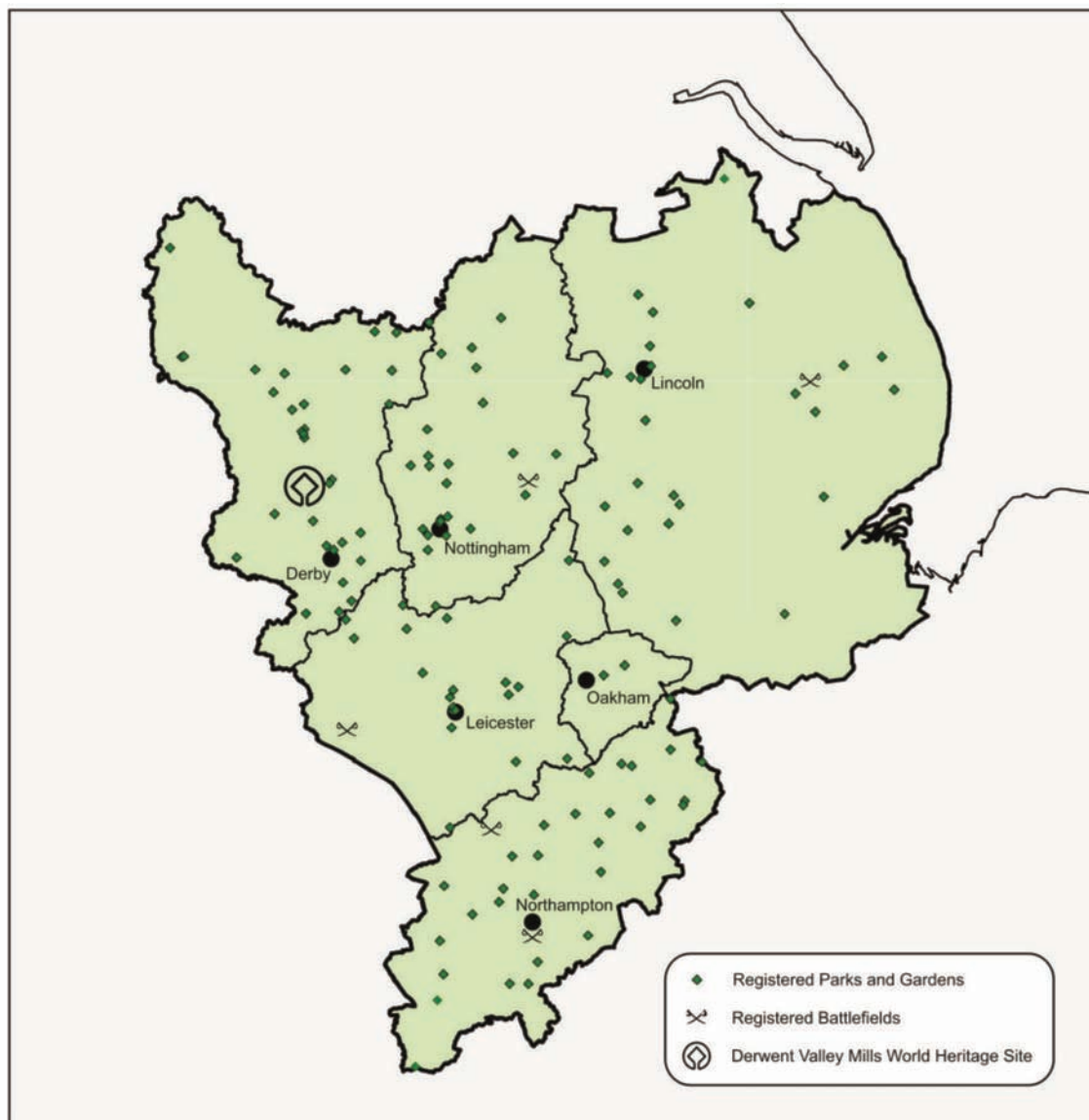
*The historic environment should be understood, conserved and enhanced, in recognition of its own intrinsic value, and its contribution to the Region's quality of life.*

*Across the Region and particularly in areas where growth or regeneration is a priority, development should promote sensitive change of the historic environment. To achieve this, Local Planning Authorities should:*

- *identify and assess the significance of specific historic assets and their settings;*
- *use characterisation to understand their contribution to the landscape or townscape in areas of change;*
- *encourage the refurbishment and re-use of disused or under-used buildings of some historic or architectural merit and incorporating them sensitively into regeneration schemes;*
- *promote the use of local building materials; and*
- *recognise the opportunities for enhancing existing tourism attractions and for developing the potential of other areas and sites of historic interest as part of Green Infrastructure, having regard to potential impacts on biodiversity.*

### 3 Topic Based Priorities

Diagram 4: Historic Assets <sup>(2)</sup>



#### Regional Priorities for Environmental and Green Infrastructure

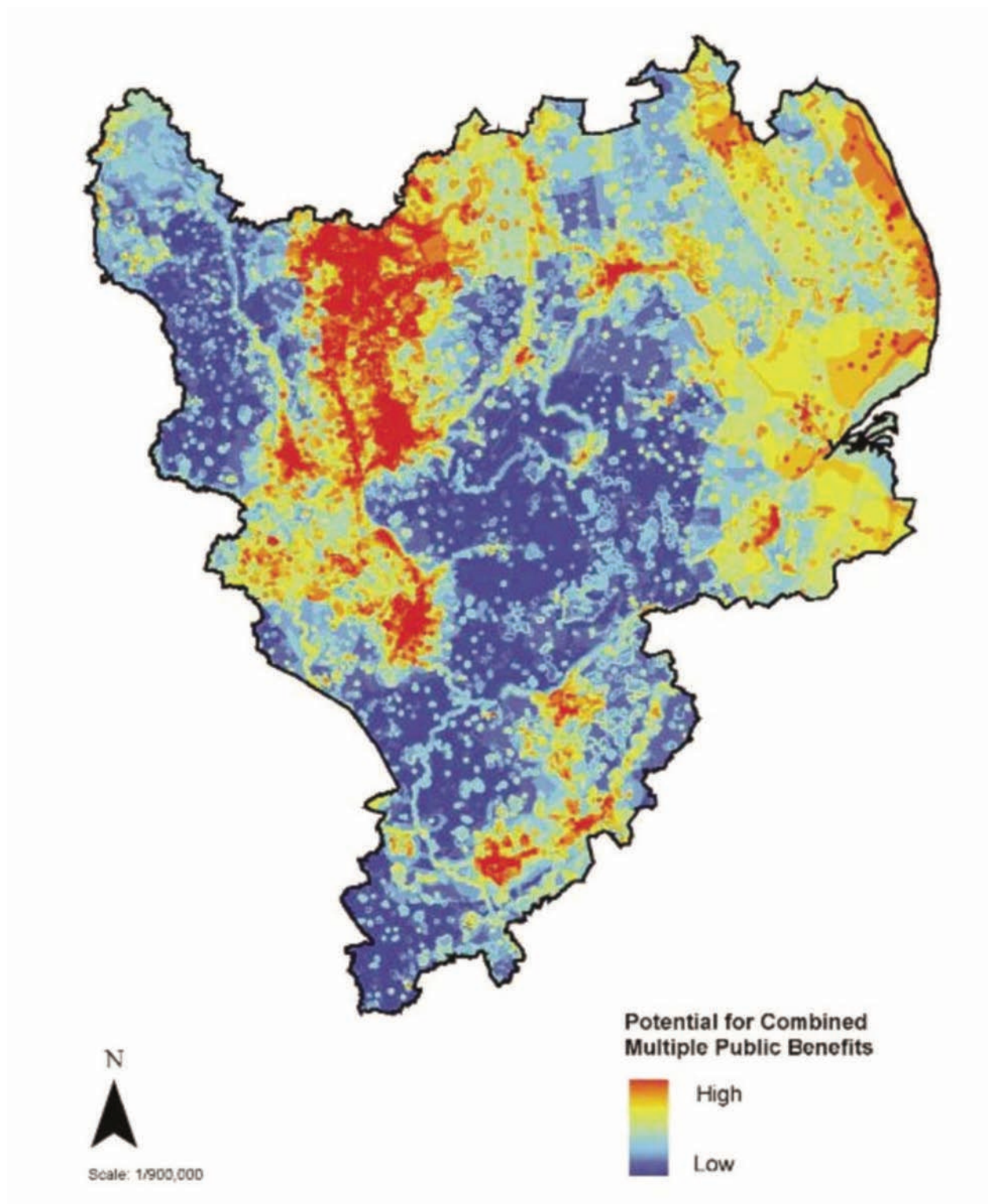
**3.3.10** 'Environmental Infrastructure' consists of the physical features and natural resources of the environment (water, air, energy, minerals, soil) that provide services or support to society. Physical features include floodplains, coastlines and 'green infrastructure'. The capacity of natural resources to provide services should not be exceeded, in terms of either quality or quantity. In order to deliver sustainable development, these resources must be managed sustainably to continue to meet future needs of society, taking into account the impacts of climate change. As most elements of Environmental Infrastructure have a finite capacity, trading harm in one element for improvement elsewhere may still result in a net loss. For example the loss of a critical piece of landscape could not normally be balanced by the provision of new woodland.

<sup>2</sup> This diagram does not show all the historic assets in the Region. In particular it is not possible to show individual Listed Buildings, Conservation Areas and Archaeological features – advice on the location of these features can be provided by individual Local Planning Authorities

- 3.3.11** 'Green Infrastructure' comprises the networks of multi-functional greenspace which sit within, and contribute to, the type of high quality natural and built environment required to deliver 'sustainable communities'. Delivering, protecting and enhancing these networks require the creation of new assets to link with river corridors, waterways, woodlands, nature reserves, urban greenspace, historic sites and other existing assets. Whilst it may be inappropriate to seek new public access to a sensitive wildlife site, access to wildlife could be provided to less sensitive areas elsewhere in the network. If properly planned and managed, Green Infrastructure should also contribute to wider Environmental Infrastructure through local climate and air quality amelioration, floodplain management, and coastal sea defences. The proposed Nene Valley Regional Park is an excellent example of new strategic green infrastructure with multiple public benefits. There is potential for Regional Park initiatives in other parts of the East Midlands, including in the National Forest and Sherwood Forest, as well as for similar sub-regional initiatives elsewhere.
- 3.3.12** Regional partners produced a Green Infrastructure Guide for the MKSM Growth Area, *Planning for Sustainable Communities* (2005), available at <http://environment-agency.gov.uk>. The approaches outlined in the Guide can be applied to other parts of the Region. Further guidance for local partners can be found in the Public Benefit Mapping Project commissioned by the Regional Planning Body and partners (2006), and available at <http://www.emra.gov.uk>. This highlights the parts of the Region that would derive most benefit from new Green Infrastructure, including deprived and post industrial areas and the communities of the Lincolnshire Coast. These are shown on Diagram 5.

### 3 Topic Based Priorities

Diagram 5: Areas Deriving Most Benefit from Green Infrastructure



### Policy 28

#### Regional Priorities for Environmental and Green Infrastructure

*Local Authorities, statutory environmental bodies and developers should work with the voluntary sector, landowners and local communities to ensure the delivery, protection and enhancement of Environmental Infrastructure across the Region. Such infrastructure should contribute to a high quality natural and built environment and to the delivery of sustainable communities.*

*Local Authorities and those responsible for the planning and delivery of growth and environmental management across the Region should work together to:*

- *assess the capacity of existing Environment Infrastructure to accommodate change in order to inform decisions on the scale, location and phasing of new development. Account should be taken of current deficits and likely future demands, including those likely to result from climate change, to identify any further needs or constraints;*
- *select appropriate indicators and targets to monitor the condition of Environmental Infrastructure and to ensure that its capacity to accommodate change is not breached;*
- *ensure that the provision and design of new Environmental Infrastructure is considered and its delivery planned through environmental capacity analysis at the same time as other infrastructure requirements;*
- *within Local Development Frameworks develop 'green infrastructure plans' based on character assessments of existing natural, cultural and landscape assets and the identification of new assets required to meet the needs of existing and expanding communities;*
- *increase access to green space that can be used for formal and informal recreation, educational purposes and to promote healthy lifestyles, without increasing pressures on sensitive sites, especially those designated under the European Habitats Directive; and*
- *identify delivery and funding mechanisms for the creation and future management of Green Infrastructure, including from the planning system and other funding sources such as EU funded Environmental Stewardship Schemes.*

#### Regional Priorities for Biodiversity & Geodiversity

**3.3.13** Biodiversity means the full variety of living organisms and the inter-action between them. Geodiversity is the variety of geological forms and processes. Conservation and enhancement of biodiversity is a key test of sustainable development. National policies on biodiversity and geodiversity are set out in PPS9 and the PPS9 Companion Guide. Regional Priorities for biodiversity are set out in *Putting Wildlife Back on the Map - A Biodiversity Strategy for the East Midlands* (2006), produced by the East Midlands Biodiversity Forum and available at <http://www.emra.gov.uk>.

**3.3.14** The East Midlands has a number of ecological sites of international importance (highlighted in Diagram 3) including 5 Special Protection Areas (SPAs), 10 Special Areas of Conservation (SACs) and 3 Ramsar sites (Gibraltar Point, The Wash and Rutland Water). Of these, the SPAs and SACs form part of the Natura 2000 network of internationally important wildlife sites, which is designed to guarantee the favourable conservation status of priority habitats and species in their natural range within the EU. Wildlife and geological sites of national importance also currently include 10 National Nature Reserves and over 380 Sites of Special Scientific Interest (SSSIs), several of which are also sites designated as being of international

### 3 Topic Based Priorities

importance. In addition, there are a large number of sites of regional or local importance, including 83 Local Nature Reserves, several thousand Local Wildlife Sites and a number of Regionally Important Geological Sites (RIGS).

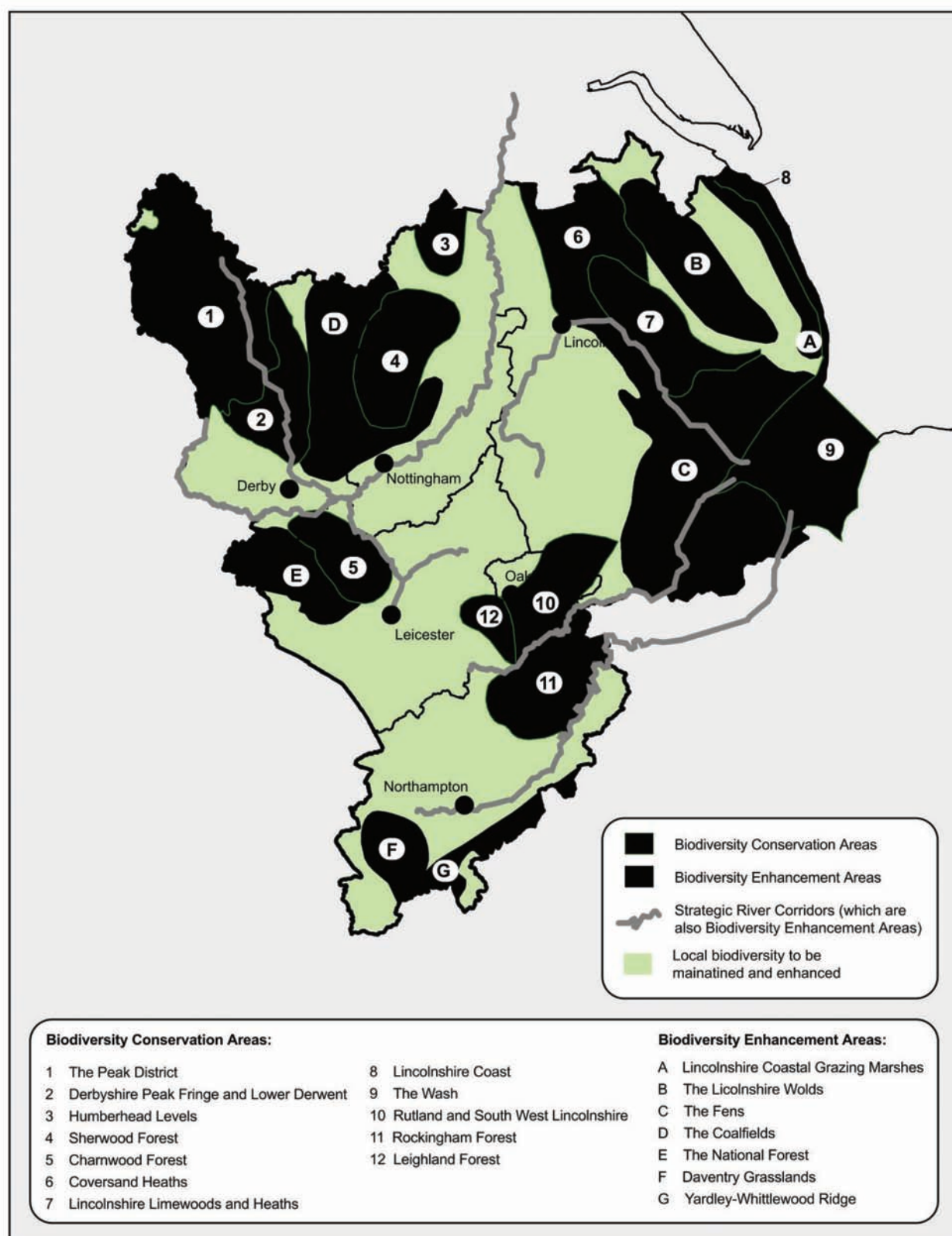
**3.3.15** However, only 2% of the Region's surface is covered by legally designated nature conservation or geological sites, compared to the national average of 7.5%. This is one of the lowest of any region in England. The East Midlands has probably lost more wildlife than any other region in England, with an average of one species per year becoming extinct at the regional level over the last century. The Region has also lost the majority of its unimproved chalk grassland, hay meadows, heathland and floodplain habitats, including wet grassland, wet woodlands, reed beds and peatland. Recent studies have indicated these losses are continuing, and that those wildlife habitats that remain are becoming increasingly small, isolated and fragmented. Some habitats are highly restricted geographically due to environmental conditions such as geology or altitude, including lowland heathlands, calcareous grasslands and the wet grasslands of lowlands river valleys and the coast. Climate change seems likely to increase pressure on such habitats. Large-scale development in such areas could also prejudice the achievement of Regional Biodiversity targets.

**3.3.16** Given the major declines in regional biodiversity, action is required to:

- ensure that there is no net loss of Biodiversity Action Plan habitats and species in the Region and that management of existing habitats is improved;
- deliver large scale habitat creation at a landscape scale and which will contribute to rural diversification and regeneration;
- address isolation and fragmentation through creating buffer zones and linking corridors;
- ensure that future development does not prejudice the delivery of Regional biodiversity targets, particularly for geographically restrictive habitats;
- create, protect and enhance semi-natural green spaces in urban areas so that everyone can have access to and benefit from an improved environment; and
- develop appropriate data to monitor and target biodiversity action across the Region.

**3.3.17** New sites and key linking habitat corridors should be identified for Biodiversity Conservation and Enhancement Areas (BCAs/BEAs). The Strategic River Corridors Initiative is likely to afford such an opportunity, and remains a key Regional priority. There are already a number of habitat re-creation initiatives in the Region, for example the Sherwood Initiative in Nottinghamshire which has been supported through the Heritage Lottery Fund. Inter-regional co-operation is needed for effective protection of Natural Areas which cross regional boundaries, for example The White Peak, The Dark Peak, Coal Measures, Lincolnshire Wolds, Midland Clay Pastures and The Wash. Diagram 6 illustrates the strategic spatial priorities for conserving and enhancing biodiversity in the Region.

**Diagram 6: Regional Biodiversity Conservation and Enhancement Areas**



**3.3.18** Biodiversity Action Plans (BAPs) provide the local frameworks within which nature conservation targets and priorities have been established. The implementation of Local Biodiversity Action Plans (LBAPs) will need to be reflected in Local Development Frameworks and other strategic documents, such as Community Strategies. It will also be necessary to reflect the protection

### 3 Topic Based Priorities

afforded to designated sites and legally protected species and to reinforce the quality of existing wildlife sites by protecting, buffering, linking and restoring the characteristic priority habitats listed in Appendix 3. The regional targets for biodiversity are also set out in Appendix 3.

#### Policy 29

##### Priorities for Enhancing the Region's Biodiversity

*Local Authorities, statutory environmental bodies and developers should work with the voluntary sector, landowners and local communities to implement the Regional Biodiversity Strategy, and to deliver a major step change increase in the level of biodiversity across the East Midlands. Measures should include the:*

- *achievement of the East Midlands regional contribution towards the UK Biodiversity Action Plan targets as set out in Appendix 3;*
- *establishment of large scale habitat creation projects in the biodiversity conservation and enhancement areas illustrated in Diagram 6;*
- *establishment of a regional project to promote the re-creation of key wildlife habitats in each Natural Area in the East Midlands;*
- *creating, protecting and enhancing networks of semi-natural green spaces in urban areas;*
- *creating, protecting and enhancing features of the landscape which act as corridors and 'stepping stones', essential for the migration and dispersal of wildlife;*
- *development and implementation of mechanisms to ensure that development results in no net loss of BAP habitats and species, particularly for restricted habitats with special environmental requirements, and that net gain is achieved; and*
- *development and maintenance of appropriate data to monitor and report on regional targets, BAPs and BCAs/BEAs.*

#### Regional Priorities for Woodlands

**3.3.19** The Government is committed to a major expansion of England's woodlands and its priorities are set out in the England Forestry Strategy (currently under review). Regional priorities for woodland protection, management, and creation are identified in the Regional Forestry Framework (*Space4Trees 2005*) available at <http://www.space4trees.org>. *Space4Trees* also includes a commitment to review the current regional target for increasing woodland cover of an additional 65,000 hectares of tree cover by 2021.

**3.3.20** The woodlands of the East Midlands provide a wide range of social, environmental and economic benefits. Sustainable and positive woodland management is the key to securing these benefits over the long term. The Region has a relatively poor level of tree cover compared to England as a whole. Creation of new woodlands, particularly with native species, can stimulate the economy through tourism, business diversification and forestry employment. Woodlands will also deliver benefits through the creation of more attractive and diverse habitats, by providing opportunities for recreation and leisure that also deliver health and wellbeing benefits, by improving the setting for inward investment, and contributing to the development of renewable energy through biomass. Consideration should also be given to the contribution that woodland can make to flood alleviation and floodplain management.

### Policy 30

#### Regional Priorities for Managing and Increasing Woodland Cover

*Local Authorities, statutory environmental bodies and developers should work with the voluntary sector, landowners and local communities to deliver a significant increase in woodland cover in the East Midlands in ways that respect local landscape character and support the implementation of the Regional Plan. New cover should make use of species resistant to climate change and complement national and regional woodland strategies, including, for example, the Forestry Commission's Woodfuel Strategy for England. Any impact on local landscape character should be carefully considered.*

*New woodland should optimise social, environmental and economic value whilst recognising the biodiversity and character of existing woodland and the sensitivity of existing nature conservation or archaeological interest. New woodland should also avoid negative effects on water resources, and contribute to flood alleviation and floodplain management. Woodland unavoidably lost to development should be replaced with new woodland of equivalent value, preferably in the same landscape unit. Preference should be given to creating 'new native woodland' as defined in Forestry Commission Bulletin 112.*

*Opportunities should be taken to increase woodland cover as part of new development and by using other mechanisms, focussing on:*

- *priority areas identified through Space4Trees including; the National Forest, Greenwood Community Forest, Sherwood Forest, Rockingham Forest, East Derbyshire, the Boston Woods Initiative and ancient woodland clusters in the Lincolnshire Limewoods and Leighfield Forest areas;*
- *the Northamptonshire Growth Areas, where woodland creation and linkage should feature as a significant component of new green infrastructure; and*
- *principal transport corridors and Strategic River Corridors*
- *delivering local Biodiversity Action Plan targets.*

*Ancient semi-natural woodlands, veteran trees and other woodlands of acknowledged national and regional importance should be strongly protected by Local Development Frameworks. There should be a general presumption against the conversion of any woodland to other land uses unless there are overriding public benefits.*

*Opportunities should be taken to secure sustainable management of all woodland, and to increase public access to high quality multi-functional woodland close to communities as part of the development of Green Infrastructure.*

#### Regional Landscape Priorities

- 3.3.21** The East Midlands contains two nationally designated landscapes, The Peak District National Park and the Lincolnshire Wolds AONB. Both should continue to receive the most rigorous protection from development that would damage their character, in line with national policy. In addition, there are a number of areas in the Region (in particular Sherwood, Charnwood and Rockingham Forests) where the distinctive landscape character and the scale of ecological, historic and woodland interest combine to create areas that are special to the people of the East Midlands. The distinctive character of these and other areas is threatened by pressure from a range of factors. Co-ordinated action is required to ensure that such distinctiveness is retained.

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- 3.3.22** At a regional level, landscape character has been broadly defined in the Countryside Agency's publication *Countryside Character Volume 4* 1999, published in parallel with English Nature's Natural Areas. Some more detailed county level landscape character assessments have been undertaken but full regional coverage has yet to be achieved. A regional overview can be found at <http://www.naturalengland.org.uk>. 'Tranquillity' is a significant aspect of landscape character that is often over looked. The Countryside Agency's research note *Understanding Tranquillity* provides useful guidance to local planning authorities on this issue. The process of Historic Landscape Characterisation supported by English Heritage has also been undertaken in some areas and the aim is to have full regional coverage by 2008. The results of this work should be integrated into County Landscape Character Assessments.
- 3.3.23** The relative lack of national designations in the Region does not mean that there is a lack of landscapes of character that needs to be better conserved or enhanced through sensitive development and management. Examples include:
- remnant heathlands, veteran trees and forest wood pasture with acid grassland in Nottinghamshire;
  - grazing marshes in Lincolnshire;
  - ridge and furrow field patterns in Leicestershire, Northamptonshire and Nottinghamshire;
  - open moorland landscape with traditional agricultural features such as field barns and stone walls; and
  - pre-enclosure landscapes and historic parklands.
- 3.3.24** Understanding the importance of all landscapes and reducing the emphasis on local landscape designations will ensure that the character of one area is not protected at the expense of another. In line with Policy 2, the preparation of Town, Village and Countryside Design Summaries, and Conservation Area Appraisals and Management Plans will help ensure that regional and local characteristics are understood and influence the design of new development. Such documents can also be used as the basis for Supplementary Planning Documents to provide guidance to developers and assist in the determination of development proposals.

### Policy 31

#### Priorities for the Management and Enhancement of the Region's Landscape

*The Region's natural and heritage landscapes should be protected and enhanced by:*

- *the promotion of the highest level of protection for the nationally designated landscapes of the Peak District National Park and the Lincolnshire Wolds Area of Outstanding Natural Beauty;*
- *the promotion of initiatives to protect and enhance the particular character of the Sherwood, Charnwood and Rockingham Forests;*
- *the establishment of criteria-based policies in Local Development Frameworks to ensure that development proposals respect intrinsic landscape character in rural and urban fringe areas, including, where appropriate, recognition of the value of tranquillity and dark skies; and*
- *the identification in Local Development Frameworks of landscape and biodiversity protection and enhancement objectives through the integration of Landscape Character Assessments with historic and ecological assessments.*

*Where not already in place, Local Authorities should prepare Landscape Character Assessments to inform the preparation of Local Development Frameworks. These can also be used to develop Supplementary Planning Documents.*

### Regional Priorities for Water Management

**3.3.25** The national context for water management is strongly influenced by the predicted impact of climate change on the water environment. In general terms, climate change will alter seasonal rainfall patterns and may make it necessary to increase storage capacity or exploit new sources in order to maintain the public water supply. In addition a number of new national measures will come into effect during the Plan period as a result of the European Union EU Water Framework Directive. New legislation will change the environmental standards that water bodies must achieve. River Basin Management Plans will be developed by 2009 to provide a strategic context for water management issues. Such measures may affect some sources of supply as well as requiring higher standards of waste water treatment that discharge into rivers. Unsustainable abstractions of water are investigated through the Habitats Directive Review of Consents and the Environment Agency's Restoring Sustainable Abstraction (RSA) programme. Finally there may be changes to national building standards for efficient use of resources including water.

**3.3.26** The regional context for water resource management is contained in *Water Resources for the Future: A Strategy for the East Midlands*, published by the Environment Agency in 2001 and available at <http://www.emra.gov.uk>. Water companies develop 'water resources plans' to show how they intend to manage supply and demand for the next 25 years and address issues such as promoting water efficiency, resource development and water leakage. These plans are prepared through discussions with the Environment Agency and are submitted every five years as part of the periodic review of water company prices. The water regulator Ofwat sets the price limits that allow water companies to finance their functions. The current water resources plans approved in 2004 do not take into account the higher levels of development now proposed in the Regional Plan. The next round of these plans will become statutory (including public consultation) and are due to be finalised in 2009. They are also likely to be subject to the European Union Strategic Environmental Assessment Directive.

**3.3.27** An independent study to inform the Regional Plan *Spatial Review of Water Supply and Quality in the East Midlands* was jointly commissioned by the Regional Planning Body, the Environment Agency and the relevant water companies, available on the EMRA website at <http://www.emra.gov.uk>. This study considered the impact of the proposed level of development and its phasing on the public water supply, and the capacity of existing and planned sewerage treatment infrastructure to accept discharges.

### Public Water Supply

**3.3.28** In terms of public water supply, the study indicated potential for water resource deficits in many parts of the East Midlands over the Plan period. However, this assumes that current levels of leakage continue (at about 20%), current levels of water usage continue (at about 140 litres per head per day), and that no new water resources over and above those proposed in existing water resource plans are developed. In order to minimise the impact of future development on the environment and maintain a sustainable public water supply it will be necessary to:

- take water related issues into account at an early stage in the process of identifying land for development and in the phasing of development;
- assess the scope for reducing leakage from current levels;
- improve water efficiency and demand management in new and existing development; and
- develop new water resources, subject to assessments of environmental impact.

**3.3.29** The twin track approach of managing demand and developing new resources should be applied by the water companies when developing the next round of water resource plans. Local Development Frameworks and the development industry also have a key role to play in promoting greater water efficiency in new development. It is estimated that up to 25% savings can be achieved in new housing development by:

- installation of 6 litre flush toilets
- use of water efficient tap fittings
- water efficient washing machines
- water efficient dishwashers
- low flow showers

**3.3.30** National regulation and direction would support increases in demand management and water efficiency. The retro-fitting of water efficiency measures falls outside the scope of the planning system. However, relatively minor changes to the water efficiency of existing development would have a major effect on regional consumption, reducing or removing forecast headroom deficits.

**3.3.31** Existing water resources plans identify a number of potential resource developments or enhancements in the East Midlands for implementation over the next 25 years, including:

- River Trent: The existing abstraction scheme will continue but in the future it will have flow support during low flow periods provided by releases of groundwater from sources developed in the Birmingham area.
- Rutland Water: Extension to Wing Water Treatment Works to fully utilise the capacity of Rutland Water in the east of the Region.

**3.3.32** The implementation of additional schemes will need to be justified through the water company's resource planning process. All such schemes will need to meet the requirements of the Environment Agency's licensing regime. Certain developments may also require planning

permission, such as expanding or building new treatment works. It will be important for the water companies and the Environment Agency to work closely with local authorities on the preparation of Local Development Frameworks to enable development to proceed in a sustainable manner. The impact of development outside the Region on water resources in the East Midlands will also need to be closely monitored. As a result, the timing of either development or planned water resource enhancements may need to be altered in some circumstances.

### **Waste Water Treatment Capacity**

- 3.3.33** In terms of water quality, the regional study investigated the effect of proposed levels of housing development by assessing the capacity of existing sewerage networks and sewage treatment works. The research indicated a risk that around a third of existing sewage treatment works may lack the capacity to accept discharges from new development without further investment. Particular problems were highlighted around Mansfield, Worksop, Newark, Derby, Leicester, Market Harborough, Melton Mowbray, Lincoln and Grantham. Further work is required with the Environment Agency and the water companies in these areas to inform the Local Development Framework process. On the basis of this scoping work, the development of water cycle studies, similar to those already carried out in Corby and Wellingborough, may also be required.

### **Integrated Planning for Development and Water Issues**

- 3.3.34** Local Planning Authorities should work with the Environment Agency, water companies and other partners to ensure a coordinated approach to planning for water supply, wastewater treatment and water quality issues in relation to the development proposed in this RSS, taking into account the emerging River Basin Management Plans, Catchment Abstraction Management Strategies, Water Cycle Studies and other water resource strategies.
- 3.3.35** In some parts of the Region, the potential for pollution of vulnerable aquifers from industrial sites, redundant mines and agriculture remains a major threat to environmental assets. Where designated sites of international importance are likely to be affected, the identification and use of sources of supply that would not have an adverse effect on their integrity will be essential. This could include the use of rainwater or “grey water” that avoids the need for new boreholes. The Environment Agency has information on the extent of vulnerable groundwater, source protection zones and nitrate vulnerable zones which should also be used in the preparation of Local Development Frameworks.

### Policy 32

#### A Regional Approach to Water Resources and Water Quality

*Local Authorities, developers, water companies, the Environment Agency and other relevant public bodies should work together to:*

- *take water related issues into account at an early stage in the process of identifying land for development and in the phasing and implementation of development, e.g by undertaking water-cycle studies;*
- *ensure timely provision of appropriate additional infrastructure for water supply and wastewater treatment to cater for the levels of development provided for in this plan, whilst meeting surface and groundwater quality standards and avoiding adverse impacts on designated sites of nature conservation of international importance;*
- *assess the scope for reducing leakage of public water supply from current levels;*
- *promote improvements in water efficiency in new development and in regeneration to achieve a regional target of 25% (equivalent to an average saving of about 35 litres per person per day);*
- *reduce unsustainable abstraction from watercourses and aquifers to sustainable levels;*
- *protect and improve water quality and reduce the risk of pollution especially to vulnerable groundwater;*
- *make provision for the development of new water resources where this represents the most sustainable solution to meeting identified water resource requirements, taking account of predictions of future climate change;*
- *use sustainable drainage techniques wherever practical to help mitigate diffuse pollution and support groundwater recharge. These will be required where development is upstream of a designated nature conservation site of international importance or to improve water quality, where the need is demonstrated through water cycle studies;*
- *support water conservation measures such as winter storage reservoirs on agricultural land; and*
- *ensure that sewage treatment capacity is sufficient to meet the needs of development and that, where necessary improvements are in place so that development does not compromise the quality of discharged effluent.*

### Strategic River Corridors

**3.3.36** River environments are a very important resource and wildlife habitat for the Region. They are also important in terms of archaeology. As a result, river corridors offer some of the best opportunities to restore and enhance lost habitats and wetland landscapes and can also provide a focus for regeneration and the delivery of Green Infrastructure. There is significant potential to promote the enhancement of the strategic river corridors to link BAP habitats and assist with improving biodiversity across the Region, to promote river floodplain management and assist in delivering urban renaissance.

### Policy 33

#### Regional Priorities for Strategic River Corridors

*The natural and cultural environment of the Strategic River Corridors of the Nene, Trent, Soar, Welland, Witham and Derwent, along with their tributaries, and rivers which contribute to river corridors of a strategic nature in adjoining Regions, should be protected and enhanced.*

*Local Authorities and other relevant public bodies should work together across regional boundaries to protect and enhance the multi-functional importance of strategic river corridors as part of the Region's Green Infrastructure, including for wildlife, landscape and townscape, regeneration and economic diversification, education, recreation, the historic environment including archaeology, and managing flood risk.*

### The Lincolnshire Coast

**3.3.37** The Lincolnshire coast experiences development pressure from the holiday industry, from retirement migration and from development related to activities such as fishing, navigation and the exploitation of offshore minerals. The European Union Bathing Water, Birds and Habitats Directives, and the Ramsar Convention on wetlands of international importance have introduced improvements and safeguards affecting this coastline. Managing the interaction between development, coastal erosion, flood protection and defence and enhancement of the natural environment requires considerable inter-agency co-operation and action, which is particularly important in the context of rising sea levels. An integrated approach to coastal management is essential. This should emphasise the protection and enhancement of biodiversity, natural character, the built and historic environment, including archaeology and the landscape quality of the coast. Further advice is contained in PPG20 and PPS25.

### Policy 34

#### Priorities for the Management of the Lincolnshire Coast

*Local Authorities and other relevant public bodies should identify arrangements for effective co-operation to manage the Lincolnshire Coast. They should promote the development of coastal zone management plans to help achieve an integrated approach to coastal management, including North East Lincolnshire in the adjacent Region of Yorkshire and the Humber.*

*Any development along the Lincolnshire Coast requiring a coastal location should be located primarily in existing urban areas and in ways that protect and enhance the natural and cultural heritage.*

### A Regional Approach to Managing Flood Risk

**3.3.38** The extensive national flooding which occurred during the winter of 2000/1 and in summer 2007, and the potential impact of climate change have heightened the importance of flooding and land drainage as a fundamental spatial planning issue. This is particularly the case in the East Midlands, which not only has an extensive coastline in Lincolnshire, but also has

### 3 Topic Based Priorities

extensive areas of both tidal and fluvial flood plains. Much of these flood plain areas are defended appropriately although these defences are not shown on the existing Flood Zone maps.

- 3.3.39** PPS25 identifies a need for regions to carry out a Regional Flood Risk Assessment. Consequently the Regional Planning Body commissioned an *East Midlands Regional Flood Risk Appraisal* to inform the Regional Plan. The broad conclusion of the Appraisal is that although flood risk is a significant factor in the East Midlands, adoption of a range of appropriate flood risk management policies and mitigation measures will enable development to take in a sustainable manner which protects people property and the environment. The full report is available on the website <http://www.emra.gov.uk>.
- 3.3.40** The Appraisal sets out a Flood Risk Profile for each local planning authority area. It recommended that:
- where flood risk is significant and no Strategic Flood Risk Assessment (SFRA) has been carried out a precautionary approach to development should be considered;
  - in those areas where an SFRA has been carried out, this remains the principal reference document.
- 3.3.41** In accordance with PPS25 and the conclusions of the Regional Flood Risk Appraisal, local authorities in conjunction and agreement with the Environment Agency, should carry out detailed SFRAs when preparing Local Development Frameworks. Where appropriate any necessary flood risk mitigation measures should be identified as part of these assessments. Such an approach would be particularly useful in the context of strategic site identification and previously developed land evaluation. A partnership approach to the funding and preparation of such studies is advocated as this can significantly shorten the overall development planning process.
- 3.3.42** Local planning authorities should take account of PPS25 including the application of the sequential approach and where appropriate the exception test. In addition the latest information available on potential flooding, including Shoreline Management Plans, the Flood Zone maps, Catchment Flood Management Plans and River Basin Management Plans should be considered. Care must be taken not to look at relatively small areas in isolation. For example, account needs to be taken of the effect of run-off from development upstream on locations downstream of it, particularly if a designated site might be affected.
- 3.3.43** In the past development has often increased flood risk, for example, by exacerbating flash flooding. It should in the future contribute positively towards flood risk reduction. This can be achieved across the whole Region by reducing surface water run off rates through the use of Sustainable Drainage techniques (SuDS). In advocating the use of SuDS, Local Planning Authorities should ensure that any uncertainties over adoption and future maintenance are resolved early in the development process.
- 3.3.44** Following consideration of a strategic flood risk assessment, development within the flood plain may be deemed appropriate in order to meet wider sustainability objectives. In these circumstances, development should incorporate flood mitigation measures into the design in order to minimise any possible future damage. Relevant authorities and organisations should also encourage and promote the retro-fitting of existing properties with flood proofing devices in these areas. When considering the provision, maintenance or improvement of fluvial and coastal defences emphasis should be on a more natural approach to flood defences, maximising environmental and other public benefits throughout. The managed retreat scheme at Freiston Shore on the Lincolnshire coast is a good example of what can be achieved.

### Policy 35

#### A Regional Approach to Managing Flood Risk

*Local Development Frameworks and the strategies of relevant public bodies should take account of the potential impact of climate change on flooding and land drainage. In particular, they should:*

- *be informed by Strategic Flood Risk Assessments in order to evaluate actual flood risk. Priority areas for assessment include the built up areas of Derby, Nottingham and Newark;*
- *include policies which prevent inappropriate development either in, or where there would be an adverse impact on, the coastal and fluvial floodplain areas;*
- *deliver a programme of flood management schemes that also maximise biodiversity, provide townscape enhancement and other public benefits; and*
- *require sustainable drainage in all new developments where practicable.*

*Development should not be permitted if, alone or in conjunction with other new development, it would:*

- *be at unacceptable risk from flooding or create such an unacceptable risk elsewhere;*
- *inhibit the capacity of the floodplain to store water;*
- *impede the flow of floodwater in a way which would create an unacceptable risk elsewhere;*
- *have a detrimental impact upon infiltration of rainfall to ground water storage;*
- *otherwise unacceptably increase flood risk; and*
- *interfere with coastal processes.*

*However, such development may be acceptable on the basis of conditions or agreements for adequate measures to mitigate the effects on the overall flooding regime, including provision for the maintenance and enhancement of biodiversity. Any such measures must accord with the flood management regime for that location.*

### Air Quality

- 3.3.45** Planning Policy Statements give advice on air quality issues and the relationship between the planning system and other regulatory regimes. PPS1 requires development plan policies to take account of environmental issues such as air quality and pollution, and PPS 23 advises that the planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution. It also requires that the existing, and likely future, air quality in an area should be considered in the preparation of development plan documents and may also be material in the consideration of individual planning applications where pollution considerations arise.
- 3.3.46** The responsibilities of local authorities with regard to air quality are also set out in the Environment Act of 1995, and include a requirement to declare Air Quality Management Areas and draw up Air Quality Action Plans where it is considered that air quality objectives are unlikely to be met.
- 3.3.47** Within the region there are issues of air quality in some urban centres, along major transport routes and in terms of the impact of pollution on nature conservation sites of European importance. The Habitats Regulations Assessment on the Proposed Changes has identified possible impacts on three sites from traffic and land uses, and also indicates concerns over the impacts of future developments. These sites are:

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- Birklands and Bilhaugh SAC
- Peak District Dales SAC
- South Pennine Moors SPA and Phase I and II SPAs

**3.3.48** In preparing Annual Monitoring Reports, the RPB and Local Planning Authorities will need to take account of air quality indicators and relate these to relevant planning policies. Habitats Regulations Assessment required for Local Development Documents and Local Transport Plans will also need to consider air quality effects on sensitive European sites even when the plan does not contain proposals directly adjacent to the sites.

### Policy 36

#### Regional Priorities for Air Quality

*Local Development Frameworks and the strategies of relevant public bodies should:*

- *contribute to reducing air pollution in the region;*
- *consider the potential effects of new developments and increased traffic levels on air quality; and*
- *consider the potential impacts of new developments and increased traffic levels on internationally designated nature conservation sites, and adopt mitigation measures to address these impacts.*

### Minerals Production in the East Midlands

**3.3.49** The East Midlands Region provides a significant proportion of the UK's mineral production, including coal, aggregates such as sand and gravel, limestone, sandstone and igneous rock, and quantities of gypsum, high purity limestone, fireclay, brick clay, locally distinctive building materials, and oil and gas. Much of the production has been consumed within the Region - coal for power generation and aggregates for the building industry and road construction. However, the Region is also a major exporter of primary aggregates and high quality minerals.

#### Regional Priorities for Aggregates

**3.3.50** The East Midlands is a major producer and exporter of aggregates, with important implications for employment, landscapes and transport infrastructure. About 21% of the sand and gravel and 44% of the crushed rock production is exported from the Region. Current guidance contained in MPS1 Annex 1 sets out the Government's planning policy on the provision for land-won aggregates at regional and sub-regional levels. In connection with this, account has to be taken of regional levels of production based on predictions of the needs of the East Midlands and the demands from other regions. MPS1 also provides guidance on protecting internationally and nationally designated areas of landscape value and nature conservation importance from minerals development, other than in exceptional circumstances, constraining aggregates extraction in particularly sensitive natural and historic areas such as the Peak District National Park, Lincolnshire Wolds Area of Outstanding Natural Beauty and Derwent Valley Mills World Heritage Site. Where such designations cross regional or county boundaries, it is especially important that Local Development Frameworks take a consistent and co-ordinated approach to aggregates extraction. MPS1 encourages the greatest possible use of alternatives to primary aggregates. It is generally acknowledged that areas where

primary aggregates could acceptably be worked will become increasingly constrained. Consequently, alternative secondary and recycled sources of aggregates should form an even greater proportion of future supply.

**3.3.51** Apportionment between the Minerals Planning Authorities of proposed production of aggregates up to 2016 was agreed in 2004, based on advice from the Regional Aggregates Working Party (RAWP). These figures are contained in Figure 1 and will need to be taken into account by the relevant Local Development Frameworks. These indicative figures will be reviewed and rolled forward as part of the evidence base for the next RSS review. This will provide updated sub-regional apportionments and give long term guidance to mineral planning authorities. When new figures are agreed relevant Local Development Frameworks will need to be amended accordingly.

### Other Minerals

**3.3.52** Some other minerals found in the East Midlands are also of national and regional significance, notably building and roofing stone, brick clay, and limestone for cement production. National policy on these is contained in MPS1 Annex 3, MPS1 Annex 2 and MPG10 respectively. In addition to national guidance the issues in relation to these minerals are covered at regional level by the first two bullets of Policy 37 concerning sourcing and safeguarding. Whilst locally won building and roofing stone is needed for use in heritage protection this must be carefully balanced against the important requirement to protect the natural environment, particularly where this coincides with environmentally sensitive areas like the Peak District National Park. The working of brick clay is unlike other minerals in that it is usually won in conjunction with individual brickworks. Both of these regionally important minerals involve relatively small quantities of natural materials won from various locations. By contrast the needs of the cement industry involve significantly greater quantities of limestone in conjunction with large-scale plants. The three existing ones in the region account for more than 25% of UK cement-making capacity (at Hope in the National Park and at Tunstead near the Park, both using Carboniferous limestone; and at Ketton in Rutland, using Jurassic limestone which is also used as building stone).

**Figure 1: Regional Aggregates Apportionment 2001-2016**

|                          | Sand/Gravel (Mt) <sup>(1)</sup> | Crushed Rock (Mt) | Total (Mt)   |
|--------------------------|---------------------------------|-------------------|--------------|
| <b>Derbyshire</b>        | 26.5                            | 155.9             | 182.4        |
| <b>Peal District NPA</b> | -                               | 66.9              | 66.9         |
| <b>Leicestershire</b>    | 20.0                            | 262.5             | 282.5        |
| <b>Lincolnshire</b>      | 49.0                            | 27.2              | 76.2         |
| <b>Northamptonshire</b>  | 15.5                            | 6.3               | 21.8         |
| <b>Nottinghamshire</b>   | 54.0                            | 4.2               | 58.2         |
| <b>Totals</b>            | <b>165.0</b>                    | <b>523.0</b>      | <b>688.0</b> |

1. Mt = Million Tons

### Coal Production in the East Midlands

- 3.3.53** The East Midlands has significant coal reserves that have been exploited by both deep mined and opencast methods and coal still plays a significant role in the economy in parts of the Northern Sub-area. Although economic conditions may change in the future, national and regional coal production since 1992 has seen a further major contraction, especially in the deep mined industry. This has caused most of the Region's remaining mines to close. The main issues concern the social and economic impact on the local communities affected by pit closures, along with the reclamation of the colliery tips and redevelopment of the colliery sites. In addition opencast coal production has also declined. Any proposals to extend or develop new sites in the East Midlands, whether for deep mining or opencast, will be required to consider the potentially severe environmental impact of this form of mineral extraction on local communities. However, in some cases opencast mining can be used as a way of re-claiming and regenerating former deep mine sites.
- 3.3.54** MPG3 sets out criteria to be met to overcome a general presumption against allowing new developments for the opencast extraction of coal. These criteria should be applied by Minerals Planning Authorities in the Region.

### Restoration of Minerals Sites

- 3.3.55** When extraction of minerals is complete, restoration of sites can provide a range of opportunities for new uses, whether for agriculture, forestry, wildlife habitats, recreation or landfill. MPS1 advises that account should be taken of opportunities for enhancing the overall quality of the environment and wider benefits that sites may offer, including nature and geological conservation and increased public accessibility, which may be achieved by sensitive design and appropriate and timely restoration. In some cases, former workings and sites have provided significant new ecological and local amenity assets, and the value of these should be considered in approving restoration or re-use proposals. Provision should also be made for the long term management of such assets. MPG7 also provides guidance on the restoration of mineral workings.

### Policy 37

#### Regional Priorities for Minerals

*Local Development Frameworks should:*

- *identify sufficient environmentally acceptable sources to maintain an appropriate supply of aggregates and other minerals of regional or national significance;*
- *indicate areas within which sites needed for land-won, minerals should be safeguarded from development that would sterilise future exploitation, including those required to maintain historic buildings and monuments or new construction that reflects local character;*
- *identify and safeguard opportunities for the transportation of minerals by rail, water or pipeline, where appropriate to do so, including the maintenance of existing railhead and wharfage facilities, the provision of new facilities, and the safeguarding of access to them;*
- *seek to apply the aggregates apportionment figures set out in Figure 1;*
- *make provision for a progressive reduction in the proportion and amounts of aggregates and other land-won minerals from the Peak District National Park and Lincolnshire Wolds AONB;*
- *identify and where necessary safeguard sites suitable for facilities for the recycling, reprocessing and transfer of materials including construction and demolition wastes; and*
- *identify any likely adverse impact on habitats and propose mitigation, which may include creation of habitats elsewhere. The proposed uses to which former mineral extraction sites should be put, including opportunities for the creation of priority habitats, should be set out.*

#### Regional Priorities for Waste Reduction and Waste Management

**3.3.56** The Region's human and economic activities generate waste that must be managed in accordance with the principles of sustainable development. The European Union Framework Directive on Waste, the revised National Waste Strategy and PPS10 all promote a comprehensive hierarchical approach to waste management:

- waste reduction;
- re-use;
- recycling and composting;
- energy recovery;
- disposal.

**3.3.57** Whilst some elements of the hierarchy are outside the scope of the planning system, others have significant planning implications. The overall regional context for waste policy is set by the Regional Waste Strategy <http://www.emra.gov.uk> , which is based on:

- working towards zero growth in waste at the regional level by 2016;
- reducing the amount of waste sent to landfill in accordance with the EU Landfill Directive;
- exceeding Government targets for recycling and composting, with the objective to bring all parts of the Region up to the levels of current best practice; and
- taking a flexible approach to other forms of waste recovery, on the basis that technology in this area is developing very quickly and is difficult to predict over a 20 year period.

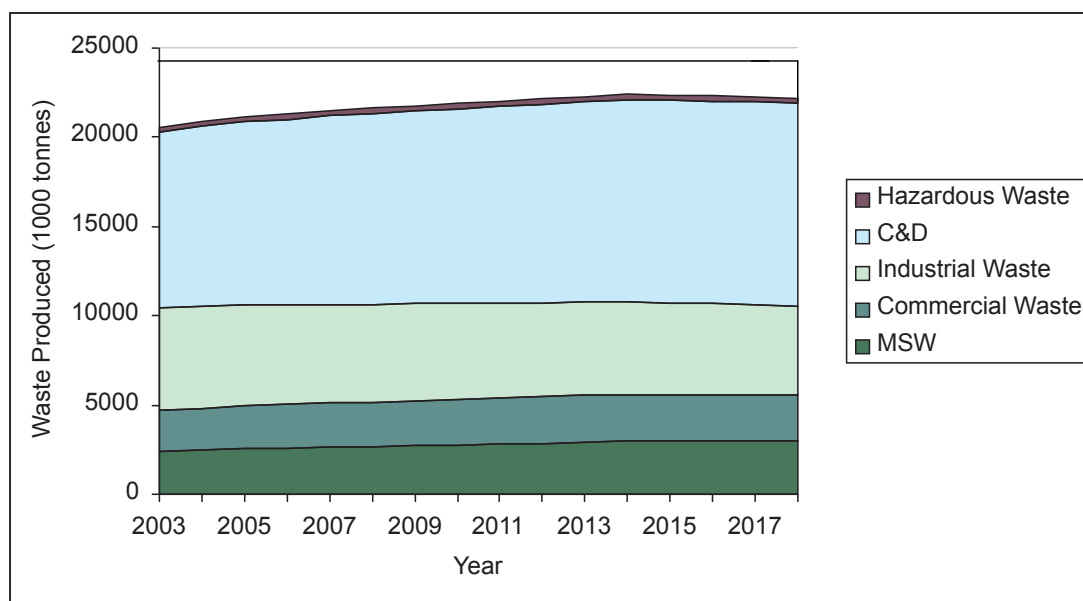
**3.3.58** Based on revised data from the Environment Agency, the East Midlands produced around 20.6 million tonnes of 'controlled waste' in 2003. Of this, 48% was Construction & Demolition Waste, 28% Industrial Waste, 12% Municipal Solid Waste, 11% Commercial Waste, and 1%

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Hazardous Waste. In addition, around 5 million tonnes of agricultural waste was produced. From 2006, around 30,000 tonnes of this will fall within the relevant regulations and be classed as 'controlled waste'.

**3.3.59** This baseline data has been used to project future waste growth forecasts for the principal waste streams up to the year 2020. These projections assume the achievement of known Government and regional targets, and success of proposed waste minimisation initiatives. In particular, zero growth has been assumed from 2016. As a result it is projected that by 2020 the East Midlands will produce around 22.2 million tonnes of controlled waste.

**Figure 2: Projected Growth in Controlled Waste by Principal Waste Stream 2003-2020**



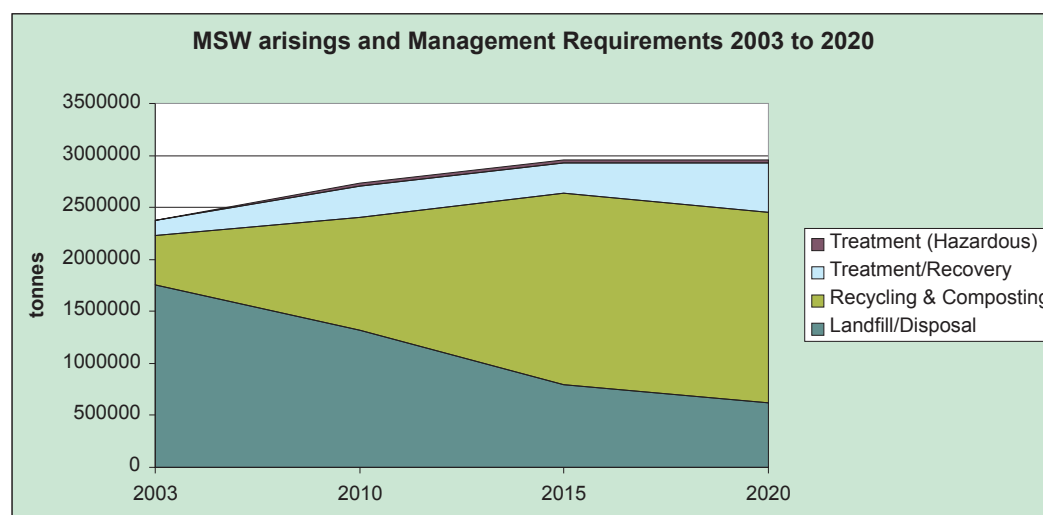
**3.3.60** Appendix 4 shows an indicative apportionment of these waste arisings between the Region's Waste Planning Authorities up to 2025, based on current projections.

**3.3.61** Delivering the Regional Waste Strategy will require co-ordinated action by a wide range of interests. A crucial first step will be to promote a change of behaviour from consumers and businesses to reduce waste and promote re-use and recycling. The waste implications of all development should be considered at the earliest possible stage; this should be achieved through undertaking a 'waste audit'. New development, whether it is a waste facility or housing or office development, should contribute to the minimisation of waste in its construction and operation. The waste generation and disposal implications of new development should also be given a higher priority.

**3.3.62** It will also be necessary for Waste Planning Authorities to reflect the need for additional waste management facilities in Waste Local Development Frameworks. These will include materials recycling facilities (MRFs), composting operations, inert processing plants and waste transfer facilities. Some additional waste recovery capacity will also be needed, which may include energy from waste, or other technologies such as anaerobic digestion. Further capacity is also likely to be required to deal with hazardous waste. Failure to meet the proposed waste minimisation and recycling targets will increase the requirement for other forms of waste recovery, and would result in the development of further new or expanded facilities.

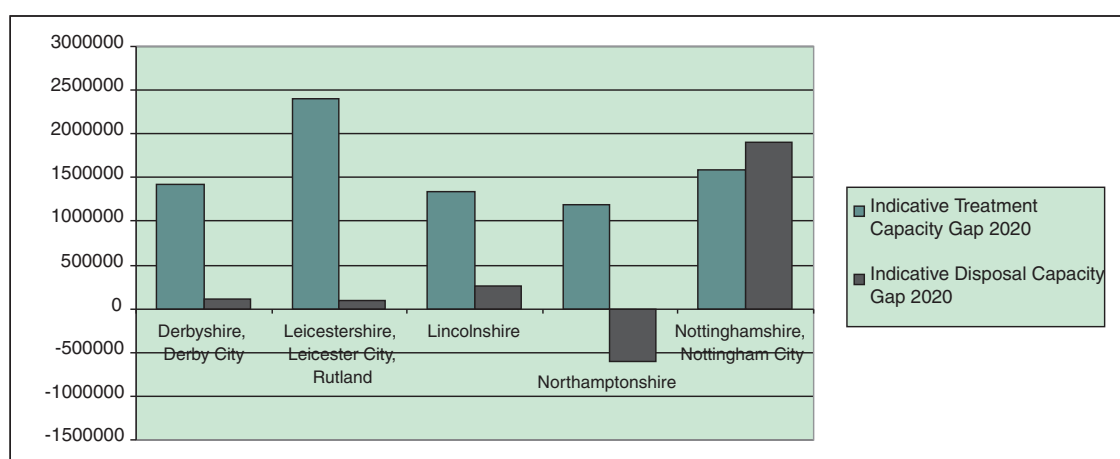
**3.3.63** Figure 3 illustrates the likely need for Municipal Solid Waste management capacity required to implement the Regional Waste Strategy at the regional level by 2020.

Figure 3: MSW Management Requirements 2003-2020



**3.3.64** Research has been undertaken on the current scale and pattern of waste treatment facilities across the Region <http://www.emra.gov.uk>. Results indicate that waste management capacity will need to more than double by 2020 in order to meet targets set out in the Regional Waste Strategy. Figure 4 illustrates the likely gap between existing waste treatment and disposal capacity for all controlled waste and that required to implement the Regional Waste Strategy. Figure 5 gives more detailed figures for Municipal Solid Waste only. These estimates do not take into account the need to renew or replace existing facilities over the lifetime of the Regional Plan, or the impact of County and Unitary Authorities as Waste Disposal Authorities trading Landfill Allowances.

Figure 4: Estimated Total Waste Capacity Shortfall by Waste Planning Authority



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**Figure 5: Estimated Municipal Solid Waste Capacity Shortfall by Waste Planning Authority**

|                                               | Recycling/<br>Composting | Landfill<br>Diversion | Reuse    | Disposal     | Total      |
|-----------------------------------------------|--------------------------|-----------------------|----------|--------------|------------|
| <b>Derbyshire, Derby City</b>                 | 241                      | 187                   | 0        | -295         | 133        |
| <b>Leicestershire,<br/>Leicester, Rutland</b> | 235                      | 85                    | 0        | -259         | 61         |
| <b>Lincolnshire</b>                           | 31                       | 123                   | 0        | -182         | -28        |
| <b>Northamptonshire</b>                       | 120                      | 121                   | 0        | -173         | 68         |
| <b>Nottinghamshire,<br/>Nottingham City</b>   | 258                      | 64                    | 0        | -162         | 160        |
| <b>TOTAL</b>                                  | <b>885</b>               | <b>580</b>            | <b>0</b> | <b>-1070</b> | <b>395</b> |

**3.3.65** This capacity shortfall poses a considerable challenge for the Region and it is vital that it does not widen further. As a result, Waste Planning Authorities should seek to protect existing lawfully operated sites and allocated sites accommodating recycling and recovery facilities from re-development to other land uses where appropriate. Increasing the capacity of existing facilities including potential site expansion or site re-development for the recycling, recovery and treatment of waste (including the possibility of change of use of existing waste transfer stations) should be supported where this will not significantly adversely affect the environment and local communities.

**3.3.66** When identifying sites for waste management facilities, Waste Planning Authorities should consider the potential synergies with existing land uses such as existing and former industrial land, redundant mineral workings and sewage treatment works, as well as other criteria identified in PPS10. Waste Planning Authorities should also consider the benefits and opportunities for locating re-processing facilities in close proximity to waste treatment facilities, and look to allocate suitable land for re-processing in conjunction with sites for waste treatment in Waste Local Development Frameworks.

**3.3.67** In some circumstances, larger facilities may need to be supported by smaller transfer stations to reduce overall transport distance and associated environmental impacts. The location of these transfer stations should be determined through Waste Local Development Frameworks.

### Sub-area Guidance

**3.3.68** Guidance for each Sub-area on the expected pattern of regionally and sub-regionally significant waste treatment facilities required to deliver the Regional Waste Strategy is set out below.

### The Eastern Sub-area

**3.3.69** The Eastern Sub-area is the largest of the five Sub-areas and has a predominantly rural character, with greater distances between the only Principal Urban Area, Lincoln, and Sub-Regional Centres. Existing facilities are dispersed throughout the Sub-area, with a heavy reliance on landfill sites within Lincolnshire and in the neighbouring Region of the East of England. The future pattern of provision should combine larger facilities in and around Lincoln and the Sub-Regional Centres, with a dispersed pattern of smaller facilities, similar to the existing situation. This will help to reduce the overall transport distances and resulting environmental impacts, given the larger scale of the Sub-area.

### Northern Sub-area

- 3.3.70** The northern Sub-area contains the sub-regional centres of Chesterfield, Mansfield-Ashfield, Newark and Worksop. It is also a regeneration priority area with former colliery land around Mansfield to the east and a strong pattern of existing recycling facilities around Chesterfield to the west. The broad pattern of facilities should reflect these strengths and seek to combine a centralised strategy of larger facilities on previously used land (including former colliery land) with the expansion of existing facilities.

### Peak Sub-area

- 3.3.71** The Peak Sub-area has a high quality environment, which includes the Peak District National Park and many internationally and nationally designated sites of nature conservation. This quality and the smaller settlement size across the Sub-area make it inappropriate and unsustainable for the Sub-area to make a significant contribution to the provision of waste management infrastructure in the regional context. There is also limited commercial and industrial development within the National Park. However opportunities may arise, especially related to the larger settlements outside the National Park to accommodate small-scale facilities serving the Sub-area's needs. Where these would not have a significant adverse effect on the environment and local communities, a positive planning approach should be adopted. This should be considered through the policies in the Derbyshire Waste Development Framework, the Peak District National Park Local Development Framework and through the development control process.

### Southern Sub-area

- 3.3.72** Current regional housing provision policies indicate that Northamptonshire will experience the greatest growth of all counties in the Region over the next 20 years. Growth and regeneration in areas such as Northampton, Wellingborough, Kettering and Corby provides opportunities to incorporate more sustainable waste management for all types of waste. This should include measures to minimise waste production in the first instance to well-planned recycling and recovery infrastructure incorporated within future development as an essential element of working towards more sustainable communities. A centralised pattern of fewer larger facilities based around these urban centres is therefore proposed.

### Three Cities Sub-area

- 3.3.73** The cities of Derby, Leicester and Nottingham are the major commercial, industrial, administrative and cultural centres of the Region and the Sub-area as whole contains just under half of the Region's population. The significant sites study has illustrated that these major urban areas are currently deficient in recycling and recovery capacity, with current patterns of waste facilities more closely aligned to the road network than urban centres reflecting historical patterns of landfilling the majority of the Region's waste. However, the counties of Derbyshire, Leicestershire and Nottinghamshire are together predicted to produce over 70% of all of the Region's waste, the vast majority of which will be generated within the three cities themselves. The three cities themselves should therefore provide the focus for the future provision of waste management infrastructure in the Sub-area. A centralised pattern of larger facilities should be developed. This should draw on the advantages of the close proximity of waste arisings, the transport network including opportunities for transport by rail and water, the availability of previously developed land and buildings, and potentially compatible land uses. Joint procurement of new waste facilities should be explored by the relevant Waste Planning Authorities.

#### Policy 38

##### **Regional Priorities for Waste Management**

*All relevant public and private sector organisations, including manufacturing, importing and packaging firms, should work together to implement the Regional Waste Strategy and promote policies and proposals that will result in zero growth in all forms of controlled waste by 2016 and waste being treated higher up in the 'waste hierarchy' set out in the National Waste Strategy (Waste Strategy for England 2007).*

*All Waste Collection Authorities and Waste Disposal Authorities should achieve a minimum target for the recycling and composting of Municipal Solid Waste of 30% by 2010 and 50% by 2015.*

*Waste Planning Authorities, with the exception of the Peak District National Park Authority, should make provision in their Waste Development Frameworks for waste management capacity equal to the amount of waste generated and requiring management in their areas, using the apportionment data set out in Appendix 4, subject to further research and analysis as part of the annual monitoring process and recognition of the particular operational and locational requirements of individual waste process technologies.*

*In the Eastern Sub-area, the future pattern of provision should combine larger facilities in and around Lincoln and the Sub-Regional Centres, with a dispersed pattern of smaller facilities in the more rural areas.*

*In the Northern Sub-area, the broad pattern of facilities should combine a centralised strategy of larger facilities on previously used land (including former colliery land) with the expansion of existing facilities.*

*In the Peak Sub-area, especially related to larger settlements outside the Peak District National Park, small-scale facilities serving the Sub-area's needs should be accommodated, where these would not have a significant adverse effect on the environment and local communities or conflict with the National Park's statutory purposes.*

*In the Southern Sub-area, there should be a centralised pattern based around the expanding urban centres.*

*In the Three Cities Sub-area a centralised pattern of large facilities should be developed.*

*All other Development Frameworks should provide for the minimisation of waste in the construction of and operation of new development, and encourage on-site waste management facilities.*

*Waste development plan documents should secure high standards of restoration and, where appropriate, the aftercare of waste management facilities to contribute to the objectives of the regional spatial strategy, particularly those relating to biodiversity, recreation and amenity.*

*Waste facilities should also be sited to avoid the pollution or disturbance of designated nature conservation sites of international importance. Increased traffic levels on roads near to sensitive sites should also be avoided.*

### Regional Priorities for Energy

**3.3.74** The Government has reviewed the delivery of national energy policy and has recognised that the two major long term challenges are tackling climate change and delivering secure, clean energy at an affordable price (*The Energy Challenge, 2006*). The 2002 Energy White Paper includes a goal of putting the UK onto a path to cut UK CO<sub>2</sub> emissions by some 60% by 2050, with real progress by 2020. The UK also has a binding target under the Kyoto Protocol to reduce emissions of six greenhouse gases by 12.5% from 1990 levels in the period 2008-2012. The Government has an additional goal of a reduction of 20% in emissions of CO<sub>2</sub> from 1990 levels by 2010 and has signalled a policy and legislative move towards zero carbon development, with strong support for incorporating renewable energy technologies at the building and development scale. The Government is committed to ensuring that low carbon energy generation, including renewable technologies, makes an increasing contribution to UK energy supplies. It has set a target of 10% of UK electricity from renewable sources by 2010 and 20% by 2020.

**3.3.75** Regional policies on energy are underpinned by the following 'energy hierarchy':

- to reduce the need for energy
- to use energy more efficiently
- to use renewable energy
- any continuing use of fossil fuels to be clean and efficient for heating and co-generation

**3.3.76** Regional Plan policy has been informed by the Regional Energy Strategy (available at <http://www.emra.gov.uk>) and two recent studies undertaken by the Regional Planning Body: *Determining Baseline Energy Consumption Data* and *Regional Targets and Scenarios for Renewable Energy* (both June 2006 and available at <http://www.emra.gov.uk>). Together, these studies present a comprehensive assessment of the patterns of energy consumption and CO<sub>2</sub> emissions across the East Midlands and highlight the need for:

- planning policies to reduce the need for energy at the regional level;
- a significant increase in Combined Heat and Power (CHP) capacity;
- minimum regional targets for renewable energy generation for 2010 and 2020, emphasising the role of micro-generation; and
- planning policies to enable a significant increase in renewable energy micro-generation, and to achieve the Government's ambition of zero carbon development and regeneration.

### Regional Priorities for Energy Reduction and Efficiency

**3.3.77** The Home Energy Conservation Act 1995 and related guidance requires that local authorities with housing responsibilities should prepare energy efficient improvement measures aimed at reducing domestic energy consumption by 30% over 10-15 years. In addition the Government's 2002 Energy White Paper states that domestic households are expected to save 5 million tonnes of carbon a year by 2010 and a further 4-6 million tonnes by 2020.

**3.3.78** The Regional Energy Consumption Baseline Study has indicated that electricity consumption is actually increasing within the East Midlands. Annual domestic electricity sales are rising by around 1% per customer and industrial and commercial sales by 8% per consumer. These figures are in excess of the projections resulting from earlier regional studies. Regional CO<sub>2</sub> emissions for 2004 were 32 million tonnes and are increasing as both transport and energy consumption continue to grow. To contribute to a 60% reduction in carbon emissions by 2050, (as identified in the Energy White Paper) would currently require a reduction in electricity consumption of around 1.5% per year each year in the East Midlands.

- 3.3.79** The planning system can contribute to reducing energy demand through measures to improve the location of development, site layout and building design and as recognised in Section 1.4, the Planning and Climate Change PPS (PPS1 supplement) expects development plan documents (DPDs) to include policies which promote and encourage a proportion of the energy supply of new development to be secured from decentralised and renewable or low-carbon sources. The East Midlands will have significant growth in development over the Regional Plan period and new development will need to secure the highest viable resource and energy efficiency in order to ensure that the Region can also make its contribution to the national carbon emissions reduction targets and longer term goals. To achieve this, substantial areas of new development need to be located where there is good accessibility by means other than the private car and where energy can be gained from decentralised energy supply systems, or where there is clear potential for this to be realised. These systems will include renewable or low carbon sources. In drawing up their Local Development Frameworks, local planning authorities should take account of the provisions of the Planning and Climate Change PPS and where policies need to be developed to respond to more local issues these should be included in DPDs. In doing this local planning authorities should also take account of any best practice deriving from innovative design including examples developed in eco-towns.
- 3.3.80** Heat producing renewable energy technologies at the building scale, such as ground source heat pumps, wood heat and solar air or water heating can provide a lower carbon approach to meeting heating requirements that would be reflected in reduced consumption of electricity and lower carbon emissions. Small scale renewable electricity generation at the building scale, such as photovoltaic cells and micro wind turbines can contribute to a reduced energy demand from the grid. Development scale district heating systems can also provide a path to carbon neutral development. These technologies can also help to reduce the carbon emissions in the refurbishment and redevelopment of existing buildings.

### Policy 39

#### Regional Priorities for Energy Reduction and Efficiency

*Local Authorities, energy generators and other relevant public bodies should:*

- *promote a reduction of energy usage in line with the 'energy hierarchy'; and*
- *develop policies and proposals to secure a reduction in the need for energy through the location of development, site layout and building design.*

#### Regional Priorities for Low Carbon Energy Generation

- 3.3.81** The Government has introduced a number of initiatives including the Renewables Obligation and the Climate Change Levy to encourage low carbon generation. The Government has also signalled a need to move towards a more distributed energy generation network which will require facilitation through the planning process. Renewable energy technologies and Combined Heat and Power (CHP) will be crucial in delivery of a distributed network. Current Planning Policy Guidance on Renewable Energy is set out in PPS22.
- 3.3.82** Parts of the East Midlands, notably the Trent Valley, have clear locational advantages for major energy installations through easy access to the grid, cooling water and fossil fuel supplies. Some former power station and colliery sites may be suitable for re-use for new forms of power generation such as clean coal technology. There is also considerable potential for co-firing (using mixes of fossil fuels and bio-energy). This is currently contributing some

- 270 MWe (in excess of the 2010 target for biomass). Co-firing currently relies on imported biomass, and with Renewable Obligation Certificates due to end in 2016, it is unlikely to continue without additional support. However there are opportunities for local farmers to develop local sources of co-firing biomass for smaller schemes and for new cleaner burning technologies in existing power stations.
- 3.3.83** Domestic and Industrial Combined Heat and Power (CHP) schemes can increase efficiency in the use and supply of energy. The Government has set a target of at least 10,000MWe of CHP by 2010. In 2004, there were 237MWe of CHP electricity generation capacity in the East Midlands, a reduction in capacity over previous years, reflecting poor market conditions. Regional targets propose to increase this figure to a minimum of 511 MWe by 2010 and 1120 MWe by 2020. Suitable locations for large-scale CHP developments are likely to be urban areas or associated with new development which avoid negative effects on the landscape or built environment.
- 3.3.84** At present renewable energy sources make a minor contribution to the Region's capacity (approximately 2%) and the East Midlands lags behind the other English regions. The Regional Targets and Scenarios for Renewable Energy Report indicates that a 20% renewable energy mix by 2020 can only be achieved by adopting energy efficiency improvements and challenging micro-generation targets as well as a mix of large scale grid connected renewable energy. Revised indicative targets are summarised in Appendix 5 and exclude energy derived from incineration of municipal and commercial waste, offshore wind and large scale co-firing of biomass. Coal mine methane also has a potential future role to play in the sustainable energy mix within the Region though currently there is uncertainty about the technology related to this resource and it is not eligible for renewable obligations certificates. Other low carbon technologies, such as tidal or wave generation may become viable towards the end of the plan period, but there is too little information to make an assessment now.
- 3.3.85** Although the regional targets are ambitious, they are considered to be achievable and should be treated as a minimum. To achieve the targets, however, there will need to be a complete change in attitude in current planning practice. Local planning authorities need to accept that far more energy generation schemes using innovative renewable technologies need to be accepted if renewable energy targets are to be achieved. Furthermore it should not be inferred that once the targets have been met, efforts should not continue to deliver additional renewable schemes. However the Government's targets on energy efficiency and renewable generation will both need to be met if carbon reduction objectives are to be achieved. The Regional Planning Body has a duty to review all policies and targets through its Annual Monitoring Report and to adjust them accordingly. The regional targets will therefore need to be kept under continuous review.
- 3.3.86** Much of the Region could be suitable for the location of wind turbines subject to a number of criteria, including visual impact and the cumulative effect of a number of turbines and their actual size. Local Planning Authorities should not adopt policies that would in effect impose a blanket ban on on-shore wind energy projects. Instead they should establish the criteria which guide and inform wind energy projects in order to achieve high quality, well planned developments. Policy 40 sets out the considerations that need to be addressed when drawing up local policies.
- 3.3.87** The scale of the need to provide for more opportunities for renewable energy generation also indicates the pressing need for decentralised renewable energy, (micro-generation schemes) to be implemented as widely as possible. Local development documents should therefore encourage such schemes taking into account the advice in PPS22, the Companion Guide to PPS22 and the climate change supplement to PPS1. Design guides published by the TCPA may also be relevant – *Sustainable energy by design* (2006) and *Community energy: urban planning for a low carbon future* (2008).

## 3 Topic Based Priorities

**3.3.88** The technologies that are appropriate in each Sub-area will vary according to local resources and constraints. Micro-generation can be applied anywhere, either grid linked or with battery back-up. The opportunities for non-electricity generating renewables should not be underestimated. Ground source heat pumps and solar water heating as well as biomass space heating can contribute to a reduction in demand for electricity, coal, oil or gas that will deliver carbon savings across the Region. Other technologies may be more appropriate at specific locations. Sub-area based guidance is outlined below:

### Eastern Sub-area

**3.3.89** There are significant opportunities for biomass of all types, including large scale biomass power plants, using crops or animal waste. There are also opportunities for small scale disposal of municipal compostable waste at the farm scale. There are some sites available for large wind developments and more for smaller scale wind development at farm/settlement level. There is very small hydro resource. The more dispersed pattern of development offers opportunities for community scale micro-grids for electricity and heating. Any infrastructure required to develop offshore developments will also need to be accommodated within the Eastern Sub-area.

### Northern Sub-area

**3.3.90** There is a heritage of coal mining in the Sub-area and as a result significant opportunities for coal mine methane. There are some opportunities for wind development at different scales. Regeneration initiatives may allow opportunities for carbon neutral development using medium scale renewable generation, for example CHP or wind. There are some opportunities for wood or coppice as biomass, but fewer for other forms of biomass.

### Peak Sub-area

**3.3.91** The Sub-area is mainly within or close to the Peak District National Park and large scale renewable generation will always be difficult to accommodate as a result. However there are many opportunities for small scale hydro and some opportunities for small wind generation. The Peak District National Park Authority has produced supplementary guidance to encourage appropriate renewable energy installations.

### Southern Sub-area

**3.3.92** The Growth Area designations in the Southern Sub-area offer the best opportunities for new carbon neutral developments. There are also significant opportunities for biomass in what will remain a generally rural area. There are also some opportunities for wind development at a variety of scales.

### Three Cities Sub-area

**3.3.93** The scale of development in the Three Cities Sub-area offers opportunities for local distribution networks for electricity and heat using CHP. Micro-generation also has the biggest potential here. Large scale wind generation is limited, but there are opportunities for smaller scale at business park level, contributing to carbon neutral developments. There may be opportunities for generating energy from waste through a variety of different technologies.

- 3.3.94** Offshore wind lies beyond normal planning jurisdiction but the onshore infrastructure required to bring the electricity ashore is likely to require planning permission. The Government has identified three 'national strategic areas' for offshore wind power. One of these lies in the Wash off the Lincolnshire coast where much of the area is protected by national and international designations. This has important implications for the design and location of on-shore infrastructure. Local Development Frameworks covering the on-shore area will need to include appropriate policies aimed at protecting key environmental assets and the integrity of designated sites, based on relevant information, for example, relating to bird movement patterns. Such policies should concentrate on mitigating potentially adverse effects and encouraging co-operative planning of infrastructure, for example 'cable sharing'. Further advice on these issues is contained in the Companion Guide to PPS22.
- 3.3.95** While offshore renewable generation projects are not covered by RSS policies, PPS22 requires that an indication of the output that might be expected to be achieved from offshore renewables should be included though these are not included in regional totals. The relevant targets are 1315GWh/y for 2010, 3000GWh/y for 2020 and 3483GWh/y by 2026.

#### Policy 40

##### Regional Priorities for Low Carbon Energy Generation

*Local Authorities, energy generators and other relevant public bodies should promote:*

- *the development of Combined Heat and Power (CHP) and district heating infrastructure necessary to achieve the regional target of 511 MWe by 2010 and 1120 MWe by 2020; and*
- *the development of a distributed energy network using local low carbon and renewable resources.*

*In order to help meet national targets low carbon energy proposals in locations where environmental, economic and social impacts can be addressed satisfactorily should be supported. As a result, Local Planning Authorities should:*

- *safeguard sites for access to significant reserves of coal mine methane;*
- *identify suitable sites for CHP plants well related to existing or proposed development and encourage their provision in large scale schemes;*
- *consider safeguarding former power station and colliery sites for low carbon energy generation;*
- *support the development of distributed local energy generation networks; and*
- *develop policies and proposals to achieve the indicative regional targets for renewable energy set out in Appendix 5.*

*In establishing criteria for onshore wind energy, Local Planning Authorities should give particular consideration to:*

- *landscape and visual impact, informed by local Landscape Character Assessments;*
- *the effect on the natural and cultural environment (including biodiversity, the integrity of designated nature conservation sites of international importance, and historic assets and their settings);*
- *the effect on the built environment (including noise intrusion);*
- *the number and size of turbines proposed;*
- *the cumulative impact of wind generation projects, including 'intervisibility';*
- *the contribution of wind generation projects to the regional renewables target; and*
- *the contribution of wind generation projects to national and international environmental objectives on climate change.*

*In establishing criteria for new facilities required for other forms of renewable energy, Local Planning Authorities should give particular consideration to:*

- *the proximity to the renewable energy resource;*
- *the relationship with the existing natural and built environment;*
- *the availability of existing surplus industrial land in close proximity to the transport network; and*
- *the benefits of grid and non grid connected 'micro-generation'.*

### Regional Priorities for Culture, Sport and Recreation

**3.3.96** Culture is an inclusive concept embracing a wide range of activities, places, shared beliefs, values and customs, which contributes to a sense of identity and well being for everyone. Cultural activities span the public, private, voluntary and community sectors and include:

- the performing and visual arts, craft and fashion;
- media, film, television, video and language;
- museums, archives and design;
- libraries, literature, writing and publishing;
- the built heritage, architecture, landscape and archaeology;
- sports participation, events, facilities for community activity (such as village halls and places of worship);
- parks, children's play and playgrounds;
- open spaces, wildlife habitats, water environment and countryside recreation;
- tourism, festivals and attractions, and
- informal leisure pursuits.

**3.3.97** Regional priorities for culture are set by the Regional Cultural Strategy *The Place of Choice* (2006) developed by Culture East Midlands. Research jointly commissioned by Culture East Midlands and the Regional Planning Body to inform the Regional Plan was published in 2006. *The East Midlands Regional Plan: Reflecting Cultural Priorities* is available at <http://www.emra.gov.uk>.

**3.3.98** The research indicates that cultural activities support and promote many of the Objectives of the Regional Plan set out in Policy 1. For example, by:

- promoting regional economic growth through innovation in an increasingly information based service economy (and currently contributing 6.6% of regional GVA and 10% of regional employment);
- forming an essential component of both urban and rural regeneration;
- fostering health and well-being through the provision of accessible natural attractions and built facilities; and
- encouraging sustainable patterns of tourism by maintaining local distinctiveness which can enhance the visitor experience.

**3.3.99** Spatial planning can support growth in participation in cultural activities by creating a flexible and forward looking pattern of cultural facilities, which is:

- designed to be inclusive and accessible to all sectors of the community;
- located to maximise access by a variety of modes of transport; and
- shaped by community involvement and partnership working.

**3.3.100** In order to achieve this, it is proposed that there should be a hierarchy of cultural provision relating to the needs of settlements of different sizes across the East Midlands, comprising:

- high level regional and sub-regional facilities serving the Principal Urban Areas and their hinterlands, and located at points of good public transport accessibility;
- modern and well designed neighbourhood and local facilities which are closer to where people live, including Sub-Regional Centres, Growth Towns and as part of sustainable urban extensions, and
- multi-activity hubs in market towns in rural areas which may serve groups of connected villages of smaller size.

## 3 Topic Based Priorities

**3.3.101** Because of likely lifestyle and funding changes over the Plan period, the co-location of cultural facilities and cultural and community facilities should be encouraged. The appropriate mix of activities provided for in particular locations will depend on community expressions of need. Successful mixes of provision may include:

- sport, adult education and health provision;
- library, museum, arts performance space, and business start up units, or
- schools, libraries, learning and skills provision.

**3.3.102** More detailed guidance on cultural provision was developed by a range of national and regional partners for the MKSM Growth Area: *Living Spaces* (2005), available at <http://culture-em.org.uk>. The approaches outlined in *Living Spaces* can be applied elsewhere in the Region. Building on this work, Culture East Midlands led a partnership of regional and national organisations in a Treasury-funded programme to produce guidance and frameworks in planning for culture.

**3.3.103** The Government's objectives for sport are set out in PPG17 and in the Sport England Strategy 2008-2011. The regional plan for sport *Change 4 Sport* highlights the contribution of sport, recreation and leisure to quality of life, and the importance of achieving accessible facilities. Adequate recreational open space and a range of other sports facilities are required, in both urban and rural areas, to serve existing and new populations. Provision should be based on standards derived from assessments carried out by local authorities in line with PPG17 and best practice guidance.

**3.3.104** The East Midlands has strong sporting traditions and several national and international centres of sporting excellence are being created. As a result, the Region is well placed to benefit from the London 2012 Olympics. Many of these facilities are clustered around Loughborough and the Greater Nottingham conurbation. Loughborough University has international status in performance sport, sports science, research and management, and is a catalyst for future economic development. This has led to the identification of facilities for individual sports, often incorporated into the network of multi-purpose facilities that currently exist or which are being proposed, upgraded or relocated. Sport England's strategy aims to ensure an adequate supply of such facilities to meet a hierarchy of demand ranging from the casual or local level to the excellent or international level. County based Sports Partnerships have a key role in realising this aim. However it is also important to recognise that identified need in one administrative area can sometimes best be met by developing facilities in another.

**3.3.105** The countryside as a whole is a valuable resource for providing opportunities for informal recreation and country parks provide both formal and informal recreation in the countryside. As such the creation of new facilities is desirable. The Region also has an extensive network of statutory rights of way, including National Trails, such as the Trans Pennine Trail, which provide a well-used recreational resource. The Sustrans National Cycle Network is being developed through the Region. There is scope for further routes to be developed. Diversification of the rural economy may provide opportunities for sporting and leisure activities. In addition, the creation and management of large scale woodlands for public access, such as the National Forest and Greenwood Community Forest, can also act as alternative recreational attractions to areas already suffering from excess visitor pressure.

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#### Regional Priorities for Culture, Sport and Recreation

*Local Authorities and Strategic Sub-Regional Partnerships should work with local communities to develop 'cultural infrastructure plans' to inform Local Development Frameworks and other relevant plans and strategies. These should specify:*

- *key elements of cultural provision, including assets needing refurbishment, relocation of facilities and new provision;*
- *standards and costs for provision, including quality standards, and*
- *the sources of and potential sources of funding, including from the planning system.*

*Local Authorities should also work with County based Sport Partnerships, Sport England and other relevant bodies to ensure that there is adequate provision of sports and recreational facilities consistent with the priorities for urban and rural areas outlined in Policy 3, and the relevant Sub-area policies under Section 2.4. Where appropriate, there should be joint working across administrative borders to ensure that identified need is met in the most effective manner. Particular attention should be given to ensuring the Region maximises the benefits arising from the London 2012 Olympics.*

#### Regional Priorities for Tourism

**3.3.106** National advice on tourism is contained in the Good Practice Guide on Planning for Tourism (DCLG 2006). Priorities for the East Midlands are contained in the Regional Tourism Strategy, *Destination East Midlands*, which runs to 2010, and East Midlands Tourism's Business Plan, both available at: [www.emda.org.uk](http://www.emda.org.uk).

**3.3.107** Tourism includes travel and visits for business, professional and domestic purposes as well as for holidays and recreation. Tourism is a growth industry desirable not only for the economic benefits obtained but also important in improving the quality of life in the region. It is a key driver for the region's economy and in 2007 was worth approximately £5.9 billion to the East Midlands, supporting nearly 100,000 jobs. The East Midlands has two internationally recognised attractions: Robin Hood/Sherwood Forest, and the Peak District. In addition, there is the Derwent Valley Mills World Heritage Site which is subject to a Government backed Management Plan. Strong regional attractions include the Lincolnshire Coast towns such as Skegness and Mablethorpe, the historic core of Lincoln, the Dukeries, Rockingham Forest, the Nene Valley Regional Park and the National Forest. Elsewhere other attractions include the Northamptonshire historic towns and villages, and historic houses and parklands such as Chatsworth, Hardwick, Belvoir, Kedleston, and Calke. In addition, the Region has a number of key strengths in areas such as culture and sport, and plays host to internationally recognised events, including the British Formula 1 Grand Prix, Test cricket, and international rowing.

**3.3.108** However 90% of tourists to the Region are day visitors spending only small amounts per trip. The economic impact of tourism may be immense but the large numbers of day visitors means the environmental impact is also proportionately large, particularly in terms of additional car traffic. Increasing the proportion of visitors who stay overnight (and who as a result spend considerably more) is therefore a regional priority. However, special care must be taken to ensure that all growth in tourism is managed in accordance with the principles of sustainable development.

## 3 Topic Based Priorities

**3.3.109** Many of the areas of the region that are attractive for recreation, leisure and tourism are also important for their landscape heritage and nature conservation qualities, which may form part of the reason for their attractiveness. There is a need to strike a balance between these interests. For example, recreation and tourism can increase disturbance and damage to biodiversity and increased impacts on internationally designated sites of nature conservation importance are possible. Planning for developments and access and other strategies such as the Regional Tourism Strategy need to take account of this, including the review and mapping of areas vulnerable to disturbance and situations where rigorous control of disturbance would be required to maintain the integrity of vulnerable sites and species. It may be necessary in the preparation of LDFs and in preparing planning proposals to consider mitigation measures such as the preparation of zoning plans for the timing and location of activities; inclusion of buffer zones and careful consideration to the detailed design and layout of any development adjacent to the buffer zones, in terms of pressures for recreational use which it may generate, to minimise both direct and indirect impacts.

### Policy 42

#### Regional Priorities for Tourism

*Local Authorities, emda, Sub-Regional Strategic Partnerships and other relevant public bodies should seek to identify areas of potential for tourism growth which maximise economic benefit whilst minimising adverse impact on the environment and local amenity. Potentially adverse effects on internationally designated nature conservation sites should be avoided or mitigated. Measures should include:*

- *provision for additional tourist facilities including accommodation close to popular destinations that have adequate environmental and infrastructure capacity, particularly those within walking and cycling distance;*
- *improvements in the quality of existing facilities and services; and*
- *improvements to accessibility by public transport and other non-car modes.*

## 3.4 Regional Transport Strategy (RTS)

### National and Regional Policy Context

**3.4.1** The Transport White Paper *The Future of Transport* (2004) emphasises that the growing demand for transport must be managed. While additional infrastructure will be necessary, simply providing ever more capacity on our roads and railways, ports and airports is not the answer in the long term as the damage to the country's environment, landscape, towns and cities and our quality of life would be unacceptable. Whilst accepting that good transport is central to a prosperous economy and facilitating better access and greater mobility, the White Paper stresses the need to balance the increasing demand for travel against protecting the environment effectively and improving the quality of life for everyone - whether they are travelling or not. These messages are reinforced by the findings of the Eddington Study of transport and the economy and the Stern Review of the economics of climate change. In setting out the Department for Transport's response to the recommendations in these reports, *Towards a Sustainable Transport System* (2007), makes clear that the economic and climate change agendas must be central to transport planning.

- 3.4.2** In setting the goal of a road network that provides a more reliable and more freely flowing system, where travellers can make informed choices about how and when they travel, and so minimise the adverse impact of road traffic on the environment and other people, the White Paper recognises the crucial role of rail and buses in providing alternatives to the car. Railways are a vital part of the country's transport infrastructure, carrying a significant proportion of travellers and freight on many of the country's busiest routes. However buses are the main form of public transport, particularly in local areas and bus networks are needed to provide flexible and convenient services tailored to local needs, offering a reliable way to travel to and from jobs, schools, shops and other services. This is crucial for people without access to a car and provides genuine choice for those who do. The importance of walking and cycling is also recognised as offering healthy alternatives to the car for short trips.
- 3.4.3** Aviation and shipping provide a vital connection to the wider world for both passengers and freight, as well as complementing land-based transport within the UK. They raise key strategic challenges in their own right, but also have a direct impact on policies for other transport networks. National policy is to support the continued success of the UK in the global economy by facilitating the free movement of people and goods in and out of the country by air or sea, while minimising the effects on the communities around our major ports and airports and on the environment. Freight transport is also recognised as being essential to the country's economy and prosperity; goods need to be moved freely, reliably and efficiently, while minimising the impact on safety, the environment and other transport users.
- 3.4.4** The integration of transport and land use policies is fundamental to delivering the Government's vision for transport. In particular, the Regional Transport Strategy (RTS) has a critical role in providing a strategic framework for Local Development Documents (LDDs) and Local Transport Plans (LTPs). By focusing on planning policy levers to assist in developing more sustainable travel patterns, the RTS can steer the policies included in LDDs and LTPs and thus help deliver more appropriate locations for new developments in relation to the existing and planned future transport network.
- 3.4.5** The Transport White Paper also recognises the need to integrate national transport policies with those for education, health and wealth creation. The Regional Economic Strategy produced by emda recognises the importance of high quality transport infrastructure in meeting economic growth and regeneration objectives and also the importance of travel demand management. There are also strong linkages with the Regional Assembly's Public Health Strategy, *Investment for Health*, particularly in terms of road safety, air and noise pollution and the health problems associated with isolation from services and facilities. The positive health benefits associated with increased levels of walking and cycling are also important.

### RTS Core Strategy

- 3.4.6** The expected levels of population and household growth will require substantial increases in housing provision in almost all parts of the region and in order to limit as far as possible any growth in travel patterns the Spatial Strategy proposes a distribution based primarily around a strategy of urban concentration. However growth on the scale proposed will inevitably lead to some increased demand to travel and this will necessitate careful management of the location of new areas of development and the encouragement of alternative means of transport which are mainly independent of private car use. Consequently in line with national policy, the core strategy of the RTS focuses on encouraging the development of sustainable travel patterns through:-
- reducing the need to travel, especially by car, and managing traffic growth and congestion;
  - significantly improving opportunities for walking and cycling;

### 3 Topic Based Priorities

- promoting a step change improvement to the reliability, capacity, quality, accessibility and coverage of the public transport network;
- making better use of existing transport networks through better management; and
- only developing additional highway capacity when all other measures have been considered.

**3.4.7** The RTS policies are designed to encourage modal shift away from the car to more sustainable forms of transport. They rest comfortably on national research demonstrating the potential effectiveness of the approach. Indeed, the development of behavioural change policy in the Transport White Paper drew upon this research (*Smarter Choices – Changing the way we travel*, DfT July 2004). The research focussed on the range of transport policy initiatives, which are now widely described as ‘soft’ measures. These seek to give better information and opportunities which affect the free choices made by individuals, mostly by attractive, relatively uncontroversial, and relatively inexpensive, improvements which could yield significant reductions in traffic. They include:

- workplace and school travel plans;
- personalised travel planning, travel awareness campaigns, and public transport information and marketing;
- car clubs and car sharing schemes;
- teleworking, teleconferencing and home shopping.

**3.4.8** It is envisaged that the implementation of the modal shift policies in the RTS would primarily be through locally tailored packages of specific measures similar to that currently being developed by the North Northamptonshire Joint Planning Unit. This aims to secure 20% modal shift in new developments and 5% in existing ones.

**3.4.9** There is also a significant amount of evidence to support RTS policies aimed at encouraging behavioural change through ‘harder’ measures. In respect of demand management, research (*The Feasibility Study of Road Pricing in the UK* – DfT 2004) concluded that, nationally, road pricing has the potential to reduce urban congestion by around half, from a reduction in urban traffic levels of only 3 to 4 per cent, as well as providing significant environmental benefits. Similarly, the importance of car parking in influencing journey mode choice is well known (PPG13) so the RTS includes a policy to regulate the provision of car parking spaces in new developments.

**3.4.10** The inclusion of policies aimed at encouraging modal shift is not contradictory to the inclusion of proposals for new transport infrastructure in the RTS. The region is faced with a number of significant transport problems which are already very pressing and which are unlikely to be relieved by the impact of behavioural change policies in the short term. These problems have been the subject of a considerable degree of strategic analysis over recent years through such initiatives as the Multi-Modal Studies (MMS) and the Regional Funding Allocations (RFA).

**3.4.11** The MMS analysed transport problems on the M1, A453, A52 and A38/A42/M69 corridors. They recommended a series of interventions, some of which eventually fed through into the Highways Agency’s Targeted Programme of Improvements and Local Highway Authority Local Transport Plans. Other schemes have emerged or been endorsed through analysis related to other strategically important initiatives such as the development of the Air Transport White Paper, the Milton Keynes and South Midlands Growth Area, the East Midlands Freight Study and the Coalfields Taskforce Report. The major transport proposals promoted in the region were prioritised through the RFA process and this advice was accepted by Government. It was regarded as being “robust and well grounded” and “compatible with housing and economic development priorities”.

**3.4.12** In prioritising schemes each proposal was subject to a series of “tests” to determine its fit with Core Regional and Sub-Regional Transport Objectives and the Secondary Regional Transport Policies. This process identified whether the scheme:

- was essential, desirable or necessary to enable development;
- was sustainable – based on the mode of transport it supports as well as the nature of the benefits; and
- supported development in an urban area or along a corridor between urban areas.

**3.4.13** Committed schemes which have secured a place in the strategy through the Government’s RFA exercise, together with others which are either the subject of other funding programmes, such as schemes on the Highways Agency’s core strategic network or schemes funded by the private sector, are set out in Appendix 6. Emerging schemes and measures that still have to progress through the preparation process and secure funding should be included in the proposed freestanding Implementation Plan to be drawn up by the Regional Planning Body. This should be a discrete document supporting the RSS; one that is kept under review and updated on a more frequent basis than the RSS itself in the light of experience with delivery and the results of monitoring undertaken at the regional level.

### RTS Objectives:

**3.4.14** On the basis of this Core Strategy and the Spatial Strategy outlined under Section 2, a series of RTS and Sub-area Objectives have been developed. These Objectives, along with a consideration of the recommendations from the studies listed above, should be used as the basis for identifying regional transport priorities.

## Policy 43

### Regional Transport Objectives

*The development of transport infrastructure and services across the Region should be consistent with the following Objectives:*

- 1. To support sustainable development in the Region’s Principal Urban Areas, Growth Towns and Sub-Regional Centres described in Policy 3;*
- 2. To promote accessibility and overcome peripherality in the Region’s rural areas;*
- 3. To support the Region’s regeneration priorities outlined in Policy 19;*
- 4. To promote improvements to inter-regional and international linkages that will support sustainable development within the Region;*
- 5. To improve safety across the Region and reduce congestion, particularly within the Region’s Principal Urban Areas and on major inter-urban corridors;*
- 6. To reduce traffic growth across the Region; and*
- 7. To improve air quality and reduce carbon emissions from transport by reducing the need to travel and promoting modal shift away from the private car, (particularly towards walking, cycling and public transport and away from other road based transport) and encouraging and supporting innovative transport technologies.*

#### Policy 44

##### Sub-area Transport Objectives

*The development of transport infrastructure and services in each Sub-area should also be consistent with the following Objectives:*

##### **i) Eastern Sub-area**

*E1 To develop the transport infrastructure, public transport and services needed to support Lincoln's role as one of the Region's five Principal Urban Areas in a sustainable manner.*

*E2 To develop opportunities for modal switch away from road based transport in the nationally important food and drink sector.*

*E3 To make better use of the opportunities offered by existing ports, in particular Boston, for all freight movements, and improving linkages to major ports in adjacent Regions such as Grimsby, Immingham and Felixstowe.*

*E4 To improve access to the Lincolnshire Coast, particularly by public transport.*

*E5 To reduce peripherality, particularly to the east of the A15, and overcoming rural isolation for those without access to a private car.*

*E6 To reduce the number of fatal and serious road traffic accidents.*

##### **ii) Northern Sub-area**

*N1 To develop the transport infrastructure, public transport, and services needed to improve sustainable access from traditional communities to jobs and services in adjacent urban centres such as Chesterfield, Mansfield-Ashfield, Newark and Worksop.*

*N2 To make best use of the existing rail infrastructure and proximity to the strategic road network to develop new opportunities for local jobs in the storage and distribution sector.*

*N3 To reduce congestion and improve safety along the M1 corridor.*

*N4 To overcome the problems of rural isolation for those without access to a private car.*

*N5 To improve surface access, particularly by public transport, to Robin Hood Airport near Doncaster.*

##### **iii) Peak Sub-area**

*P1 To develop opportunities for modal shift away from road based transport including for the quarrying and aggregates sector.*

*P2 To overcome the problems of rural isolation for those without access to a private car, particularly in the National Park itself.*

*P3 To improve transport linkages to the North West Region and the rest of the East Midlands, particularly by public transport, whilst having due regard to the statutory purposes of the Peak District National Park.*

##### **iv) Southern Sub-area**

*S1 To develop the transport infrastructure and public transport services needed to accommodate major planned housing and employment growth consistent with the Milton Keynes and South Midlands Sub-Regional Spatial Strategy in a sustainable manner, particularly by encouraging walking and cycling.*

*S2 To develop the transport infrastructure and services needed to support Northampton's role as one of the Region's five Principal Urban Areas in a sustainable manner.*

*S3 To develop the transport infrastructure and services needed to support the regeneration of Corby as a place to both live and work in a sustainable manner.*

*S4 To develop opportunities for modal switch away from road based transport in the nationally important freight distribution sector.*

*S5 To improve access to the East Coast Ports of Felixstowe and Harwich, particularly by rail.*

### **v) Three Cities Sub-area**

*T1 To reduce the use of the car in and around Nottingham, Derby and Leicester and promote a step change increase in the quality and quantity of local public transport provision, and facilities to encourage walking and cycling.*

*T2 To improve public transport services between Derby, Leicester and Nottingham and to London, the rest of the East Midlands, and other key national cities such as Birmingham, Leeds, Manchester and Sheffield.*

*T3 To develop the sustainable transport infrastructure and services needed to improve access to jobs and services from deprived inner urban areas and outer estates, and also to identified Regeneration Zones.*

*T4 To improve public transport surface access to East Midlands Airport.*

*T5 To develop opportunities for modal switch away from road based transport in the manufacturing, retail and freight distribution sectors.*

*T6 To reduce congestion and improve safety along the M1 corridor and the highway network generally.*

## **Reducing Traffic Growth in the East Midlands**

**3.4.15** Current levels of traffic are already contributing to a range of health, safety and environmental problems, including poor air quality and the production of greenhouse gases such as CO<sub>2</sub> that cause climate change. Congestion also continues to be a major cost to the regional economy. Monitoring information from the Department for Transport indicates that the level of traffic in the East Midlands has been growing at about 2% per annum in recent years, the highest growth rate of any region in England.

**3.4.16** While the Government's primary aim is to reduce congestion on inter-urban routes and in main urban areas in order to improve economic competitiveness, the environment and the quality of life, it is vital that action is sustained to reduce the rate of traffic growth. Clearly there will be substantial variations in the extent to which traffic growth can be controlled, with the greatest opportunities existing in the Region's Principal Urban Areas. However, it is a problem that all parts of the Region have a role in combating and a range of measures should be employed to achieve an effective reduction in both traffic growth and congestion.

### Policy 45

#### Regional Approach to Traffic Growth Reduction

*Local authorities, public and local bodies, and service providers should work together to achieve a progressive reduction over time in the rate of traffic growth in the East Midlands and support delivery of the national PSA congestion target. This should be achieved by promoting measures to:*

- *encourage behavioural change as set out in Policies 46 and 47;*
- *reduce the need to travel;*
- *restrict unnecessary car usage;*
- *manage the demand for travel;*
- *significantly improve the quality and quantity of public transport; and*
- *encourage cycling and walking for short journeys.*

#### A Regional Approach to Behavioural Change

- 3.4.17** The Regional Planning Body has worked with the Highways Agency to produce Regional guidance to promote travel behavioural change, available at <http://www.emra.gov.uk> . Even in many rural towns, evidence suggests that there are a significant number of car journeys made of less than two miles. Such trips at least have the potential to be undertaken by alternative means, or made obsolete by changes in service provision.
- 3.4.18** Travel Plans, particularly for new development, have a key role to play in reducing traffic growth and safeguarding infrastructure assets. It is important that Travel Plans are required and enforced by Local Planning Authorities, supported by Local Transport Authorities, and monitored by developers. Technical controls to regulate the flow and movement of vehicles to and from the development sites can be adopted if traffic generation exceeds agreed levels.
- 3.4.19** Better facilities aimed at encouraging increased levels of walking and cycling for local journeys can also make a substantial contribution to behavioural change. Further guidance is available in *Walking and Cycling: an Action Plan* issued by the Department for Transport (2004).

### Policy 46

#### A Regional Approach to Behavioural Change

*The Regional Planning Body, with Government, public and local bodies, and service providers, should work together to implement measures for behavioural change to encourage a reduction in the need to travel and to change public attitudes toward car usage and public transport, walking and cycling. Such measures should be co-ordinated with the implementation of other policies in the RTS and in Local Transport Plans and Local Development Frameworks, and should include:*

- *developing and enforcing Travel Plans for both new and existing developments to reduce traffic movements and safeguard transport infrastructure;*
- *quality public transport partnerships;*
- *travel awareness programmes;*
- *educational programmes;*
- *pilot projects promoting innovations in teleworking and personalised travel plans;*
- *reducing speed limits where appropriate to increase safety for all road users; and*
- *the provision of safe routes for pedestrians and cyclists, convenient access to buildings and sufficient secure cycle parking in new developments.*

**3.4.20** To complement this approach and take forward the objectives of PPG13 at a regional level, fiscal measures to restrict car usage will also need to be considered. The Transport Act 2000 gives powers to local authorities to implement congestion charging and levy workplace parking charges, with hypothecation of revenues for transport improvements. Research has demonstrated the potential role of fiscal measures in managing traffic growth and supporting investment in public transport, cycling and walking. The adoption of fiscal measures is wholly consistent with the RTS and should be explored where opportunities exist, particularly where significant growth is planned and in environmentally sensitive areas such as the Peak District National Park.

### Policy 47

#### Regional Priorities for Parking Levies and Road User Charging

*All Transport Authorities should examine the feasibility and appropriateness of introducing fiscal measures to reduce car usage.*

*Particular consideration should be given to introducing such measures in the Region's Principal Urban Areas and Growth Towns, and environmentally sensitive areas experiencing high levels of traffic or traffic growth such as the Peak District National Park.*

**3.4.21** Parking provision is also an important demand management tool. The planning system has an important role to play when determining how many spaces are permitted with new development. However, for this approach to be effective complementary on-street parking controls need to be developed. It will also be desirable to reduce the need for long stay public car parking in most urban areas, whilst maintaining the competitiveness of urban centres over out-of-town locations. Well designed and accessible park and ride facilities can assist

### 3 Topic Based Priorities

in this respect. Parking facilities should also be designed in a way that limits opportunities for car crime and enhances personal safety. Solutions for specific rural locations, particularly those with significant visitor numbers, should also be addressed.

- 3.4.22** Maximum car parking standards for new development are set out in PPG13. Research commissioned by the Regional Planning Body (available at <http://www.emra.gov.uk>) indicates that these standards are being applied by only about half the Region's Local Planning Authorities. All Local Planning Authorities should seek to apply PPG13 standards in all but exceptional circumstances, for example where there are road safety or amenity implications that cannot be resolved by controls or enforcement or where a Transport Assessment indicates that higher standards are appropriate. Particularly in the Region's Principal Urban Areas and Growth Towns, there is considered to be potential for developing more challenging standards based on emerging public transport accessibility work.

#### Policy 48

##### Regional Car Parking Standards

*Local Planning Authorities should apply the maximum amounts of vehicle parking for new development as set out in PPG13. In the Region's Principal Urban Areas, Growth Towns and environmentally sensitive rural areas, opportunities should be taken to develop more challenging standards based on emerging public transport accessibility work.*

*Car parking facilities in excess of the maximum standards in PPG13 should only be provided in exceptional circumstances.*

*In the Region's Principal Urban Areas and Growth Towns, net increases in public car parking not associated with development should only be permitted where it is demonstrated that:*

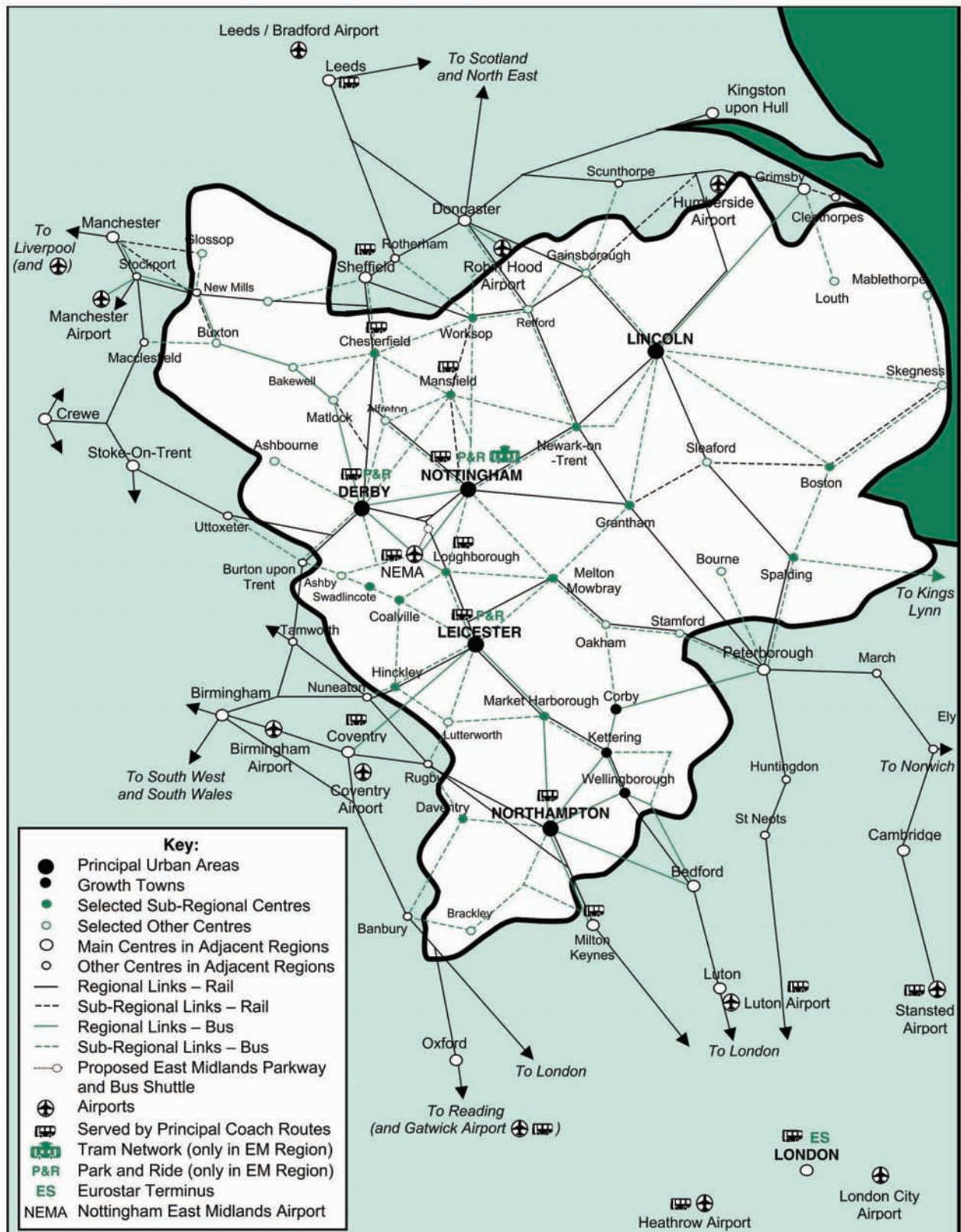
- *adequate public transport, cycling or walking provision cannot be provided or a shortage of short stay parking is the principal factor detracting from the vitality and viability of an area; or*
- *excessive on-street parking is having an adverse effect on highway safety or residential amenity which cannot be reasonably resolved by other means; or*
- *the nature of new car parking can shift from long stay spaces to high quality short stay provision; or*
- *it is linked to public transport provision, for example as part of a park and ride scheme.*

#### Regional Priorities for Public Transport Infrastructure and Service Enhancement

- 3.4.23** A reduction in the growth of car usage will be achieved by a reduction in the growth of travel itself, and modal switch away from the private car towards other modes, including walking and cycling. To enable this, a huge step change increase in the quantity and quality of public transport will be needed. Investment is also required to support more sustainable patterns of future development.
- 3.4.24** A Regional Public Transport Network (RPTN) has been defined in Diagram 7 by the Regional Planning Body in order to provide a focus for investment, improve public transport accessibility and to inform strategic development decisions. It is based on a minimum hourly service pattern, and includes consideration of heavy and light rail, coach and bus services. The RPTN

can also be used as a promotional tool by Local Transport Authorities and service operators to increase service patronage, for example as a basis for developing 'through-ticketing' initiatives.

**Diagram 7: Regional Public Transport Network**



### Policy 49

#### A Regional Approach to Improving Public Transport Accessibility

*Local Authorities and service operators should promote improvements in public transport accessibility by using the Regional Public Transport Network defined in Diagram 7 in order to:*

- *inform public transport investment decisions;*
- *inform strategic development decisions as part of the Local Development Framework process; and*
- *promote and market the use of public transport generally.*

### Regional Passenger Heavy Rail Priorities

**3.4.25** The Government's plans for rail are outlined in the Rail White Paper - *Delivering a Sustainable Railway* published in July 2007. The current priorities of the railway are to improve performance and reliability and to meet the growth in demand for travel by rail by providing additional capacity. The White Paper also proposes improvements to journey times on inter-city services on the Midland Main Line.

**3.4.26** Recent improvements to the network include the opening of London St Pancras International station to Eurostar trains, improving the region's links with the Continent and new trains on the Birmingham, Northampton, and London Euston line. Passenger rail services have opened from Corby and from East Midlands Parkway Station and improved services implemented between Nottingham, Sheffield and Leeds, between Northampton and Birmingham and Crewe and on the Nottingham, Derby, Matlock line. There are also three community rail routes in the region. In addition to the Government's proposals, the scope for improved rail passenger services on other routes to contribute to the policy of reducing the growth in road traffic should be explored.

### Policy 50

#### Regional Heavy Rail Priorities

*DfT Rail, Network Rail, Local Authorities, public bodies, community rail partnerships and train operating companies should work together to achieve improvements in rail passenger services. This will be supported by:*

- *the identification and implementation of regional and sub-area based heavy rail investment priorities subject to full and detailed appraisal;*
- *support for Community Rail Routes and services;*
- *consideration of possible new high speed rail routes serving the Region; and*
- *improvements in the performance and reliability of existing rail services.*

### Regional Priorities for Bus and Light Rail Services

- 3.4.27** Local bus services play a crucial role in enabling access to jobs, education and training, health and community facilities, essential services and leisure opportunities, and so make an important contribution to combating social exclusion. In fact more passengers are carried by bus than any other mode of public transport in the East Midlands.
- 3.4.28** Bus services have a key role in improving public transport provision in the Region's Principal Urban Areas, the Growth Towns and Sub-Regional Centres, and in improving linkages between these settlements. In rural areas, buses are often the only viable form of public transport, and are crucial in promoting linkages between market towns and smaller settlements, and between urban and rural areas generally. It is acknowledged that, despite a number of nationally recognised examples of best practice, the current overall quality and quantity of local bus service provision in the East Midlands could be improved. It is also important that bus services should be better integrated with other forms of public transport, and that they become recognisable as part of a coherent public transport network. The provision of new infrastructure such as dedicated bus lanes and raised kerbs for low-floor buses can also help to make bus travel more attractive.
- 3.4.29** Light rail and guided bus systems, coupled with other measures aimed at reducing traffic levels in urban areas such as road charging and parking levies, offer the opportunity to move large numbers of people into and within major urban areas in a sustainable and cost effective manner. Line One of the Nottingham Express Transit (NET) opened in March 2004 and Phase 2 is under consideration.
- 3.4.30** As a result of the increased levels of growth proposed in Northampton and the other three identified Growth Towns, there will be a particular need to reduce the need to travel by integrating land use and transport planning and to achieve a step change in the attractiveness of public transport services. Measures should include developing park and ride facilities around Northampton and ensuring that all major new urban extensions are well served by, and have good access to, high quality public transport.

### Policy 51

#### Regional Priorities for Bus and Light Rail Services

*Local Authorities, public bodies and service providers should work together to increase the level of bus and light rail patronage at the regional level towards the national target of 12% by 2010 through:*

- *improving the quality and quantity of bus and coach services within and between the Region's Principal Urban Areas and closely related settlements, the Growth Towns and Sub-Regional Centres identified in Policy 3, and meeting identified local needs in rural areas;*
- *developing locally sensitive and innovative transport solutions where traditional bus services prove inappropriate;*
- *developing opportunities for new light rail and guided bus services;*
- *improving the quality and availability of travel information; and*
- *integrating bus and light rail services with other transport modes.*

### Regional Priorities for Integrating Public Transport

- 3.4.31** Most journeys that are made by public transport involve using more than one service or mode of travel. The development of multi-modal through-ticketing initiatives can therefore play a vital role in promoting the use of public transport. The integration of traditional public transport with dedicated services to support health, education, social care and leisure can also increase opportunities to travel by non-car modes, particularly in rural areas.
- 3.4.32** The development of public transport interchanges can help to ensure a smoother switch between services and modes. Public transport interchanges can also act as sustainable locations for new development. New development of a significant scale should include provision for new public transport interchanges where such facilities are not already present.
- 3.4.33** New park and ride facilities on the outskirts of urban areas linked either to heavy rail, light rail or bus services can reduce the level of car borne commuting. The location of all park and ride facilities should be carefully determined. However, it is accepted that this approach has a key role to play in reducing traffic flows into the Region's Principal Urban Areas, particularly Derby, Leicester and Nottingham and along strategic transport corridors.

### Policy 52

#### Regional Priorities for Integrating Public Transport

*Local Planning Authorities, Local Transport Authorities and public transport service providers should:*

- *promote the development of multi-modal through-ticketing initiatives and the integration of public and other transport services supporting health, education and social care;*
- *promote the development of a hierarchy of public transport interchange facilities at key locations, starting with the Principal Urban Areas, the Growth Towns and Sub-Regional Centres described in Policy 3;*
- *promote safe and convenient access on foot and by cycle to public transport services;*
- *consider settlements with existing or proposed public transport interchange facilities as locations for new development, and;*
- *promote the development of new park and ride facilities in appropriate locations to reduce traffic congestion on routes into the Region's Principal Urban Areas and along strategic transport corridors.*

### Regional Highway Priorities

**3.4.34** Despite the focus on behavioural change and public transport provision, there will still be a need to develop additional highway capacity in the Region over the lifetime of the RTS in order to:

- meet travel demand that cannot be met by other means or is unavoidable;
- support sustainable development objectives, particularly in areas identified for growth or regeneration; and
- address the immediate problems of congestion and safety in line with Government targets.

### National Motorway and Trunk Road Network

**3.4.35** The Highways Agency has responsibility for the National Motorway and the Regional and Core Trunk Road Network in the East Midlands. However it is obliged to consult the Regional Planning Body on all proposed investments in excess of £5 million, and to seek guidance from the Regional Planning Body in identifying future investment priorities. The Region's recommendations on Regional Funding Allocations have contributed to the regional trunk road investment priorities identified in Appendix 6.

### Policy 53

#### Regional Trunk Road Priorities

*The Highways Agency, working closely with regional bodies and individual Transport Authorities and Local Planning Authorities should:*

- *work to progress the identification and implementation of trunk road investment priorities subject to full and detailed appraisal;*
- *ensure that any additional trunk road schemes are consistent with RTS Objectives (Policy 43); and*
- *ensure that all highway capacity is managed effectively to reduce congestion and improve safety.*

### The Local Road Network

**3.4.36** Local Transport Authorities are responsible for over 95% of the Region's road network. The RTS nevertheless has an important role in providing a strategic framework for those decisions and in ensuring the compatibility of schemes and measures in adjoining local authority areas. The Region's recommendations on Regional Funding Allocations have contributed to the investment priorities identified in Appendix 6 and will contribute to the identification of future investment priorities in subsequent RFA rounds.

### Policy 54

#### Regional Major Highway Priorities

*Local Transport Authorities, working closely with Local Planning Authorities and national and regional bodies should:*

- *work to progress the identification and implementation of highway investment priorities subject to full and detailed appraisal;*
- *ensure that any additional highway schemes are consistent with RTS Objectives (Policy 43) and the relevant Sub-area Objectives (Policy 44); and*
- *ensure that all highway capacity is managed effectively to reduce congestion and improve safety.*

#### Regional Priorities for Freight Transport

**3.4.37** The Regional Planning Body, emda and the Highways Agency jointly commissioned the *Regional State of Freight Study* in 2002 with Government support. The study provides a detailed snapshot of the current scale of freight activity within the Region, for example:

- There are approximately 140,000 heavy goods vehicle movements from, through or within the Region per day. 31% of these movements complete their entire journey within the Region, 22% represent transit traffic.
- Rail carries 10% of the tonnage of land freight in the East Midlands. This equates to 12% of tonne kilometres. Rail also carries 16% of all freight that passes through the Region.
- The ports of Boston and Sutton Bridge, carry relatively small volumes of freight. However their 2 million tonnes of bulk products, grain and steel make an important contribution to the local economy by providing a cost effective and sustainable alternative to road haulage.
- The River Trent carries approximately 250,000 tonnes per year, mainly gravel and similar products. The River Nene carries about 60,000 tonnes per annum upstream from Sutton Bridge – mainly to Wisbech.
- East Midlands Airport handles the largest volume of freight of any airport outside the London area. This has grown dramatically in recent years to reach over 300,000 tonnes in 2007.

**3.4.38** The Study also confirmed the strategic importance of the East Midlands to the freight industry. In particular, the south of the Region is at the cross roads of many of the freight movements in the UK, particularly those from the East Coast ports. As a result Northamptonshire and the area around Lutterworth in southern Leicestershire represent the largest concentration of storage and distribution facilities in Western Europe.

#### The Regional Freight Strategy

**3.4.39** A key objective of the State of Freight Study was to identify opportunities for modal shift away from road based transport. It confirmed that rail is the most viable alternative to road for most freight movements and that in order for this to be achieved, a number of key constraints would need to be overcome. These include:

- the lack of inter-modal freight terminals within the Region;

- the lack of main routes cleared to carry 9'6" containers; and
- a number of capacity pinch points on the existing rail network.

**3.4.40** In addition, there are a number of proposals which could significantly unlock the potential of the Region's ports and improve the efficiency and environmental impact of road based freight. Some of these are outlined as part of the Sub-area Transport Investment Programme in Appendix 6.

**3.4.41** However, it is recognised that infrastructure enhancements alone will not secure a more sustainable and efficient distribution industry. It is also recognised that the majority of freight will still need to be moved by road at some point. Even if a significant modal shift from road to rail is achieved, there will still be an increase in road based freight over the coming years. A wider Regional Freight Strategy has therefore been produced as a 'daughter document' of the RTS (available at <http://www.emra.gov.uk>), which includes consideration of 'soft measures', such as better information and signage and innovative approaches to freight management. A broadly based Regional Freight Group has been formed to implement the Strategy and to monitor progress.

### Policy 55

#### Implementation of the Regional Freight Strategy

*The Regional Planning Body should work with emda, Local Transport Authorities, other public bodies and representatives of the freight industry and its customers to implement the Regional Freight Strategy. Key priorities include:*

- *reducing the environmental impact of all freight;*
- *improving the efficiency of the road haulage industry in ways that will also reduce the impact on the environment;*
- *expanding the usage of inland waterways and coastal navigation;*
- *achieving a significant modal shift from road to rail;*
- *identifying new strategic distribution sites, where these can be justified, in line with Policy 21 (Strategic Distribution);*
- *supporting the sustainable growth of airfreight at EMA by improving rail freight connectivity and identifying opportunities for modal shift from air to rail;*
- *promoting a greater use of pipelines; and*
- *ensuring integration with land-use planning, environmental and economic strategies.*

#### Regional Priorities for Air Transport

**3.4.42** The East Midlands has one airport of national significance, East Midlands Airport. However, most passenger journeys by East Midlands residents and businesses are made from airports beyond the Region. These include:

- the major gateway airports of London Heathrow, London Gatwick and Manchester;
- the smaller regional airports of London Stansted, Birmingham, London Luton and Humberside; and
- newer airports concentrating on low cost services such as Robin Hood Doncaster/Sheffield and Coventry.

### 3 Topic Based Priorities

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- 3.4.43** There are also a number of smaller airports and aerodromes within the Region that meet local business and general aviation needs.
- 3.4.44** The Regional Economic Strategy includes a Priority Action to maximise the economic benefits of airports, with an emphasis on surface access, employment land in neighbouring urban areas, and skills opportunities. East Midlands Airport (EMA) situated at Castle Donington, between Derby, Leicester and Nottingham is a key asset to the regional economy. EMA now handles the largest number of pure freight aircraft in the UK, is second only to Heathrow in terms of volume of freight, and is recognised as a national freight hub. Passenger numbers grew significantly to more than 5 million per annum in 2007. Low cost airlines which have expanded their routes at the airport since 2004 are driving the vast majority of passenger growth.
- 3.4.45** The Government published its Aviation White Paper *The Future of Air Transport* in December 2003. This provides the national context for future airport development, including at EMA. Expansion of passenger and freight operations at EMA is supported in principle, but the impact of development proposals should be rigorously assessed. This should include consideration of the impact of climate change, noise, air quality, water quality, human health, landscape, biodiversity, natural resources and cultural assets, together with social and economic effects.
- 3.4.46** For the other smaller airports/aerodromes in the Region, the continuance of their role in meeting local business and general aviation needs should be supported subject to local amenity, but development that will expand their role into a regional scale facility is not considered appropriate and will not be supported.
- 3.4.47** Although considerable improvements have been made as a result of investment in the 'Skylink' bus services, there is still a comparative lack of public transport accessibility to EMA. The new East Midlands Parkway Station which opened in January 2009 will help to improve the situation. However, the development in the longer term of a fixed public transport link directly to EMA is still a key regional priority.
- 3.4.48** Although there are major issues about the sustainability of air travel, it remains the case that passenger access to airports in and beyond the Region by other means than the car should be improved so that the percentage of car borne movements to them is reduced.

### Policy 56

#### Regional Priorities for Air Transport

*In the Three Cities Sub-area, Local Development Frameworks and Local Transport Plans should:*

- *provide for the further operational expansion of EMA within its boundaries and access improvements, subject to rigorous assessment of the full range of impacts;*
- *consider the surface access needs of EMA as part of the wider transport strategy for the area, paying particular regard to the role of public transport, walking and cycling;*
- *assess the measures necessary to increase the share of trips to EMA made by public transport in accordance with agreed targets;*
- *ensure that transport proposals are compatible with the need to create effective public transport links to EMA for the long-term;*
- *identify and safeguard land for improving access to EMA, particularly by non-car modes, and including a fixed rail link to support expansion in the long-term;*
- *give particular encouragement to the transfer of freight traffic generated by EMA from road to rail; and*
- *seek to ensure that travel plans are brought forward for new development at EMA.*
- *have regard to the EMA Masterplan.*

*Local Development Frameworks and Local Transport Plans across the Region should:*

- *set out policies on access to regional and national airports serving the area that promote travel by means other than the private car; and*
- *support the existing roles of smaller airports/aerodromes where this is consistent with local amenity.*

### 3.5 Regional Priorities for Implementation and Monitoring

**3.5.1** The Regional Planning Body has the responsibility of keeping the Regional Plan under review, promoting its implementation, and producing an Annual Monitoring Report (AMR) to assess progress. The Regional Assembly is also committed to producing an annual *State of the Region Report* to monitor the implementation of the Integrated Regional Strategy as a whole, available at <http://www.emra.gov.uk>.

**3.5.2** The Regional Planning Body is required to prepare and keep up to date an Implementation Plan outlining how each policy within the Regional Plan should be implemented and monitored, taking into account the requirement to report on a number of National Core Indicators. This Implementation Plan will form the basis of each Regional Plan Annual Monitoring Report (AMR) and should be reviewed on a regular basis responding to indicators of performance in the AMR with the objective to improve the achievement of the Regional Plan's policies. Many of the policies within the Regional Plan will be implemented through the statutory planning system or through Local Transport Plans. The Regional Planning Body has a statutory conformity role in relation to Local Development Documents to ensure that regional policies are adequately reflected locally. Other policies will depend at least in part on the implementation of the plans and programmes of other national and regional bodies, and on the collective action of individuals, businesses and developers.

### 3 Topic Based Priorities

- 3.5.3** The transport investment priorities listed in Appendix 6 include major schemes which are either firmly programmed, feature in the Regional Funding Allocation (RFA), in Network Rail's Strategic Business Plan as agreed by the Office for Rail Regulation, or in rail franchise agreements. In addition, Appendix 6 identifies those policies to which each transport scheme contributes. Due to the need to identify other transport schemes and measures and the means of their implementation, particularly public transport and traffic management schemes, it is proposed that these should be included in the freestanding Implementation Plan to be maintained by the Regional Planning Body. Schemes and other measures identified in this way should be linked to the regional and sub-regional objectives in Policies 1, 43 and 44 and to other policies, where relevant, illustrating how those policies will be implemented.
- 3.5.4** Much of the information required to monitor both the statutory planning and other policies, including essential environmental information, will need to be collected at the local level. Where policies include targets expressed in terms of phasing periods, such as Policy 38, implementation will need to be monitored with respect to those periods. It will be important to ensure that where in the early periods low delivery is likely to occur, higher targets should be set for later periods in order to meet planned figures.
- 3.5.5** A key potential barrier to the implementation of the Regional Plan will be financial resources. It is recognised that public money is limited and unlikely to increase substantially over the short term. However strong commitment is required from key public agencies to support the infrastructure required to deliver sustainable communities. Appendix 6 indicates which bodies are responsible for funding transport schemes and measures or through which process, such as the Regional Funding Allocation, funding will be available. Appendix 6 does not include details of additional funding which may be available through the Community Infrastructure Fund, Growth Area funding or through New Growth Point agreements but these should be included, when identified, in the proposed Implementation Plan.
- 3.5.6** In line with Circular 05/05 developers will also be required through the planning system (primarily via Section 106 agreements) to fund infrastructure and associated improvements. In areas of high growth, the pooling of developer contributions will be appropriate to assist with the funding of strategic infrastructure. The Government is bringing in a Community Infrastructure Levy to provide a means for doing this.
- 3.5.7** Whatever the precise mechanisms for securing infrastructure investment, there needs to be an agreed menu of required infrastructure provision (including green and cultural infrastructure) that considers strategic requirements but is also locally owned. In Northamptonshire, local partners are working to develop clear and transparent Infrastructure Delivery Programmes for each Local Delivery Vehicle area. A similar approach is being taken by those authorities involved in New Growth Points, and could be extended across the rest of the Region as part of the Local Development Framework process. There is scope for such delivery programmes to become Supplementary Planning Documents.

#### Reviewing the Regional Plan

- 3.5.8** It is anticipated that the Regional Plan will need to be reviewed at least once every five years to provide an up to date regional context for Local Development Frameworks and Local Transport Plans. However in the period between each five year review some parts of the Regional Plan may be reviewed independently, if national policy or local issues arising out of regular monitoring of policies require policy changes to be made.

### Policy 57

#### **Regional Priorities for Implementation, Monitoring and Review**

*Local Authorities should work with developers, statutory agencies and other local stakeholders to produce delivery plans outlining the infrastructure requirements needed to secure the implementation of Local Development Documents. These should include guidance on the appropriate levels of developer contributions, and the mechanisms for securing the delivery of such contributions.*

*The Regional Planning Body, with the support of local authorities and national and regional delivery bodies, will prepare and keep up to date an Implementation Plan outlining how each policy within the Regional Plan should be implemented and monitored, taking into account the requirement to report on a number of National Core Indicators.*

*The Regional Planning Body, with the support of local authorities and national and regional bodies will also produce an Annual Monitoring Report based on the Implementation Plan.*

*The Regional Planning Body will ensure that the Regional Plan is kept under review. A review should be undertaken at least once every five years. Earlier or partial reviews may also be appropriate, based on information derived from the Annual Monitoring Report or developments in national or regional policy.*

## 4 Sub-Regional Strategies

### 4.1 MKSM Sub-Regional Strategy

#### Preamble

- 4.1.1** The Milton Keynes and South Midlands Sub-Regional Strategy (MKSM SRS) was adopted by the Secretary of State in March 2005 and covers the whole of Northamptonshire. It remains largely unaltered by the review of the Regional Plan except for two alterations relating to housing provision. Housing provision figures for Northamptonshire districts were not revised except for adding figures for the period 2021-26 and replacing the figure for the Northampton Implementation Area (NIA) for the period 2001-21 as the original figure had been quashed following a successful High Court challenge in 2006. Apart from these additions the MKSM SRS is unchanged from that issued in March 2005 and Part A of the Strategy remains extant. Part B (Northamptonshire) is replaced by the text below. The housing figures will all be revised in a subsequent RSS review.

### Part B Statement for Northamptonshire

#### Introduction

- 4.1.2** In accordance with the spatial framework set out in Part A of the MKSM SRS, major areas of new development will be concentrated at Northampton (within the area which is defined as the Principal Urban Area) and at the neighbouring growth towns of Corby, Kettering and Wellingborough.
- 4.1.3** Outside these towns smaller amounts of development will be located at the Sub-Regional Centre of Daventry and in other small towns within the county. These include Desborough, Rothwell, Burton Latimer, Rushden, Higham Ferrers and Irthlingborough and the rural service centres of Towcester, Oundle, Raunds, Thrapston, and Brackley and Towcester. In other rural settlements new development will be limited to that required for local needs.

#### Principal Urban Area - Northampton

- 4.1.4** Northampton will develop as a Principal Urban Area for the Milton Keynes South Midlands Sub-Region and the wider region. The Northampton Implementation Area (NIA) covers Northampton Borough and neighbouring parts of Daventry and South Northamptonshire Districts.

#### Corby, Kettering and Wellingborough

- 4.1.5** The neighbouring towns of Corby, Kettering and Wellingborough have been identified as locations with the potential for an increased level of new growth. It is important that they grow in a complementary way, while retaining their separate identities. All three are important retail, business and community centres serving their own individual catchments. This role will continue but the three town centres will need to adapt to cater for increased population and to address regeneration needs.

## Policy MKSM SRS Northamptonshire 1

### The Spatial Framework

*The majority of development in Northamptonshire should be concentrated at the Northampton Implementation Area and the neighbouring growth towns of Corby, Kettering and Wellingborough.*

*Beyond these main urban centres development should be focused at the Sub-Regional Centre of Daventry, the smaller towns of Desborough, Rothwell, Burton Latimer, Rushden, Higham Ferrers and Irthlingborough and the rural service centres of Towcester, Oundle, Raunds, Thrapston and Brackley.*

*In the remainder of the county, the rural hinterlands, development should be limited with the emphasis being on meeting local needs and the retention of basic services and facilities.*

*Housing provision for each local authority area in Northamptonshire for each of the five year phases over the period 2001-2026 should be made at the following annual average rates:*

|                                           | 2001-06 | 2006-11 | 2011-16 | 2016-21 | 2021-26 | Total<br>2001-26 |
|-------------------------------------------|---------|---------|---------|---------|---------|------------------|
| <b>Corby *</b>                            | 560     | 680     | 1,060   | 1,060   |         |                  |
| <b>Kettering</b>                          | 550     | 810     | 630     | 630     |         |                  |
| <b>East Northamptonshire</b>              | 520     | 520     | 420     | 420     |         |                  |
| <b>Wellingborough</b>                     | 595     | 595     | 685     | 685     |         |                  |
| <b>Total North Northamptonshire HMA**</b> | 2,225   | 2,605   | 2,795   | 2,795   | 2,795   | 66,075           |
| <b>Daventry</b>                           | 540     | 540     | 540     | 540     |         |                  |
| <b>Northampton *</b>                      | 1,300   | 1,450   | 1,775   | 1,775   |         |                  |
| <b>South Northamptonshire</b>             | 330     | 330     | 330     | 330     |         |                  |
| <b>Total West Northamptonshire HMA</b>    | 2,170   | 2,320   | 2,645   | 2,645   | 2,645   | 62,125           |
| <b>Northamptonshire Total</b>             | 4,395   | 4,925   | 5,440   | 5,440   | 5,440   | 128,200          |

*\* Figures for Corby and Northampton include any provision made in urban extensions across local authority boundaries. Such provision would be additional to the figures for the 'receiving authorities' in the above table.*

*\*\*The split of housing provision by district for 2021 to 2026 within the North Northamptonshire HMA is indicative only and will be subject to review through the Joint Core Strategy to ensure that the most sustainable locations are chosen for the 2,795 annual provision across the area.*

### Policy MKSM SRS Northamptonshire 2

#### Northampton Implementation Area

New development will be delivered through a combination of urban regeneration and intensification and the development of new sustainable urban extensions, integrated with the development of enhanced public transport and new public interchanges. Northampton Borough, and the District and Borough Councils of South Northamptonshire and Daventry should together identify and provide for the timely preparation of an appropriate set of LDDs to put into effect the proposals of the Sub-Regional Strategy for the growth within the Northampton Implementation Area (NIA). This should include joint working on core strategies and a joint LDD to investigate longer term growth options for the NIA.

Together these LDDs should provide for an increase in the number of homes in the NIA in the period to 2026 as follows:

|                        | 2001-2006 | 2006-2011 | 2011-2016 | 2016-2021 | 2021-2026 | Total<br>2001-2026 |
|------------------------|-----------|-----------|-----------|-----------|-----------|--------------------|
| Total                  | 6,500     | 7,250     | 8,875     | 8,875     | 8,875     | 40,375             |
| Annual<br>Average Rate | 1,300     | 1,450     | 1,775     | 1,775     | 1,775     |                    |

In examining growth options the longer-term perspective of the Sub-Regional Strategy to continue at least to 2031 should be borne in mind.

The levels of development proposed will be monitored against an increase in employment of 37,200 jobs in West Northamptonshire (Northampton Borough, and Daventry and South Northamptonshire districts) in the period to 2021. This employment figure is a reference value to be used for the monitoring and review and not as target.

Taken in combination the LDDs within the LDS should set firm guidelines for proactive inter-agency approaches that will:

- meet all the principles for creating sustainable communities set out in MKSM SRS Policy 3;
- provide for housing growth using both greenfield land and previously developed land, but maximising opportunities for recycling redundant and under-used urban land especially at nodal sites and on good-quality public transport routes;
- provide an adequate choice of high-quality employment sites for targeted office and high-value knowledge-based industries and for existing key sectors, making a realistic assessment of the prospects for continuing use of older sites and including an appropriate degree of mixed use on suitable sites, both new and existing;
- reduce the need to travel by integrating land use and transport planning, reviewing the need for new orbital and other roads, achieving a step change in the attractiveness of public transport within the urban area, implementing town-wide park and ride schemes, comprehensively improving the attractiveness of walking and cycling, and implementing demand management measures;
- provide for suitable urban extensions (without reference to local authority boundaries) clearly linked, where appropriate, with the completion of any key items of necessary associated infrastructure;

- identify an appropriate number of existing and possible future District Centres (urban hubs) to form sustainable sub-centres for shopping and for the provision of commercial and social services, giving an emphasis to regeneration needs and opportunities for urban renaissance where relevant;
- achieve a better quality of new development throughout the urban area, including strategic improvements to the public realm and sympathetic design at the countryside in and around towns ;
- review, and if necessary, set new targets for the provision of affordable housing within the area of the LDD;
- consider the opportunity for the further development of higher education facilities in Northampton;
- provide for additional primary health and social care services within existing primary care outlets, in bespoke new healthcare centres within the sustainable urban extensions and within new and expanded community hospitals
- expand, reconfigure and modernise secondary healthcare facilities as required to ensure sufficient capacity;
- make appropriate provision for green infrastructure including the Nene Valley Regional Park which will play an important role as a strategic recreational resource and offer opportunities to protect and enhance landscape character, biodiversity and cultural heritage.

### Policy MKSM SRS Northamptonshire 3

#### Northampton Central Area

Northampton Borough Council, in partnership with other relevant bodies, will prepare an LDD to provide a long-term framework for revitalising and upgrading the quality and facilities of the central area, including:

- developing the area around and including the railway station not only as a transport hub for the town, but also as an attractive and vibrant gateway to the town centre and a focus for development;
- improving the range and quality of retail provision by increasing comparison and convenience floorspace, and linking this into a revitalisation of the rest of the central area incorporating attractive links to the railway station and waterfront areas;
- making the central area the focus of a range of employment opportunities with a particular emphasis on offices, through the provision of large office space through to small office suites in both new and converted accommodation;
- developing cultural/ heritage tourism by enhancing the existing cultural heritage facilities and attractions, and through the provision of new facilities; and
- increasing the range of centrally located overnight accommodation.

### Policy MKSM SRS Northamptonshire 4

#### Corby, Kettering and Wellingborough

The Local Development Documents for the local planning authorities of Corby, Kettering, Wellingborough and East Northamptonshire should identify and provide for a joint approach which will apply the principles for creating sustainable communities set out in Strategic Policy 3 (in Part A of the MKSM SRS) and put into effect the proposals of the Sub-Regional Strategy for North Northamptonshire.

This should include a joint core strategy for North Northamptonshire. Within the overall provision made in Northamptonshire Policy 1, an increase of 34,100 dwellings will be accommodated at the neighbouring growth towns of Corby, Kettering and Wellingborough by 2021.

In examining future growth options, the longer term perspective of the Sub-Regional Strategy for a further 28,000 additional dwellings in North Northamptonshire for the period 2021 — 2031 should be borne in mind as an uncommitted planning assumption, subject to review at an appropriate future date.

#### Growth Locations

At all three towns, the capacity of the existing built-up area to accommodate additional development will be utilised to the full, through measures to assess and bring forward surplus employment sites and other previously developed land and, particularly at Corby, through the opportunities for intensification and mixed use provided by regeneration and redevelopment.

In parallel, proposals will be brought forward for sustainable urban extensions to provide for additional development at each of the three towns. Areas of search for such extensions will include:

- north east, north west, south, south west and west of Corby;
- to the east, west and south of Kettering;
- to the east, north and west of Wellingborough.

All new sustainable urban extensions will require a masterplanning approach.

#### Environment and green infrastructure

Urban extensions should be planned so as to ensure the continued physical separation of the three towns, and to prevent coalescence with smaller towns and settlements within and adjoining the growth area. Opportunities should be taken to enhance important existing environmental assets such as Rockingham Forest and promote the provision of new green infrastructure to enhance the attractiveness of the area and meet the needs of its population.

#### Transport

New development should be planned to take account of the committed transport investment and with further consideration of other transport provision indicated in MKSM Figure 3 and other initiatives, so as to facilitate a significant modal shift towards public transport use, particularly in relation to urban extensions. The new station proposal at Corby and associated train service changes will need to be reassessed in due course, as the town develops further, and will be subject to the usual appraisal and affordability criteria. High quality public transport services should be provided between and within each of the linked growth towns so as to connect key centres of housing, employment and service activities.

### Employment

The levels of development proposed will be monitored against an increase in employment of 43,800 jobs in north Northamptonshire (i.e. Corby, Kettering, Wellingborough and East Northants) in the period to 2021. This employment figure is a reference value to be used for monitoring and review and not as a target.

### Corby/Kettering/and Wellingborough Central Areas

**Corby** - In order to revitalise Corby as a whole the redevelopment and renewal of the town centre will be the priority. This should include the development of a central boulevard linking the town centre, including high quality retail, housing and employment development, with the possibility of a new railway station.

In accordance with Part A an Area Action Plan (AAP) should be prepared for Corby's central area. This AAP should be developed through the Local Development Document's preparation process, using Catalyst Corby's Regeneration Framework as its basis.

**Kettering** - The focus at Kettering will be to maintain the existing role of the town centre. This will be achieved through the promotion and protection of the existing provision of basic comparison shopping, the development of a regionally important niche retail offer and the development of a wider range of cultural attractions including a theatre. In addition, the town centre's role as the focus for services and facilities to serve the town as a whole and its wider rural hinterland should be developed through the enhancement of social infrastructure.

**Wellingborough** - The existing role of Wellingborough should be strengthened through the continued provision of a diverse range of quality comparison shopping that meets the needs of both the town as a whole and its wider rural hinterland.

### Social Infrastructure

The following services and facilities should be developed to meet the needs of all three of the existing towns and the new sustainable urban extensions:

- education - expand and develop educational provision from primary to higher education in order to improve educational attainment and skill levels across Northamptonshire;
- healthcare - substantial investment in expanding and modernising primary community health and social care, and secondary healthcare services and facilities.

**4.1.6** The neighbouring growth towns of Corby, Kettering and Wellingborough interact in various ways. There are also important relationships across the boundaries between these three Boroughs and East Northamptonshire District. In order to ensure that development is planned in a coordinated way joint LDDs should be prepared involving the Boroughs of Corby, Kettering, and Wellingborough and East Northamptonshire District. Relevant issues include:

- the phasing and scale of the development in the major growth locations;
- major developments that cross council boundaries;
- environmental issues and prevention of coalescence between towns;
- provision of green infrastructure of a strategic scale, including the possibility of a green corridor along the Ise Valley, linking the Nene Regional Park and the Rockingham Forest area;
- social infrastructure provision and other development serving more than one town in the area; and
- transport linkages throughout the area.

## 4 Sub-Regional Strategies

### Daventry, Smaller Towns and Rural Service Centres

#### Sub-Regional Centre: Daventry

- 4.1.7** Daventry will grow towards a population of about 40,000 by 2021, seeking to consolidate and extend its role by revitalising and extending the role of the town centre as a Sub-Regional centre offering improved shopping facilities and a wider range of jobs and services. Sustainable growth will take place both by means of intensification within the present built-up area and expanding onto greenfield sites through one or more sustainable urban extensions. The exact scale, nature and location of this growth will be determined through the preparation of appropriate LDDs prepared by the District Council in consultation with relevant partners.

#### Smaller Towns

- 4.1.8** The smaller towns of Burton Latimer, Rothwell, Desborough, Higham Ferrers, Rushden and Irthlingborough will seek to consolidate and extend their roles in providing for local services. These towns share a common industrial heritage that makes them distinct from the rural service centres and also makes regeneration a key objective. A balanced range of housing, employment and local services and facilities should be secured whilst protecting local identity, including preventing coalescence with neighbouring settlements. Growth will be accommodated in line with the sequential approach primarily within the existing built up areas or in the form of one or more sustainable extensions at each town. The exact scale, nature and location of growth and any enhancement proposals will be determined through the preparation of LDDs.

#### Rural Service Centres

- 4.1.9** Towcester, Brackley, Oundle, Raunds and Thrapston will seek to extend their roles in providing local services for their rural hinterlands. Growth will be accommodated in line with the sequential approach within the existing built up areas or in the form of one or more sustainable urban extensions at each town. Any significant growth will need to make provision for the expansion of new employment opportunities and the provision of necessary improved social infrastructure such as primary healthcare provision. The centres of these towns should also be the focus for enhancement proposals and the maintenance of basic services. These proposals should be identified in the respective LDDs.
- 4.1.10** A key consideration in Towcester is the need to regenerate its historic town centre. The sustainable growth of the town will help strengthen retail and essential services. A coordinated approach is required to appropriately manage the development of the town and its centre, and to integrate with future changes to the road network. LDDs will need to address these issues. The proposed bypass when completed will enable traffic management measures and other environmental enhancements in the town centre and along the present A5 corridor. The bypass is also necessary to provide for the long term growth of the town. Options for the bypass and for any associated development should be explored through an appropriate LDD.

#### Sub-Area Connections

- 4.1.11** The strategic connections within the Sub-Region need to reflect the existing urban spatial form in addition to that proposed via the associated RSSs and the Sub-Regional Strategy in Part A. The inter-connections between the Sub-Areas are vital for the cohesion of the Sub-Region as a whole. Transport improvements of Sub-Regional significance are identified in Part A of the MKSM SRS. These include important components in terms of delivering the scale of housing development proposed in the Growth Area. Such components include:

- strategic bus corridor development in Northampton and at Corby/Kettering/Wellingborough;
- improved public transport interchange in Northampton;
- improved public transport Interchange at Wellingborough;
- improvements to the A14 at Kettering; and
- local road improvements to increase capacity between Northampton and Kettering and to improve orbital movements around Northampton.

**4.1.12** The list of schemes identified below (Figures 1-3) indicate existing and potential future priorities to meet the needs of Northamptonshire both in terms of meeting the growth needs and within the wider context of promoting sustainable transport options.

| <b>MKSM Figure 1: Northampton Implementation Area</b> |          |          |                          |         |         |         |         |
|-------------------------------------------------------|----------|----------|--------------------------|---------|---------|---------|---------|
| Key Transport Requirements and Phasing Delivery       |          |          |                          |         |         |         |         |
| Scheme                                                | Delivery | Lead Org | Status*                  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
| <b>Road</b>                                           |          |          |                          |         |         |         |         |
| "Getting Northampton to Work" Quality Bus Network     | LTP      | LA       | Completed                |         |         |         |         |
| Strategic Bus Corridor Development                    | LTP      | LA       | Committed                |         |         |         |         |
| A45 Stanwick to Thrapston                             | TPI      | HA       | Under consideration      |         |         |         |         |
| A43 Northampton to Kettering Dualling                 | LTP      | LA       | For future consideration |         |         |         |         |
| Northampton Orbital Schemes                           | LTP/DEV  | LA       | For future consideration |         |         |         |         |
| A45 (M1 Junction 15) A43 to Stanwick                  | TPI      | HA       | For future consideration |         |         |         |         |
| <b>Rail</b>                                           |          |          |                          |         |         |         |         |
| West Coast Main Line Modernisation                    | DfT      | NR       | Committed                |         |         |         |         |
| Northampton Station Interchange                       | LTP      | LA       | Under consideration      |         |         |         |         |
| South of Northampton Interchange                      | DEV      | NR       | For future consideration |         |         |         |         |
| <b>Key:</b> Targeted Programme of Improvement         | TPI      |          |                          |         |         |         |         |
| Highways Agency                                       | HA       |          |                          |         |         |         |         |
| Department for Transport Rail Strategy                | DfT      |          |                          |         |         |         |         |
| Network Rail                                          | NR       |          |                          |         |         |         |         |

## 4 Sub-Regional Strategies

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| Local Transport Plan<br>Major Scheme                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | LTP |
| Local Authority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | LA  |
| Developer<br>Contributions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DEV |
| <p>* Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.</p> |     |

**MKSM Figure 2: Corby/Kettering/Wellingborough Implementation Area**

| Key Transport Requirements and Phasing Delivery   |          |          |                          |         |         |         |         |
|---------------------------------------------------|----------|----------|--------------------------|---------|---------|---------|---------|
| Scheme                                            | Delivery | Lead Org | Status*                  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
| <b>Road</b>                                       |          |          |                          |         |         |         |         |
| Strategic Bus Corridor Development                | LTP      | LA       | Committed                |         |         |         |         |
| A43 Corby Link Road                               | LTP      | LA       | Committed                |         |         |         |         |
| A509 Isham Bypass                                 | LTP      | LA       | Committed                |         |         |         |         |
| Midland Road Bridge Wellingborough                | DEV      | LA       | Committed                |         |         |         |         |
| A509 Isham Bypass to Wellingborough               | LTP      | LA       | Under consideration      |         |         |         |         |
| Wellingborough East Distributor Road              | DEV      | LA       | Under consideration      |         |         |         |         |
| A14 Kettering Bypass Improvement                  | TPI      | HA       | Under consideration      |         |         |         |         |
| <b>Rail</b>                                       |          |          |                          |         |         |         |         |
| New Interchange Facilities Wellingborough Station | LTP      | LA       | Under consideration      |         |         |         |         |
| New Interchange Facilities Kettering Station      | LTP      | LA       | Under consideration      |         |         |         |         |
| Kettering to Corby Passenger Rail <sup>1</sup>    | DfT      | NR       | Completed                |         |         |         |         |
| Corby to Peterborough or Leicester Rail Reopening | DfT      | NR       | For future consideration |         |         |         |         |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |     |    |                          |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|----|--------------------------|
| New Station and Interchange<br>Desborough                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | DfT | NR | For future consideration |
| <b>Key:</b> Targeted Programme of Improvements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | TPI |    |                          |
| Highways Agency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | HA  |    |                          |
| Department for Transport Rail Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | DfT |    |                          |
| Growth Area Funding (ODPM)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | GA  |    |                          |
| Network Rail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | NR  |    |                          |
| Local Transport Plan Major Scheme                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | LTP |    |                          |
| Local Authority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | LA  |    |                          |
| Developer Contributions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | DEV |    |                          |
| <p>* Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' ' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.</p> <p><sup>1</sup> The new station proposals at Corby and associated train service changes will need to be reassessed in due course, as the town develops further, and will be subject to the usual appraisal and affordability criteria.</p> |     |    |                          |

#### **MKSM Figure 3:Connections beyond the Implementation Area**

##### Key Transport Requirements and Phasing Delivery

| Scheme                                     | Delivery | Lead Org | Status*                  | 2002-06 | 2007-11 | 2012-16 | 2017-21 |
|--------------------------------------------|----------|----------|--------------------------|---------|---------|---------|---------|
| A428 West Haddon Bypass                    | DEV      | LA       | Completed                |         |         |         |         |
| A5 Towcester Bypass                        | DEV      | LA       | For future consideration |         |         |         |         |
| A45 Flore-Weedon Bypass                    | LTP      | LA       | For future consideration |         |         |         |         |
| A43 Towcester Roundabouts Grade Separation | TPI      | HA       | For future consideration |         |         |         |         |
| A43 Blisworth/Tiffeld Grade Separation     | TPI      | HA       | For future consideration |         |         |         |         |

## 4 Sub-Regional Strategies

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| <b>Key:</b> Targeted Programme of Improvement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | TPI |
| Highways Agency                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | HA  |
| Department for Transport Rail Strategy                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | DfT |
| Network Rail                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | NR  |
| Local Transport Plan Major Scheme                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | LTP |
| Local Authority                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | LA  |
| Developer Contributions                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | DEV |
| <p>* Committed schemes are those that are included in either the Highways Agency's Targeted Programme of Improvements, fully or provisionally accepted in the Local Transport Plan process or identified in the Strategic Plan for the Railways. Schemes identified as being under consideration have indicative timelines assigned to them. Decisions on whether they are taken forward and, if so, in what timescale will be informed by the outcome of the considerations underway. Schemes shown as being 'for future consideration' ' are included to indicate possible future priorities rather than current priorities. In all cases schemes are subject to the usual completion of statutory processes and funding approval.</p> |     |

### 4.2 Three Cities Sub-Regional Strategy

#### Purpose

- 4.2.1** The purpose of this Sub-Regional Strategy (SRS) is to provide additional direction and guidance to Local Development Frameworks on issues that cross strategic planning boundaries and other Sub-Regional matters of importance in the Three Cities Sub-area. In particular it aims to set out a context for the sustainable regeneration and growth of the Sub-area and takes into account and is consistent with the 3 Cities and 3 Counties New Growth Point designation.

#### Defined Area

- 4.2.2** The area covered by the SRS comprises the following Housing Market and City/District Council Areas:

##### Derby HMA:

- Amber Valley Borough Council
- Derby City Council
- South Derbyshire District Council

##### Leicester & Leicestershire HMA:

- Blaby District Council
- Charnwood Borough Council
- Harborough District Council
- Hinckley and Bosworth Borough Council
- Leicester City Council
- Melton Borough Council
- North West Leicestershire District Council
- Oadby and Wigston Borough Council

##### Nottingham Core HMA:

- Broxtowe Borough Council
- Erewash Borough Council
- Gedling Borough Council
- Nottingham City Council
- Rushcliffe Borough Council

- 4.2.3** In addition the SRS covers the 4 Hucknall Wards in Ashfield District which lie within the travel to work area and form part of the Greater Nottingham Partnership. The rest of Ashfield is included in the Northern Sub-Regional Strategy.

#### Key Characteristics

- 4.2.4** The relationship between Derby, Leicester and Nottingham Principal Urban Areas is complex and in some respects interdependent. Three of the fifteen largest cities in England are located within 30 miles of each other, and substantial numbers of people travel between them for work, shopping, education, health care and leisure. Together they represent half the economy

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of the entire region, and are home to just under half of the Region's 4.3 million population. To varying degrees, their economies, labour markets, shopping catchments, travel patterns and housing market areas all overlap and interact.

- 4.2.5** While this provides some real opportunities, they also contain some of the most deprived communities in the country, and have areas in urgent need of regeneration, both in and around the city centres, and in some of the more peripheral housing estates. At the same time, some parts of the Sub-area have a rural character, with specific needs relating to housing affordability and accessibility to services. Only by planning across the entire Sub-area can these complex issues be tackled comprehensively, and the maximum benefit in terms of economic growth, locational priorities for development, environmental protection and enhancement, and transport planning be achieved in an integrated way.
- 4.2.6** The Sub-area is highly accessible with 10.6 million people living within 90 minutes off-peak drive time. It is well served by the Midland Main Line, with the East and West Coast Main lines touching the boundaries and Eurostar services via St Pancras started in 2008. The national road network converges on the area – the M1, M69, M42, A50, A46, A6, A38 and A47 all pass through. East Midlands Airport is the leading airport for pure freight in the UK with 30% of the market.
- 4.2.7** The Principal Urban Areas share common problems and opportunities in terms of restructuring and modernising their economies, the role of their city centres, their capacity to absorb growth in a sustainable way to address their regeneration needs, and the vital role played by their hinterlands in driving urban development and prosperity.
- 4.2.8** Further information on the key characteristics of the Sub-area is set out in Section 2.4 above. Policy 12 provides the regional policy context for this SRS.

### Sub-Regional Core Strategy

- 4.2.9** The vision for the SRS is:

*The Three Cities Sub-area will be an area where the principles of sustainability are implemented through new development and regeneration. This will involve the significant strengthening of the complementary roles of the 3 Principal Urban Areas by providing new jobs, homes, services, community facilities and green and environmental infrastructure in and around them. The role of Sub-Regional Centres will be maintained through appropriate development, and the needs of other settlements requiring regeneration will be met in a sustainable way. Natural and cultural assets will be protected and enhanced.*

- 4.2.10** This vision will be achieved in the Sub-area through the implementation of development in accordance with the following Objectives:
- To maximise the contribution of previously developed land and buildings, whilst ensuring adequate open space;
  - To recognise the inter-connectivity between the 3 PUAs in reducing the need to travel and the reliance on car-based transport by integrating land use and transport planning taking account of the committed transport investment;
  - To maximise the opportunities afforded by growth to facilitate the regeneration of communities to reduce social exclusion;

- *To minimise the impact of development on the coalescence of settlements and on the more sensitive parts of the fringes of the Principal Urban Areas;*
- *To protect, enhance, and increase the Sub-area's stock of strategic environmental and cultural assets;*
- *To provide high quality employment land and premises which meets the needs of growth sectors particularly those which are high value and knowledge-based;*
- *To ensure that the 3 PUAs and Loughborough capture the economic benefits of East Midlands Airport;*
- *To ensure balanced communities through the supply of housing of the right types, mix, sizes and affordability;*
- *To provide green infrastructure for existing and expanding communities, including access to green space that increases biodiversity, promotes healthy lifestyles and can be used for formal and informal recreation and educational purposes;*
- *To provide the social (e.g. primary, secondary, further and higher education, health and social care) and environmental (e.g. water supply and treatment) infrastructure in accordance with current deficits and additional demands;*
- *To maximise the opportunities provided by the structure of the Sub-area to manage and reduce demand for resources;*
- *To take advantage of the scale of growth to provide opportunities for renewable energy in the Sub-area.*

- 4.2.11** The Sub-area has been accepted as a New Growth Point over the period 2006 to 2021, with new development associated with this status focused on the 3 Principal Urban Areas. The Sub-Regional Strategy is key to implementing the New Growth Point, and will provide guidance for Local Development Frameworks and implementing agencies to ensure coherent and timely delivery.
- 4.2.12** The Growth Point agreement will help to provide investment in the Sub-area's green and environmental infrastructure, to ensure that the level of housing proposed in this Sub-Regional Strategy can be developed embodying the principles behind 'Sustainable Communities', minimising and mitigating any adverse environmental impacts. It will also include economic development initiatives to capitalise on the Sub-area's assets as economic drivers and centres of employment, particularly in science and technology and knowledge intensive industries, and to strengthen the role of the city centres.
- 4.2.13** Although much of the growth will be brownfield regeneration, a significant element will be accommodated through mixed-use sustainable urban extensions which will be developed to exemplary environmental standards, addressing issues of environmental capacity (e.g. water supply/sewerage), integrating physically and socially with the existing urban area, providing generous green and environmental infrastructure, sustainable transport links, and have sufficient community facilities, either as part of the extension or by supporting existing facilities. Where of sufficient scale and/or appropriately located, provision should be made for complementary employment uses.
- 4.2.14** Policy 12 seeks to ensure the growth and regeneration of Derby, Leicester and Nottingham whilst Policy 3 ensures that this is achieved by concentrating new development in or adjoining the PUAs, and provide for development of a lesser scale in the Sub-Regional Centres. For the purposes of Local Development Framework preparation, the PUAs are defined below.

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#### Definition of Principal Urban Areas

For the purposes of Local Development Framework preparation, the Principal Urban Areas comprise the built-up parts of the following settlements:

##### Leicester Principal Urban Area

- City of Leicester
- Oadby
- Wigston
- South Wigston
- Birstall
- Thurmaston
- Scraptoft
- Thurnby and Bushby
- Glen Parva
- Braunstone
- Leicester Forest East
- Kirby Muxloe
- Glenfield

##### Nottingham Principal Urban Area

- City of Nottingham including Clifton
- Arnold
- Beeston
- Carlton
- Long Eaton
- Sandiacre
- Stapleford
- West Bridgford

##### Derby Principal Urban area

- Derby City
- Contiguous built up areas extending into adjoining districts

**4.2.15** The principle of the Nottingham-Derby Green Belt in guiding the development form of Nottingham and Derby is well established, particularly in preventing the coalescence of the two cities and their associated towns. There is also a small Green Belt between Swadlincote and Burton in the West Midlands. There is a presumption against inappropriate development in the Green Belt as set out in PPG2 *Green Belts*.

**4.2.16** As part of the evidence base for the preparation of the RSS review a strategic review of the Nottingham-Derby Green Belt was undertaken. This review also looked at the case for adding land, as well as removing land, to and from the Green Belt. The review highlighted that the area between Nottingham and Derby is overall the most important area of Green Belt. Areas north of Nottingham and Derby are also important, while areas to the south and east of Nottingham are of lesser importance.

- 4.2.17** In considering the development needs over the next 20 years within the Nottingham Core HMA and Hucknall a further review covering the whole of that area will need to be done urgently in order to identify the most sustainable locations for growth. This review will need to consider locations both within the existing built up area and elsewhere, including areas currently within the Green Belt, relating them to existing and future infrastructure provision and to the ease of access, particularly by public transport, to places of work and other facilities and services. Other areas for growth, such as around the Amber Valley towns, should avoid the most sensitive areas of Green Belt. New boundaries should be clearly defined, using natural features such as streams or other barriers such as major roads, so that boundaries can be defended against un-planned growth.

### Policy Three Cities SRS 2

#### Sub-Regional Priorities for Green Belt Areas

*The principle of the Nottingham-Derby and Burton-Swadlincote Green Belts will be retained. However a comprehensive review of the most sustainable locations for growth within the Nottingham Core HMA and Hucknall will be required urgently to consider how to accommodate future growth requirements over at least the next 25 years. As this may include considering locations within the Green Belt, when implementing this review through their Local Development Documents, local planning authorities will have regard to:*

- *the level of growth proposed in Policy 13a and in Three Cities SRS Policy 3 identifying the locations for future development;*
- *sustainable development principles;*
- *the principles and purposes of including land in Green Belt set out in PPG2; and*
- *where changes to the Green Belt are proposed, the retention of existing, or creation of new, defensible boundaries based on natural features or other barriers such as major roads.*

*This review will need to be done as part of the evidence base underpinning the next RSS review.*

- 4.2.18** Some parts of the Sub-area have established Green Wedge policies. Green Wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form, and providing a 'green lung' into urban areas, and act as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements. Provision will be made in Green Wedges for the retention or creation of green infrastructure and green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation. A review of existing Green Wedges or the creation of new ones in association with development will be carried out through the local development framework process.
- 4.2.19** The Sub-area is the most densely developed part of the Region, and as such can have a key role in tackling climate change and reducing its carbon footprint. Development closely associated with the PUAs, properly integrated through sustainable transport measures, designed to high environmental standards, planned from the outset with associated green and environmental infrastructure and incorporating renewable energy generation will be required to reduce and mitigate for the potential impacts of climate change, as will measures to manage the growth of road traffic.

## 4 Sub-Regional Strategies

### Sub-Regional Housing Priorities

- 4.2.20** In accordance with Policy 3, most new housing development will be in or adjacent to the PUAs, but with sufficient development allocated to support the roles of Sub-Regional Centres. Equally, some parts of the Sub-area are rural in nature, and have issues of affordability which need to be addressed. Government guidance makes it clear that Housing Market Areas should provide for their own housing needs, unless there is strong justification to the contrary. The Sub-Regional Strategy adheres to this principle.
- 4.2.21** Housing Market Assessments have been done in the Sub-area. Local Planning Authorities should use these in conjunction with Housing Strategies to support policies to develop more balanced communities, in terms of dwelling size, type and affordability. This is particularly important in some post war housing estates, which are often dominated by one house and tenure type. Concentrations of household types, such as shared student households, can also give rise to environmental and social issues in some localities, and diversification of household type in these locations should also be considered.
- 4.2.22** Housing provision by Housing Market Area (HMA) and City/District area is set out in Policy 13a. The need to manage the release for land for housing is set out in Policy 17.
- 4.2.23** This Sub-Regional Strategy embodies the New Growth Point which is based on a phased delivery of new housing across the Sub-area, with early delivery in Derby and Leicester based initially in their city centres, but urban extensions are also proposed to meet the level of growth envisaged. In the Nottingham area sustainably located urban extensions will need to be considered following the review of land in the Nottingham Core HMA and Hucknall proposed in Three Cities Policy 2.

### Derby HMA

- 4.2.24** There is substantial capacity on brownfield sites within the Derby PUA and this will be enhanced by the 5000 houses anticipated in the city centre as part of the New Growth Point. Brownfield capacity will not however be sufficient to meet all the proposed provision to 2026 and there will also be a need for significant urban extensions around Derby.
- 4.2.25** In considering the best general locations for urban extensions to Derby, regard has been had to the constraints and opportunities around Derby's periphery. Locations to the north west in Amber Valley are constrained by Green Belt, topography and the need to avoid closing off the 'mouths' of Green Wedges penetrating the City. Locations in Erewash are all constrained by Green Belt, recognised in the review as being of prime importance. The more suitable opportunities lie within South Derbyshire. This broad area is well located in relation to employment opportunities and there is scope for development to take place without taking Green Belt or adversely affecting Green Wedges. However, there will be a need for investment in significantly improved highways and transport measures, the resolution of drainage capacity problems and provision of appropriate green infrastructure.
- 4.2.26** In the non-PUA parts of Amber Valley and Swadlincote, the proposed provision may create a need for modest urban extensions in some or all of the five towns highlighted, subject to the amount of additional brownfield land that can be brought forward. In South Derbyshire consideration should be given to the functional relationship between Burton upon Trent and Swadlincote. This may involve the preparation of a joint study by the respective regional partners to investigate the development potential identified on each side of the regional boundary, including transport improvements such as the A38/A511 corridor and the National Forest rail line. Co-operative working on core strategies in South Derbyshire and East Staffordshire would be appropriate in view of the role being considered for Burton upon Trent through the West Midlands RSS revision and the status of the town as a New Growth Point.

As a result of this co-operative working additional provision may be made in South Derbyshire above the levels set out in Policy 13a and Three Cities SRS Policy 3 where this would result in the most sustainable form of development to meet the needs of East Staffordshire as identified in the West Midlands RSS.

### **Leicester and Leicestershire HMA**

- 4.2.27** The housing strategy for the Leicester and Leicestershire HMA is one which focuses on the existing Leicester urban area, initially by capitalising on its substantial urban capacity. However, this will be insufficient to meet all the proposed provision to 2026, and later in the plan period, this will need to be met by planned sustainable urban extensions.
- 4.2.28** In considering the areas of search for these urban extensions, regard has been had to an assessment of constraints and opportunities around Leicester. The best opportunities to meet the bulk of the additional provision for the PUA lie west of Leicester in Blaby and north of Leicester in Charnwood.
- 4.2.29** The consideration of constraints and opportunities has identified the need for significantly improved transport and other infrastructure, and further investigations will need to be carried out to identify specific requirements to support any urban extensions. However a number of factors make the prospect of planned sustainable urban extensions to the PUA in Harborough or Oadby and Wigston difficult without sustained and significant transport infrastructure investment. Beyond the PUA, sustainable urban extensions are proposed to Loughborough, Hinckley and Coalville to support their roles as Sub-Regional Centres.

### **Nottingham Core HMA and Hucknall**

- 4.2.30** In the Nottingham Core HMA and Hucknall further work on identifying the precise scale of urban extensions is required. A study has been commissioned by the 3 Cities and 3 Counties New Growth Point partnership to consider where the most sustainable locations for urban extensions could be identified. Based on the evidence from this study the six local planning authorities in this area should identify both the precise scale and location of sustainable urban extensions, sufficient to provide for the identified development needs until at least 2026, with an indication of where further future growth would best be sited if development needs continued beyond 2026.
- 4.2.31** The Green Belt Review which informed the preparation of the draft Regional Plan suggested that areas south of Nottingham were more suitable for development than other broad locations around the conurbation and the level of development proposed in Rushcliffe is likely to require at least one urban extension to be identified south of the PUA. Local Development Documents should also examine the case for supporting regeneration at Stanton and Cotgrave through brownfield development, and consider whether a case could be made for an eco-town within the area. Growth Point resources will be used to ensure sustainable delivery.
- 4.2.32** Three Cities SRS Policy 3 sets out the distribution of housing provision for each Housing Market Area. Where relevant, housing provision is split between the provision associated with the PUA (urban capacity or sustainable urban extension), and that to be provided elsewhere. Outside of named settlements, development should be restricted to the identified regeneration needs of settlements or be small scale development targeted to meet local needs.

### Policy Three Cities SRS 3

#### Housing Provision

*Within the context set by Policy 13a, provision for new housing will be made at the following levels over 2006-2026:*

#### **DERBY HMA TOTAL:**

*1,830 dwellings per annum (dpa), of which at least 1,070 dpa should be within or adjoining the Derby PUA*

**Derby City:** 720 dpa, all within Derby PUA

**South Derbyshire:** 600 dpa, of which at least 320 dpa should be within or adjoining the Derby PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be located mainly at Swadlincote, including sustainable urban extensions as necessary.

**Amber Valley:** 510 dpa, of which at least 30 dpa should be within or adjoining the Derby PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be located mainly at Alfreton, Belper, Heanor and Ripley, including sustainable urban extensions as necessary.

#### **LEICESTER AND LEICESTERSHIRE HMA TOTAL:**

*4,020 dpa, of which at least 1,990 dpa should be within or adjoining the Leicester PUA*

**Leicester City:** 1,280 dpa, all within Leicester PUA

**Blaby:** 380 dpa, of which at least 250 dpa should be within or adjoining the Leicester PUA, including sustainable urban extensions as necessary.

**Charnwood:** 790 dpa, of which at least 330 dpa should be within or adjoining the Leicester PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be located mainly at Loughborough, including sustainable urban extensions as necessary.

**Harborough:** 350 dpa, of which at least 40 dpa should be within or adjoining Leicester PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be located mainly at Market Harborough, including sustainable urban extensions as necessary.

**Hinckley & Bosworth:** 450 dpa located mainly at Hinckley, including sustainable urban extensions as necessary.

**Melton:** 170 dpa located mainly at Melton Mowbray, including sustainable urban extensions as necessary.

**North West Leicestershire:** 510 dpa located mainly at Coalville, including sustainable urban extensions as necessary.

**Oadby and Wigston:** 90 dpa within or adjoining the Leicester PUA

#### **NOTTINGHAM CORE HMA AND HUCKNALL TOTAL:**

*3,030 dpa, of which at least 2,040 dpa should be within or adjoining the Nottingham PUA*

**Nottingham City:** *1,000 dpa, all within Nottingham PUA*

**Broxtowe:** *340 dpa, of which at least 180 dpa should be within or adjoining Nottingham PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be located mainly at Kimberley and Eastwood, including sustainable urban extensions as necessary.*

**Erewash:** *360 dpa, of which at least 100 dpa should be within or adjoining Nottingham PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be located mainly at Ilkeston, including sustainable urban extensions as necessary.*

**Gedling:** *400 dpa, of which at least 230 dpa should be within or adjoining Nottingham PUA, including sustainable urban extensions as necessary.*

**Rushcliffe:** *750 dpa, of which at least 530 dpa should be within or adjoining Nottingham PUA, including sustainable urban extensions as necessary.*

**Ashfield (Hucknall):** *180 dpa, within or adjoining Hucknall, including sustainable urban extensions as necessary.*

### Sub-Regional Employment Priorities

- 4.2.33** The Sub-area is well placed to drive the economic growth of the Region. It already makes up half the region's economy and the Gross Value Added per head of all Three Cities is above the national average. The city centres provide the focus of flourishing business, retail and cultural activity. The Sub-area is also home to 6 Universities, and East Midlands Airport sits centrally between the Three Cities.
- 4.2.34** However, labour market indicators suggest significant challenges relating to acute deprivation in all 3 conurbations. The Sub-area has the highest unemployment of the five economic Sub-areas of the region, and both employment and economic activity rates are below the regional average. Some areas of the PUAs exhibit very high and concentrated levels of deprivation, and Policy 19 prioritises these areas for regeneration.
- 4.2.35** Earnings in the Sub-area are higher than the regional average, but unlike other Sub-areas in the East Midlands, the average for those working in the Sub-area is higher than the average for residents, implying that a significant proportion of higher paid individuals commute to the Sub-area from elsewhere.
- 4.2.36** There is a relatively higher proportion employed in office based sectors, and slightly fewer in industrial and primary industries, reflecting the administrative and business centre roles of the Three Cities, and it is office based sectors together with other sectors such as leisure and retailing where employment prospects are greatest. In contrast, the projected decline in manufacturing employment is greater than regionally, reflecting the significant contractions in traditional sectors which are based in the cities, such as textiles and clothing in Leicester. Derby nevertheless continues to be one of the most important concentrations of high value manufacturing in the UK, whilst it performs less well than the other two cities in the financial, business and professional services sectors.
- 4.2.37** Over the Sub-area as a whole, there is a recognition that economic success needs to be underpinned by developing higher value, knowledge based employment, and each city has targeted relevant economic sectors and clusters for intervention to achieve this aim.

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- 4.2.38** The Sub-area has particular strengths in respect of science-based high technology industries with potential for significant growth, based both on the Higher Education sector and a track record of existing initiatives, such as Loughborough Science Park and BioCity in Nottingham. Additionally Nottingham has been nominated a 'Science City'. The Regional Economic Strategy includes actions to increase Research and Development activity, and to develop and apply new technologies. Given the importance of these sectors for the future prosperity of the Sub-area, the spatial needs of high technology industries should be explicitly allowed for in Local Development Documents.
- 4.2.39** EMA is strategically located between the Three Cities. It is an important employment generator in its own right, as well as being essential infrastructure to support the rest of the Sub-Regional and wider economy. It has a national freight hub facility, and has the potential to generate a wide range of associated jobs outside the airport itself. Significant growth is proposed in freight and passenger traffic over the plan period.
- 4.2.40** In the past there has been pressure for development in the vicinity of the airport. However, urbanisation of the area around EMA would not lead to a sustainable pattern of development, would not assist in regenerating the PUAs, would be environmentally unacceptable, and could in the long term undermine the airport's operational viability. Policy 12 therefore seeks to focus commercial development associated with the airport (apart from airport related activities) in surrounding urban areas, especially in the 3 PUAs and Loughborough.
- 4.2.41** The city centres of Derby, Leicester and Nottingham serve a catchment extending well beyond the Sub-area boundaries, for both shopping and service functions. All three have significant regeneration and development proposals which will enhance the range of facilities offered, and extend the city centres. New roles for the city centres have emerged in recent years, particularly as a place to live, and this has contributed to their renaissance. In order to make best use of existing facilities and their high levels of accessibility, the enhancement of the regional role of these centres will be encouraged.
- 4.2.42** The Sub-Regional Centres also serve a wide catchment, and their vitality and viability should be promoted. However some smaller town centres are suffering decline, and in these cases Policy 22 encourages the use of design led initiatives and the development of town centre strategies.
- 4.2.43** Policy 20 sets out the regional approach to employment land. Studies indicate that in general terms, employment land lost to other uses should be replaced, to allow for expansion, economic restructuring and relocation. However, studies also acknowledge that the Sub-area currently has an excess of land for employment purposes, but much of this land is of poor quality, poorly located and unattractive to the market. In ensuring that Policy 20 is implemented, Local Planning Authorities should ensure that the needs of deprived communities are addressed, that the needs identified above in terms of high technology uses and EMA are addressed, that the site has relevance to the market it is seeking to serve. The needs of storage and distribution uses in terms of accessibility to the strategic transport network and sources of labour supply should also be considered.

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#### Employment Land

*In reviewing employment land allocations in the Sub-area, Local Planning Authorities should have regard to Policy 20 and to the following factors:*

- *the housing distribution set out in Three Cities SRS Policy 3, in particular the sustainable urban extensions;*
- *supporting the regeneration of the city centres, including large scale office developments, leisure and retail;*
- *the need to provide for the regeneration of deprived communities;*
- *the needs of high technology sectors, and to support Science City proposals;*
- *the need to serve the airport related development requirements of East Midlands Airport;*
- *the need to promote local employment opportunities that will reduce out commuting; and*
- *opportunities to address the green infrastructure deficit in the Sub-area.*

### Sub-Regional Priorities for Natural & Cultural Resources

- 4.2.44** There are a wide range of natural and cultural assets in the Sub-area, including the National Forest (which extends into the West Midlands) a proposed Charnwood Forest Regional Park, and historic assets such as Derwent Valley Mills World Heritage Site, as well as many theatres and sporting venues. The Sherwood Forest Regional Park proposals impinge on the northern edge of the Sub-area and Northern SRS Policy 5 relates to this. All these assets require protection and enhancement, to further develop the distinctiveness of the Sub-area, and to offer public benefit in terms of improved quality of life, increased biodiversity, and supporting the Sub-Regional economy.
- 4.2.45** However, there are also areas of degraded and derelict land, often a result of past economic activity. The regeneration and environmental enhancement of these areas has a role to play in the regeneration of the Sub-area, and can have a role in increasing the Sub-area's stock of environmental assets and in increasing biodiversity.
- 4.2.46** The scale of development proposed in the Sub-area requires that its environmental impact should be considered from the outset, with a coordinated approach to providing new and enhancing existing green infrastructure across local authority boundaries. The approach will be to integrate the growth proposals with the broader objective of achieving linked, enhanced green networks, integrated with other strategies. This will particularly be the case for new urban extensions, where development can assist in delivering and enhancing green infrastructure initiatives such as the proposed Trent River Park near Nottingham. Policies in Section 3.3 will be important in this regard.
- 4.2.47** The siting of major development should also have regard to the environmental capacity of its location, and include measures to minimise and mitigate any negative impacts. Flooding is a potentially serious issue for the Sub-area, given that the 3 PUAs all have rivers flowing through them and have a history of flooding in the past. Nottingham and Derby are priority areas for Strategic Flood Risk Assessment identified in Policy 35, and these should be progressed as soon as practical to inform decisions about development which may be at risk of flooding.

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#### Green Infrastructure and National Forest

*In considering major development proposals, especially those associated with the New Growth Point proposals, Local Authorities and implementing agencies will coordinate the provision of enhanced and new green infrastructure.*

*Strategic priorities include:*

- *the National Forest*
- *a proposed Charnwood Forest Regional Park;*
- *a proposed Trent River Park;*
- *Green Wedges; and*
- *community forest proposals and 'greenways' around Leicester*

*In the National Forest, Local Authorities should work with other agencies across regional boundaries to promote the development of the National Forest in ways that generate environmental, economic and social benefits of both local and national significance by:*

- *enhancing the distinctive landscape, natural, cultural and historic assets of the area;*
- *making provision for the planting of woodlands subject to environmental constraints;*
- *ensuring development is accompanied by proposals for creating appropriate woodland settings;*
- *developing the recreational potential both for local communities and for visitors; and*
- *creating a world class visitor experience which generates sustainable economic benefits for local communities.*

#### Sub-Regional Transport Priorities

- 4.2.48** Transport Priorities for the Three Cities Sub-area are included in Policy 44. Connectivity between the 3 PUAs and EMA is a priority, particularly by public transport. Policy 56 will be important in this regard. An indication of priorities for strategic transport infrastructure investment and the likely timescales for implementation are set in Appendix 6.
- 4.2.49** Urban concentration and growth policies will require substantial transport investment through New Growth Point funding over and above the Regional Funding Allocation process. Where urban extensions or other major developments are planned, measures will need to be incorporated from the outset to promote sustainable travel patterns. In particular strong public transport connections will need to be provided, supported where appropriate through contributions from developers. It will be important for developments to also contribute to appropriate local highway, walking and cycling network improvements. Investment in 'Smarter Choice' measures to achieve behavioural change will also be necessary. Appropriate measures will need to be determined through the process of comprehensive Transport Assessments.
- 4.2.50** In dealing with strategic traffic growth, widening and improvement of the M1 is of national importance and impacts upon the Sub-area. Regionally important Trunk Road improvements including A453 widening (M1 to Nottingham), A38 Derby junctions and A46 dualling (Newark to Widmerpool) schemes lie within the Sub-area and have been prioritised through the Regional Funding Allocations process. Important local authority major transport schemes

have also been prioritised through this process. Regional partners have identified that the proposed expansion of the Nottingham Express Transit system will bring significant Sub-Regional benefits and funding is currently being sought.

- 4.2.51** The PTOLEMY land use and transport computer model is being developed by regional partners to assist in the assessment of proposals and in the evaluation of impacts to underpin strategic investment decisions. This will include examination of different investment options for the establishment of accessible and sustainable land use patterns and transport networks for the long term, and will guide the phasing in particular of sustainable urban extensions.
- 4.2.52** Throughout the Sub-area, in partnership with key organisations who deliver services, accessibility planning processes will also be undertaken. This combines the study of existing transport links between geographical areas, or groups of people and essential services (jobs, training, education, health, food and leisure). Specific Local Accessibility Action Plans are being developed and implemented. This will further contribute to achieving modal shift away from car use and reducing social exclusion.

### Implementation, Monitoring and Review

- 4.2.53** The Section 4 (4) Authorities will monitor policies in the SRS and co-ordinate implementation in the freestanding Implementation Plan which will be maintained and regularly reviewed by the Regional Planning Body. This information will form part of the Annual Monitoring Report produced by the Regional Planning Body.
- 4.2.54** Local Authorities and the various Sub-Regional Partnerships in the Sub-area will be key partners in securing the delivery of the SRS. The actions of other bodies such as the regeneration companies already operating in Derby, Leicester and Nottingham, infrastructure providers and other non-statutory environmental, business and community groups will also be crucial. There may also be a need to develop new 'local delivery vehicles' in parts of the Sub-area to ensure that major new development takes place in a coordinated and sustainable manner. The New Growth Point Programme of Development submitted by the Section 4 (4) Authorities includes proposals to develop such mechanisms.
- 4.2.55** In line with Policy 17, the potential for developing Joint Local Development Documents within each of the 3 Housing Market Areas that make up the Sub-area will be actively explored.

## 4 Sub-Regional Strategies

### 4.3 Northern Sub-Regional Strategy

#### Purpose

- 4.3.1** The purpose of this Sub-Regional Strategy is to provide additional direction and guidance to Local Development Frameworks on issues of Sub-Regional importance in the Northern Sub-area. In particular it sets out a context for sustainable regeneration that also takes into account the impact of policies in neighbouring regions and the 'Northern Way' initiative, which includes the districts of Bolsover, Chesterfield, NE Derbyshire and Bassetlaw. The requirement for a Northern Sub-area SRS was identified by the Secretary of State in Policy 9 of RSS8 (2005).
- 4.3.2** The SRS takes into account, and is consistent with, proposals for 'New Growth Point' designations in parts of the Sub-area.

#### Defined Area

- 4.3.3** The area covered by the SRS comprises the following Housing Market Area and district council areas:

Nottingham Outer HMA:

- Ashfield
- Mansfield
- Newark & Sherwood

Northern (Sheffield/Rotherham) HMA:

- Bolsover
- Chesterfield
- NE Derbyshire
- Bassetlaw

- 4.3.4** Not covered by this SRS are:

- that part of NE Derbyshire that forms part of the Peak District National Park; and
- the four wards in the Hucknall part of Ashfield which form part of the Nottingham Travel to Work Area and the Greater Nottingham Partnership, and which are therefore considered as part of the Nottingham Core HMA in the Three Cities SRS.

#### Key Characteristics

- 4.3.5** The key characteristics of the Sub-area are set out in Section 2.4 above. Policy 7 provides the regional policy context for the SRS.

### Core Strategy

- 4.3.6** The Strategy has been developed in order to regenerate the Sub-area to realise the following vision:

*The Northern Sub-area will be an area containing vibrant towns and smaller centres which are easily accessible from major transport routes, which is rich in carefully protected natural and cultural assets and supporting a viable population and employment base within sustainable communities.*

- 4.3.7** The SRS Objectives are:

- *To significantly strengthen the Sub-Regional Centres of Mansfield-Ashfield, Chesterfield, Newark and Worksop by providing for new development in and around their urban areas;*
- *To provide jobs and services in and around other settlements that are accessible to a wider area or service particular concentrations of need and to support regeneration of settlements, through development, within a clear framework of need;*
- *To improve the social infrastructure of the Sub-area;*
- *To promote environmental enhancement as a fundamental part of the regeneration of the Sub-area;*
- *To protect and enhance the natural and cultural assets of the Sub-area; and*
- *To establish a sustainable relationship with the Nottingham-Derby and Sheffield-Doncaster-Rotherham areas, in particular to manage the pressures for development unrelated to the Sub-area's needs.*

- 4.3.8** Policy 3 identifies the Sub-Regional Centres of Mansfield-Ashfield, Chesterfield, Newark and Worksop and indicates that the development needs of other settlements should be provided for, in some cases incorporating the growth of settlements. The large number of smaller towns and large villages that once functioned as centres for previously mining-dependent communities need to maintain their role or require regeneration, or both.

- 4.3.9** Many of these settlements are well placed to offer good opportunities for development, through their accessibility to the regional and national transport network, Sheffield and Nottingham, and the Robin Hood Airport near Doncaster. Taking up these opportunities will also enhance the regeneration of the surrounding areas and the Sub-area.

- 4.3.10** A sequential approach to development which only favours development in the largest settlements could compromise the regeneration of the Sub-area as a whole and result in the smaller centres becoming increasingly unviable. In order to direct growth to these other towns and provide a sustainable role for smaller settlements, policies in Local Development Frameworks should identify those settlements to which development should be directed; either for regeneration purposes, or to sustain a support role.

- 4.3.11** There may be a need for regeneration in some of the larger villages in the SRS area, particularly those which have suffered from the decline in the mining industry. Elsewhere, there may be a lack of affordable housing to meet local needs. In these villages, it may be appropriate to plan for a limited amount of housing or employment development, particularly where it would support local services. The definition of local needs is a matter for interpretation by Local Planning Authorities. For housing this should be informed by a housing needs assessment and may involve the provision of affordable housing or housing for specific groups, e.g. the elderly, single people or other small households.

## 4 Sub-Regional Strategies

- 4.3.12** Initiatives already exist to help deliver regeneration. The Meden Valley Making Places Ltd is a 'not for profit' company set up to transform run-down housing in eleven former coalfield settlements in the Meden Valley, an area which crosses both North Nottinghamshire and Derbyshire. The activities are focused on refurbishment, redevelopment, environmental improvements and the promotion of opportunities through housing investment.
- 4.3.13** Limits on the scale and location of growth include the need to safeguard water resources, over-abstraction and pollution in key water courses. Air pollution is high in certain areas and traffic pollution also threatens some protected habitats. Policy 35 highlights the need to consider flood risk, particularly in Newark. The natural and cultural assets, especially landscape features, and significant potential benefit of green infrastructure in the Sub-area will need to be considered when determining development distribution.
- 4.3.14** The Sub-area contains parts of two Green Belts. The Sheffield/South Yorkshire Green Belt covers parts of the districts of Bolsover, Chesterfield and North-East Derbyshire and abuts the western boundary of Bassetlaw District. The Sub-area also includes in Ashfield and Newark & Sherwood parts of the Nottingham-Derby Green Belt. This is considered in the Three Cities SRS, including those areas of the Green Belt in the Northern Sub-area.
- 4.3.15** The role of the Sheffield/South Yorkshire Green Belt is set out in the Yorkshire and Humber RSS. Areas abutting South Yorkshire have experienced development pressures arising from the major urban centres in that region. Those in the Derbyshire part have been sufficient to warrant Green Belt designation.
- 4.3.16** The Nottingham-Derby Green Belt has been reviewed as part of the development of this Regional Plan. No strategic changes to the Nottingham-Derby Green Belt are proposed in this Sub-area. There has been no such review of the part of the Sheffield/South Yorkshire Green Belt in Derbyshire and any such strategic review would need to be undertaken over an area also covering appropriate parts of South Yorkshire. Any such review should therefore be undertaken in conjunction with local authorities and the Regional Planning Body for Yorkshire and the Humber.
- 4.3.17** When considering development provision in and around the settlements affected by the Green Belt as set out in Northern SRS Policy 1, Local Development Frameworks should critically assess any impact upon the Green Belts and whether development should be located elsewhere. Allocations should not allow for commuter-led development which could put pressure on Green Belt boundaries.
- 4.3.18** There are no formal identified Green Wedges in the Sub-area but there are established strategic gaps, for example between Sutton-in-Ashfield and South Normanton/Alfreton/Pinxton and in and around Chesterfield, Brimington and Staveley. Because of the settlement structure of the Sub-area, these strategic gaps are important at the SRS level, in places quite narrow and some are affected by growth proposals associated with major transport routes. Local Development Frameworks should identify existing, and consider additional, strategic gaps to prevent settlements merging and protect strategically important open space and other green infrastructure. The principles of such gaps, termed 'Green Wedges' are set out in the Three Cities SRS. Local Development Frameworks should ensure that where there are development proposals to meet the requirements of the Regional Plan, the integrity and purpose of the Green Wedges is maintained.

### Policy Northern SRS 1

#### Sub-Regional Development Priorities

*Significant levels of growth will be provided for in and adjoining the Sub-Regional Centres of Chesterfield, Mansfield-Ashfield, Newark and Worksop, which, subject to levels of urban capacity, will require locations for urban extensions to be identified in Local Development Frameworks.*

*Mansfield-Ashfield includes Mansfield, Mansfield Woodhouse, Sutton-in-Ashfield and Kirkby-in-Ashfield.*

*Chesterfield is confined to Chesterfield.*

*Newark includes Newark and Balderton.*

*Worksop includes Worksop, Shireoaks and Rhodesia.*

*Local Development Frameworks will identify and justify levels of development for those other urban areas identified below, which are suitable for development due to urban capacity, Sub-area regeneration needs or the need to support the present role of the settlement in servicing the surrounding area. The scale of development will be related to the existing level of infrastructure, range of community facilities and job opportunities, availability of public transport, and existing character of the settlement.*

*The other urban areas which are the subject of this policy are:*

- *Retford*
- *Dronfield*
- *Clay Cross*
- *Bolsover*
- *Shirebrook*
- *Ollerton-Boughton*
- *Staveley*
- *Market Warsop*
- *Killamarsh*
- *Brimington*
- *South Normanton*
- *Rainworth*
- *Eckington*
- *Clowne*

*Outside the areas mentioned above, sufficient provision will be made to support the regeneration of settlements with special needs where these are identified in Local Development Frameworks.*

*Within other settlements, new development will be restricted to small-scale development targeted to meet local needs. Development should be of a scale and type necessary to secure and service a mixed and balanced community.*

- 4.3.19** The Sub-Regional Centres and medium-sized towns are the focus for shopping and service provision. These settlements should be the focus of economic activity; otherwise their roles and functions may decline with resulting social consequences. While they present the greatest

## 4 Sub-Regional Strategies

and most sustainable opportunities the decline of mining has also affected many smaller settlements in close geographical proximity to each other. Many of these settlements offer good opportunities for development.

- 4.3.20** Mansfield-Ashfield, Chesterfield, Worksop and Newark have been identified as priorities for support in Policy 22, and will need to sustain and enhance their existing town centre and retail functions. Other centres have more limited roles and functions but nevertheless provide important town centre services to a significant population within their catchment areas.
- 4.3.21** Developments proposed for these town centres must be appropriate in scale and nature to the role and function of that centre and of the area served by that centre. In town and village centres other than these, provision will be made to meet local needs, or to support regeneration and maintaining or improving the viability of the centre where this can be justified. Local Development Frameworks will set out the more local levels of the shopping hierarchy for district areas.

### Policy Northern SRS 2

#### Supporting the roles of Town and Village Centres

Policy 22 will be delivered through locating retail development and other appropriate town centre uses predominantly in or on the edge of the following town centres, defined as 'Town Centres' for the purposes of national planning guidance, to sustain and enhance the role of those centres within the following hierarchy:

- Sub-Regional Retail and Service Centres – Chesterfield, Mansfield, Newark, Sutton-in-Ashfield and Worksop;
- Other Retail and Service Centres of Sub-Regional significance - Bolsover, Clay Cross, Dronfield, Eckington, Killamarsh, Kirkby-in-Ashfield, Retford, Shirebrook, Staveley, Clowne and South Normanton.

#### Sub-Regional Housing Priorities

- 4.3.22** For the Sub-area as a whole the proposed requirement for new housing set out in Policy 13a takes account of the positive impact of regeneration initiatives, a strategy of concentration and regeneration, and the Newark Growth Point.
- 4.3.23** Significant growth should be concentrated in the Nottingham Outer Housing Market Area (HMA), where both the largest Sub-Regional Centre in the sub-area (Mansfield-Ashfield) and the Newark Growth Point are located. In the Mansfield-Ashfield area there is some infrastructure capacity, and significant urban capacity. The Nottingham Outer HMA also includes Hucknall but this area is excluded from the Northern SRS and is considered in the Three Cities SRS given its proximity to Nottingham. A separate housing apportionment of 180 dwellings per year is proposed for Hucknall.
- 4.3.24** In the Northern (Sheffield-Rotherham) HMA growth is proposed in accordance with the strategy of concentration and regeneration established in Policy 3. Recent house building has generated very high in-migration in some parts of the HMA and there are concerns over the capacity of the area, particularly around Chesterfield, to accept large-scale growth, taking into consideration Green Belt constraints. Nevertheless regeneration is a priority, in accordance

with Policy 19, and new house building is required to underpin economic growth in the area. The aim of the 'Northern Way' to support urban regeneration and growth within the Sheffield City Region is also recognised.

- 4.3.25** The individual housing provision for the three districts within the Nottingham Outer HMA and the four districts in the Northern HMA have been established on the basis set out below.
- 4.3.26** For that part of Ashfield covered by this SRS, provision is based on urban concentration and regeneration with no further Green Belt release. In Mansfield the provision figure recognises that while there is significant urban capacity and further job growth is expected, further greenfield land is likely to be required. In Newark & Sherwood the agreed Newark Growth Point Programme of Development establishes that around 500 dpa should be concentrated at Newark (Policy 7 refers). This is based on allowing an amount of development which should not lead to unsustainable out-commuting.
- 4.3.27** Provision for Bassetlaw supports the role of Worksop as a Sub-Regional Centre and responds to regeneration measures. Bolsover also has substantial regeneration needs and requires housing provision to enable economic and social regeneration. In Chesterfield, which is a Sub-Regional Centre, provision reflects the concentration and regeneration strategy, but also acknowledges limitations to growth of the town. In North East Derbyshire, owing to the need to continue regeneration in those parts of the district where it is needed, provision is made on the basis that this would not require significant new development which would impact on the Sheffield/South Yorkshire Green Belt.

### Sub-Regional Employment Priorities

- 4.3.28** Forecast economic growth is low compared to the UK average, although there are recent signs of recovery in some areas, for example the number of businesses registering for VAT is increasing. The Alliance SSP has identified that to support regeneration the economy needs to grow at above regional average rates. Town centre and transport infrastructure could support growth in the area. There is a need to link decisions about housing to those over employment, in particular to address the issue of significant out-commuting, through increasing employment opportunities within the Sub-area, allowing more people to work as well as live in the area, enhancing local regeneration.
- 4.3.29** Mansfield-Ashfield, Chesterfield, Newark and Worksop need to be able to successfully compete for new investment, in particular key business sectors. The *Regional Employment Land Supply Study* (RELS) has indicated that in the Northern Sub-area there is a lack of office space in and around urban centres and also a lack of good quality industrial land.
- 4.3.30** Innovation Centres have been a particular success in the Sub-area and in turn they give rise to the need for locations for graduation of the established companies and maintaining close support networks. The presence of several colleges in the area will encourage more innovation and higher skills in the workforce. The spatial requirements of both these could be accommodated.
- 4.3.31** Parts of the Sub-area are attractive to the distribution industry and there are areas where more distribution activities might be located. Nevertheless, they present some problems of location, and low levels of employment for the land required.
- 4.3.32** The Alliance Sub-Regional Strategic Partnership (SSP) is promoting proposals to achieve a higher rate of economic growth for the Northern Sub-area than that currently projected in the Regional Economic Strategy evidence base through measures including:
  - the allocation of high quality employment land;

## 4 Sub-Regional Strategies

- a move to higher value-added services;
- resisting distribution uses on certain employment sites;
- significant investment in town centres to improve the quality of offer;
- investment in service infrastructure.

**4.3.33** The Regional Economic Strategy's evidence base shows where economic deprivation is concentrated - broadly in the central core of the Sub-area. A report by Warwick University *Mapping Deprivation in the East Midlands – Implications for Policy* states '*...the most employment deprived SOAs in the East Midlands are concentrated in the north of the Region in former coalfield areas: in Mansfield, Bolsover and Chesterfield around a quarter of SOAs are in the 10% most deprived in England.*' <sup>(3)</sup>

**4.3.34** The Assisted Areas wards announced in 2006 are concentrated in the same area. These are broadly the central core of the Sub-area; a band from South Normanton northwards to Chesterfield and Staveley and Rainworth northwards to Worksop. There is a LEGI (Local Enterprise Growth Initiative) covering Ashfield, Mansfield and Bolsover. Means of directing regeneration in a sustainable manner to those areas will be valuable.

**4.3.35** The Alliance SSP has proposed that some economic growth should be accommodated within a number of defined geographic parts of the Northern Sub-area which it has called 'Growth Zones' These zones would encompass parts of all seven of the districts of the Sub-area and fall within the areas described above.

**4.3.36** A key Sub-Regional objective is that economic regeneration should be promoted in an integrated strategy alongside social and environmental objectives recognising the priorities of different areas. The central coalfield core of the Sub-area is identified in the Regional Biodiversity Strategy as a Biodiversity Enhancement Area. This indicates that the area needs positive action to restore and enhance local biodiversity. The linking of green infrastructure with public benefit, which is being promoted within the Region, ties in closely in this Sub-area as much of the greatest public benefit arising from improving green infrastructure is concentrated in the same core area mentioned as a priority for regeneration.

**4.3.37** Many brownfield sites in the Sub-area are associated with former collieries in rural locations. Some of these sites are close to former pit villages while others are more remote and less accessible. The suitability of such sites for economic use needs to be carefully considered. In many cases such brownfield sites are best returned to 'green uses' to enhance the landscape and biodiversity. Where some economic use is in accordance with policy, initiatives to enhance green infrastructure should also be taken. English Partnerships and emda, with local partners, have produced a Brownfield Land Action Plan Pilot Study with the aim of identifying ways to accelerate the pace of re-use of brownfield land (in ways that complement the attainment of strategic development objectives). The pilot is being rolled out across the East Midlands including the Northern Sub-area.

**4.3.38** Therefore, while Policies 3 & 20 and Northern SRS Policy 1 will be the primary policies to direct development, a policy to assist regeneration in certain parts of the Sub-area is set out below.

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3 *Mapping Deprivation in the East Midlands – Implications for Policy*; Anne E. Green - Institute for Employment Research, University of Warwick

### Policy Northern SRS 3

#### Sub-Regional Employment Regeneration Priorities

*In reviewing employment land allocations in the Sub-area, Local Planning Authorities should, in addition to the locations set out in Northern SRS Policy 1, consider locations to assist the growth and regeneration objectives of the strategy in the following areas:*

- *Around Staveley, Markham Vale and west of Bolsover in particular by exploiting the brownfield land opportunities in the area;*
- *Utilising brownfield opportunities along the A61 corridor through Chesterfield to Clay Cross;*
- *Around Barlborough and eastwards towards Clowne, Whitwell and Creswell, with an emphasis on brownfield land;*
- *Along the Mansfield Ashfield Regeneration Route(MARR) while ensuring the maintenance and integrity of Green Wedges;*
- *North of Worksop towards Robin Hood Airport Doncaster Sheffield (RHADS), concentrating on the former mining communities and mining operations.*

*Owing to the character of these areas special consideration will need to be given to the impact of development outside settlements and on former long-standing mining, manufacturing and extraction sites. In this regard:*

- *special consideration will be given to green infrastructure as in Policy 28 and Northern SRS Policy 4.*

*Local Development Frameworks should ensure that development does not intrude into areas which have been designated as Green Belt and Green Wedges to maintain open breaks between major urban centres.*

#### Sub-Regional Priorities for Natural and Cultural Resources

- 4.3.39** There are a wide range of natural and cultural assets in the Sub-area such as Sherwood Forest, the Dukeries Estates, Bolsover Castle, Hardwick Hall, Southwell Minster, Creswell Crags, historic market towns, woodlands, rivers and canals. Distinctive landscapes such as Sherwood and the Magnesian Limestone areas are also key assets. Sherwood Forest is an internationally recognised attraction. These assets not only require protection and enhancement but can also help improve the quality of life of residents, and the economy of the area.
- 4.3.40** Significant parts of the Sub-region are covered by Biodiversity Conservation Areas, including Sherwood Forest, the border of the Peak District, and the Humberland levels. These broad areas contain valuable wildlife resources which need to be conserved and well managed to help biodiversity to recover to sustainable levels. Diagram 6 and Policy 29 show the extent of these areas.
- 4.3.41** However, there remain significant areas of degraded and derelict land principally as a result of past mining. Enhancement of these areas is not straightforward if there is no economic end use identified. Policies and programmes are needed to encourage the use of land for large scale habitat creation, to enhance landscape character, and also provide opportunities for informal recreation.

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- 4.3.42** Policy 28 sets out the regional priorities for environmental and green infrastructure. The character of the Northern Sub-area is such that environmental enhancement should make a significant contribution to, and be a fundamental part of, regeneration of the area. The objectives of the SRS therefore give a clear indication that in this Sub-area regeneration can and should improve the environment of the Sub-area, and that the protection and enhancement of environmental assets can serve to deliver economic and social, along with environmental, regeneration.
- 4.3.43** The Northern Coalfield Environmental Study in 2003 identified key environmental opportunities to deliver Integrated Regional Strategy Objectives. Also the Regional Assembly has carried out a public benefit mapping exercise, and is developing its work on planning for and delivering improvements to Green Infrastructure (GI). The Greenwood Community Forest Strategy is an expression of how GI can be integrated with other aspects of spatial planning.
- 4.3.44** These initiatives give a context to help direct the nature and location of development. There is a particular challenge within this Sub-area to protect existing and to deliver new green infrastructure as part of regeneration. Public benefit analysis work to date identifies the Sub-area as a part of the Region where greatest public benefit would be derived from improved green infrastructure.
- 4.3.45** Amongst a range of potential sustainable development locations, development, and contributions arising from it, should be directed where most public benefit from environmental enhancement associated with the proposals would be achieved. This will be done through Local Development Frameworks and other strategies, and within the context of the other policies of the Regional Plan, in particular Policy 28.

### Policy Northern SRS 4

#### Enhancing Green Infrastructure Through Development

*Local Development Frameworks and other strategies will, when identifying the location and nature of development or infrastructure provision, ensure that consideration is given to where the greatest public benefit would be gained through the enhancement of Green Infrastructure. For this purpose, the multiple benefits identified in the East Midlands Public Benefit Analysis project, the key strategic environmental opportunities set out in the Northern Coalfields Environmental Study and other relevant work should be used. Green Infrastructure Plans will be used where possible to achieve this.*

- 4.3.46** Regional priorities for tourism are set out in Policy 42. There is considerable potential for improved tourist facilities in the Sub-area which make use of the diverse natural and cultural assets. Any development should be in accordance with the principles of sustainable development, ensuring that the natural and historic assets are protected in accordance with Policies 26 and 27. The character of the landscape should also be protected in accordance with Policy 31, particularly in special areas such as Sherwood Forest.
- 4.3.47** The River Trent is a Strategic River Corridor running along the eastern edge of the Sub-area. Policies 32 and 33 relate to the water environment and to strategic river corridors. In this Sub-area it is particularly important to protect the Sherwood aquifer and avoid over abstraction from water courses such as the Maun and Meden.

- 4.3.48** Greenwood is Nottinghamshire's Community Forest involving a working partnership of councils, the Countryside Agency, Forestry Commission and other organisations to transform the local landscape making it a greener and healthier place to be. A Strategic Plan for Greenwood has guided the creation of the Community Forest.
- 4.3.49** The significance of Sherwood Forest is recognised in the Countryside Agency's 'Sherwood Character Area' and English Nature's 'Sherwood Natural Area'. In addition, the Sherwood Study (Nottinghamshire County Council, 2006) sets out a number of key principles which underlie the vision for Sherwood Forest of a distinctive landscape, rich in wildlife, bringing benefits for both local communities and visitors. The creation of a Regional Park for Sherwood Forest, which may extend into the Three Cities Sub-area, is proposed. This will be defined within the area of search outlined in the Regional Key Diagram. A Regional Park will build on the important natural and cultural heritage of this area and help to strengthen its future as part of the green infrastructure of the Region. The area offers unique natural, cultural and historic assets which need to be conserved and enhanced, whilst also providing opportunities to develop the recreational potential for both local communities and visitors and to generate local economic benefits.
- 4.3.50** Any development will need to be sensitively located and designed in order to protect and enhance the local landscape character and distinctiveness as well as the natural, cultural and historic assets. Of particular importance is the natural heathland. Within the area being considered for the creation of a Regional Park there is an internationally important site, the Birklands and Bilhaugh Special Area of Conservation, which, as a Natura 2000 site, is afforded the highest level of protection, as stated in Policies 7 and 26. Sherwood Forest also has such important numbers of nightjar and woodlark that it is currently in the process of being considered for international recognition through designation as a proposed Special Protection Area, which would be another Natura 2000 site.

### Policy Northern SRS 5

#### Sherwood Forest Regional Park

*Local authorities and other agencies should work together to promote the creation of a Sherwood Forest Regional Park which generates environmental, economic and social benefits of both local and national significance by:*

- *protecting and enhancing the distinctive landscape, natural, cultural and historic assets;*
- *developing the recreational potential both for local communities and for visitors;*
- *creating a world class visitor experience which generates sustainable economic benefits for local communities.*

### Sub-Regional Transport Priorities

- 4.3.51** Transport priorities for the Northern Sub-area are set out in Policy 44. An indication of priorities for strategic transport infrastructure investment and the likely timescales for implementation are set in Appendix 6.
- 4.3.52** The redevelopment of the Mansfield Bus Station on a new site has also been approved through the Regional Funding Allocation process and is a top priority. As well as providing a new landmark bus station building, the scheme will also be closer to the Robin Hood Line railway station providing better links between the two.

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- 4.3.53** As part of the strategy for improving sustainable transport, a local priority for each Sub-Regional centre will be to develop high quality, comprehensive public transport systems, in partnership with key organisations who deliver services. Such systems should connect homes and workplaces, town centres, schools, hospitals and other key attractors and interchanges to improve access to all modes of public transport. These systems should be accompanied by improvements in pedestrian circulation and facilities for cycle use, together with appropriate traffic management measures, in order to facilitate a significant modal shift away from car use and promote better access to jobs and services.
- 4.3.54** Where urban extensions or other major developments are planned, measures will need to be incorporated from the outset to promote sustainable travel patterns. In particular strong public transport connections to major employment areas will need to be provided, supported where appropriate by contributions from the developer. It will also be important for developments to connect into and where possible enhance existing footpaths, cycleways and waterways.

### **Sub-Regional Priorities for Implementation, Monitoring & Review**

- 4.3.55** The Section 4 (4) Authorities will contribute to the preparation of the Implementation Plan which will be issued by the Regional Planning Body and will monitor policies in the SRS. This information will form part of the Annual Monitoring Report produced by the Regional Planning Body.
- 4.3.56** Local Authorities and the Alliance Strategic Sub-Regional Partnership will be key partners in securing delivery of the SRS. The actions of other bodies such as 'Meden Valley Making Places', infrastructure providers and other non statutory environmental, business and community groups will also be crucial.

### 4.4 Lincoln Policy Area Sub-Regional Strategy

#### Purpose

- 4.4.1** The purpose of this Sub-Regional Strategy (SRS) is to provide additional direction and guidance to Local Development Frameworks on strategic issues that relate to the City of Lincoln and its surrounding hinterland. In particular it aims to set out a sustainable strategic context for the strengthening of Lincoln's role as a Principal Urban Area.

#### Defined Area

- 4.4.2** The area covered by the SRS is known locally as the Lincoln Policy Area and was originally defined in relation to the Lincolnshire Structure Plan. It comprises:
- The whole of the City of Lincoln
  - The following wards in the district of North Kesteven: Bassingham; Branston & Mere, Cliff Villages (part), Eagle & North Scarle, Metherringham, Skellingthorpe, Washingborough & Heighington.
  - The following wards in the district of West Lindsey: Bardney, Dunholme, Fiskerton, Nettleham, Saxilby, Scampton, Sudbrook, Welton.
- 4.4.3** The extent of the Lincoln Policy Area was debated at the Lincolnshire Structure Plan Examination in Public in July 2005 and its appropriateness endorsed in the Panel Report. It has been defined primarily through an analysis of journey to work patterns related to other data concerning the frequency of public transport services, the existence of key rural settlement services and facilities and existing housing completions and commitments. Whilst it is accepted that Lincoln's influence extends well beyond this boundary, for example, in relation to shopping, it has deliberately been defined fairly tightly around the City in order that the spatial implications of Lincoln's future growth are primarily and sustainably focused either within or close to the City.

#### Key Characteristics

- 4.4.4** In total, the Lincoln Policy Area has a population of about 165,000. It extends beyond the boundary of the City of Lincoln to include North Hykeham which, although very close to Lincoln, has its own significant employment and service base. There are also a number of large (in Lincolnshire terms) villages which, in addition to their dormitory role, also function as important local service and employment centres. Examples of these villages include Saxilby, Nettleham and Welton in West Lindsey, and Bracebridge Heath, Skellingthorpe, Waddington, Washingborough and Branston in North Kesteven. The Policy Area also includes two active RAF air bases, and an ex-RAF base (RAF Swinderby) which is being developed as Witham St Hughs.
- 4.4.5** The Policy Area contains by far the largest single concentration of jobs, housing and services in the Eastern Sub-area as well as having a very important tourist industry, and an increasingly extensive educational and cultural role, particularly with the rapid expansion of the recently established University of Lincoln in the centre of the City. The significant strengthening of the regional role of Lincoln advocated in both RPG8 (2002) and RSS8 (2005) is already beginning to happen with significant projects already implemented or programmed, for example, the dualling of the A46 from Lincoln to Newark, the development of a new Cultural Quarter for Lincoln centred on the Brayford Pool and the University and the recent opening of a new centrally located museum (the Collection) related to existing 'uphill' tourist attractions. Opportunities for European and other regeneration funding, allied to increased partnership

## 4 Sub-Regional Strategies

working, are increasingly being utilised and this must continue. The key strategic economic development documents informing this Sub-Regional Strategy are the Regional Economic Strategy (RES, 2006) and the Lincolnshire Economic Strategy (LES) and Action Plan (2006).

**4.4.6** However, despite this growth, and the accompanying national recognition, significant hidden problems remain. As examples, wages remain low compared to regional and national averages, certain areas of the City are ranked as being severely deprived, house prices have risen markedly and are relatively high related to earnings leading to significant affordability problems both within and surrounding the City, and infrastructure provision is struggling to keep pace with the City's rapid growth. The SRS aims to address and sustainably manage both the positive and potentially negative aspects of growth, so that all existing and future residents can benefit from the area's expansion.

**4.4.7** The rural hinterland of Lincoln within the Policy Area contains a number of key facilities which contribute significantly to the regional role of Lincoln. These include the University of Lincoln rural campus at Riseholme, the Lincolnshire Showground, Whisby Nature Park and Chambers Wood Nature Reserve (part of the Lincolnshire Limewoods National Nature Reserve). A number of these locations are likely to undergo development which the relevant Local Development Frameworks will need to plan for. Proposals exist at the Lincolnshire Showground to create the landmark EPIC centre which will be a new environmentally friendly exhibition and function building, which, together with the University plans to restructure its Riseholme campus, has potential to help facilitate the objectives of the SRS. Plans are also advancing to develop a Sub-Regional country park focussed on Whisby Nature Park and running along the western fringes of the City. The rural area also presents significant regeneration challenges, notably at Bardney where the British Sugar Factory has closed. The West Lindsey Local Development Framework will need to reflect these regeneration needs, not only for the Sugar Factory itself, but for the local economy which was so dependent upon the factory until relatively recently.

### Core Strategy

**4.4.8** The vision of the SRS is based on Policy 7 of the RSS8 (2005)

*The regional role of the Lincoln Policy Area will be significantly strengthened through:*

- *the development of a sustainable pattern of development and movement in the City of Lincoln and in surrounding settlements;*
- *the development of Lincoln's role as a cultural and commercial centre;*
- *an improvement to the economic performance of the City;*
- *a reduction in deprivation; and*
- *the protection and enhancement of the outstanding historic and architectural character of Lincoln and its setting in the landscape.*

**4.4.9** In order to realise this vision in a fully integrated and sustainable manner, the SRS promotes a more sustainable pattern of future development through the application of a sequential approach. Locations for development either within or closely related to the existing built up area are preferred which will reduce pressure for extensive new development in the wider Policy Area, facilitate infrastructure provision, help protect the surrounding countryside and lessen the need to travel in and out of the City. However, whilst emphasis is placed on urban regeneration, the scale of development required will require the identification of sustainable urban extensions.

- 4.4.10** The SRS reflects the need for continued and varied employment development opportunities within the Policy Area to enhance competitiveness, prosperity and attractiveness to increased investment. As such, both regeneration initiatives and appropriate and selective strategic new site development are promoted. The important role of tourism, education and cultural development is also fully recognised and promoted. Critically, the SRS also recognises that where major growth is proposed significant infrastructure improvements will be needed for properly co-ordinated new development, and the priorities of the Lincolnshire Economic Strategy (LES) will also need to be provided for.
- 4.4.11** The SRS also promotes the re-use of previously developed land wherever practical and appropriate. This is particularly important not only in relation to the sustainable future development of the Policy Area itself, but also in the wider context of contributing to the regional target of 60% for new development on such land. Considerable opportunities exist for such development, particularly within the City, and recent and proposed initiatives around the Brayford Pool and, outside of the City, the former St Johns Hospital at Bracebridge Heath and RAF Swinderby indicate the success and sustainability of such an approach. Similarly, the SRS also emphasises both the need for, and the benefits of, mixed use development, and the need for a well designed range and mix of new housing, including meeting the need for affordable housing throughout the Policy Area. The hidden problems of deprivation and social exclusion also need to be addressed through focused implementation mechanisms.
- 4.4.12** One of the Lincoln Policy Area's principal attractions is the quality of both its built environment and the surrounding countryside. A key objective of the SRS is to ensure these assets are protected and enhanced not only for the benefit of existing and future residents but also to maintain and add to the area's attractiveness to visitors and prospective new business development. Whilst the environmental policies contained elsewhere in the Regional Plan also apply to the Lincoln Policy Area, this strategy importantly highlights the unique importance of the Cathedral on the City skyline, the need to protect the urban fringe from inappropriate development through a Green Wedge approach, and the need to protect and enhance the quality of both the historic and more modern built environment.
- 4.4.13** Convenience and choice of movement within and beyond the Policy Area is an integral aspect of successful strategy implementation. Therefore, whilst the strategy primarily seeks to minimise the need for such movement, for example, through appropriate land allocations, it also seeks to successfully manage necessary travel principally by increasing transport choice. Improved accessibility by a variety of transport modes is regarded as a key facilitating element in the achievement of the successful and sustainable growth of the City and its environs. In this context, Eastern and Southern by-passes for Lincoln are important to integrated strategy implementation.
- 4.4.14** Regional transport schemes outside the Policy Area can also benefit Lincoln. In particular, improvements to the A46 Widmerpool to Newark Section will be beneficial. Good rail links, particularly a direct link to London from Lincoln will help underline the significance of the Policy Area within the Region.

### Policy Lincoln Policy Area SRS 1

#### Spatial Priorities for the Lincoln Policy Area

*In order to significantly strengthen Lincoln's role as a Principal Urban Area within the East Midlands, Local Development Frameworks, Local Transport Plans, community, housing, economic development and other relevant strategies should:*

- *seek to deliver the overall amount of new development required through the implementation of a more sustainable pattern of development throughout the Policy Area;*
- *develop phased strategic urban extensions co-ordinated with the necessary infrastructure provision;*
- *provide for economic regeneration and employment growth, including necessary infrastructure requirements, in an appropriately co-ordinated and phased manner;*
- *provide for a well designed and sustainable range and mix of new housing, including sufficient affordable housing to meet identified need;*
- *promote the further development of appropriate tourist, education and cultural facilities;*
- *protect and/or enhance the character and quality of the built and natural environment, including greenspace, and the wider surrounding countryside;*
- *reduce deprivation and promote social inclusion concentrating primarily on the areas most in need;*
- *allocate development at locations which help minimise additional travel requirements;*
- *provide for increased accessibility and transport choice including the construction of eastern and southern bypasses for Lincoln;*
- *promote the priority re-use of suitable previously developed land within existing settlements;*
- *facilitate mixed use development; and*
- *protect and enhance the dominance and approach views of Lincoln Cathedral on the skyline.*

**4.4.15** The SRS strategy seeks to concentrate the vast majority of development within or adjoining the Lincoln PUA. For the purposes of Local Development Framework preparation, the Lincoln Principal Urban Area comprises the built-up parts of the following settlements:

- Lincoln City
- North Hykeham
- Waddington
- Bracebridge Heath

**4.4.16** In order to implement the spatial priorities set out in SRS Policy 1, local planning authorities should select sites for development in accordance with LPA SRS Policy 2. Central Lincoln is that area defined as such in the adopted City of Lincoln Local Plan (1998), and it is of limited extent and capacity for further development. North Hykeham (in North Kesteven District) has been specifically included within the second locational preference criterion as it is contiguous with the built up area of Lincoln, and in specific recognition of the important role that the settlement plays within the Policy Area as a service and employment centre. Sites on the edge of the built up area should be evaluated against the environmental criteria set out in LPA SRS Policy 3, and appropriate others contained in the Regional Plan. Comprehensively planned mixed use urban extensions should receive priority within this criterion (LPA SRS Policy 3). With regard to the fourth preferential location criterion in LPA SRS Policy 2, it is important that any necessary new development is only allocated in those settlements where it will lead to a more sustainable pattern of development. Such settlements

should therefore have a range of existing facilities and services, including employment opportunities, and also be evaluated against environmental criteria contained elsewhere in this Strategy and the wider Regional Plan.

- 4.4.17** In applying LPA SRS Policy 2 to new development local planning authorities should in all cases firstly evaluate the potential of allocating previously developed sites before consideration is given to greenfield sites. However, other sustainability criteria should also be considered, such as location in relation to other relevant land uses, actual and potential accessibility by non-car modes, the capacity of existing and potential infrastructure, physical and environmental constraints, including risk, community development and the cost of development and the economic viability and marketability of sites.
- 4.4.18** If the SRS is to be successfully implemented, Local Development Frameworks and the development control process will have to address the need for appropriate phasing mechanisms between the different implementing authorities in line with Policy 17. Existing officer and Member joint working groups will help to facilitate this process.

### Policy Lincoln Policy Area SRS 2

#### Site Selection in the Lincoln Policy Area

*Appropriate sites for new development will be allocated in Local Development Frameworks having regard to the following order of preference:*

- *Central Lincoln;*
- *elsewhere in the built up area of Lincoln and North Hykeham where they are accessible to local facilities, and are well served or are capable of being well served by public transport, and/or they are within convenient walking or cycling distance of central Lincoln;*
- *on the edge of the built up area having regard to the environmental factors set out in LPA SRS Policy 3 and elsewhere in the Regional Plan, and where they are accessible to local facilities or are well served or are capable of being well served by public transport, cycling and pedestrian links to existing local facilities;*
- *in appropriate settlements elsewhere in the policy area which have a range of existing services and facilities including regular access by public transport and having regard to regeneration needs and the environmental factors set out in LPA SRS Policy 3 and elsewhere in the Regional Plan.*

*The suitability of previously developed land should be assessed as first priority within the sequential preference above before consideration is given to greenfield sites.*

*Land will be subject to phasing where appropriate and consistent with this strategy so as to ensure that its release is in accordance with the above order of preference and priority.*

- 4.4.19** The quantum of new development required in the SRS, allied to the particular environmental sensitivity of the City and its surrounding area, indicate that a protective 'balancing' policy is required in order to preserve the unique setting and special character of the City. Inappropriate outward expansion of the City or piecemeal development in certain areas, including even some small scale development and/or certain changes of use, could harm the City's inherent 'greenness', its setting and that of certain of the villages on its periphery. The retention of these important open areas therefore is crucial in order to maintain environmental and quality of life standards.

## 4 Sub-Regional Strategies

**4.4.20** The adopted Structure Plan (2006) already contains a policy on Green Wedges (including their diagrammatic representation) and this has already been translated and amplified in Local Plans. The Structure Plan Policy was informed by a Green Wedge Study (2000) which was reviewed and updated in 2006. These designated Green Wedges have been evaluated against the following common criteria within the overall broad parameter of designation being directly related to Lincoln's future development and expansion.

- possible coalescence (during the SRS plan period);
- setting of the City and Cathedral;
- landscape character and quality/potential for enhancement;
- nature conservation/heritage assets
- recreational assets;
- accessibility/greenways/right of way/non-motorised movement corridors;
- location of existing development commitments/future potential development areas

**4.4.21** The intent of Green Wedge designations is that they should prevent inappropriate development both within the City and at its surrounding urban fringe locations. Inappropriate development is broadly defined as non-allocated development other than:

- that related to agriculture, forestry and appropriate farm diversification
- uses which preserve the openness of the countryside and which are essential in that location
- limited extension, alteration or replacement of existing dwellings.

**4.4.22** Local Development Frameworks will need to review the detailed boundaries of their current Green Wedge designations as appropriate in the light of LPA SRS Policy 3. In relation to sustainable urban extensions, and in accordance with this Policy, it is important that in all cases a strong Green Wedge element is retained within their overall Masterplanning process. It may be, however, that as these Plans evolve, the boundaries of the current Green Wedge designations need to be adjusted, but in any such instances it is important that their overall role and function should not be reduced. Regular review of both this SRS and Local Development Frameworks should help to ensure that the Development Plan and Masterplan processes are generally compatible. Similarly, necessary infrastructure proposals, notably the Eastern and Southern Bypasses which are important to strategy implementation, should not be precluded simply because they impinge on Green Wedge designation. In such instances, high quality design should help to minimise any perceived intrusion.

### Policy Lincoln Policy Area SRS 3

#### Protection of Lincoln's Urban Fringe

*Local Development Frameworks should ensure the protection of Lincoln's urban fringe through the designation of Green Wedges in and around Lincoln in order to:*

- *protect the historic setting of the city from inappropriate development on its urban fringes;*
- *protect structurally important areas of open land that influence the form and direction of urban development, prevent coalescence and maintain the physical identity of adjacent settlements; and*
- *ensure that open areas of land extend outwards from Lincoln to preserve links with the open countryside.*

#### Sub-Regional Housing Priorities

- 4.4.23** Over the plan period around 25,170 dwellings should be provided in the Lincoln Policy Area. This equates to about 34% of the Eastern Sub-area total, and is considered to be consistent with delivering the significant strengthening of the regional role of the Lincoln Policy Area in a sustainable manner. It is an ambitious strategy compared to past house building rates (808 per annum between 1976 and 2005) but it is considered to be both consistent with the wider development framework of the Regional Plan and achievable on the ground.
- 4.4.24** The SRS supports in principle the development of sustainable urban extensions in order to accommodate the total amount of development proposed but recognises that the scale and location of extensions are matters for local planning. In so doing the SRS considers that there is sufficient scope to accommodate any necessary urban extensions as evidenced by the comprehensive Alternative Strategic Development Areas (ASDA) Study (2001 and its various updates 2004, 2005 and 2006). The ASDA Study and its updates indicate considerable potential for sustainable locations to the west, north east and south east of the Lincoln built up area. Urban extensions are considered to be the most sustainable way of delivering a significant proportion of the new development required in a manner that is consistent with both Central Government Policy and the Regional Plan's overall strategy of urban concentration.
- 4.4.25** The Lincoln Policy Area total requirement has been split using the deliverable urban capacity of the City of Lincoln as the starting point and includes any provision made in urban extensions to the PUA, much of which may need to be accommodated in North Kesteven and West Lindsey Districts. Such provision would be additional to the figures for the receiving authorities set out in Policy 13a. Further work on the detailed location and scale of sustainable urban extensions will need to be done jointly through the LDF process. In order to concentrate development at the PUA, provision for extensions together with planned and committed development within and adjoining the Lincoln PUA should combine to ensure that the target in Policy 13a of achieving 19,800 new dwellings within or adjoining the Lincoln PUA is met.
- 4.4.26** In North Kesteven, as identified in the ASDA Study, significant potential exists south east of Lincoln for a large urban extension. Elsewhere in North Kesteven the LDF process will allocate sustainable amounts of development to other settlements reflecting their important role as local employment and service centres. The Local Development Framework will need to allocate this development in an appropriately sustainable manner with the aim of achieving deliverability, but not at the expense of the wider strategy expressed in the sequential approach in SRS Policy 2.

## 4 Sub-Regional Strategies

- 4.4.27** A large sustainable urban extension south east of Lincoln will require improved access along the proposed route of the Eastern Bypass, the case for which has already been made on transport grounds principally through the Lincoln Transport Study (2005), and prioritised for construction in this Regional Plan for the period 2011 - 2016. However, as both ASDA studies clearly indicate that the area south east of Lincoln is the most sustainable longer term sector for strategic scale growth, it is considered that further significant potential exists beyond 2026. Such expansion would require both a further assessment of how much additional development land is ultimately required on this side of Lincoln in order to maximise its sustainability as a major urban extension and whether the Eastern Bypass Route, as currently proposed, needs revising.
- 4.4.28** In West Lindsey the ASDA study indicates significant potential to contribute to an urban extension in the north east of the Lincoln PUA. There are also opportunities for redevelopment of brownfield sites and scope for dwellings elsewhere within the district that can be allocated through the Local Development Framework process.

### Policy Lincoln Policy Area SRS 4

#### Housing Provision

*Within the context set by Policy 13a, Local Development Frameworks should make provision for about 25,170 new dwellings in the Lincoln Policy Area (LPA) over the period 2006 to 2026, of which 19,800 should be provided in and adjoining the Lincoln PUA.*

*The figure for the Lincoln PUA includes completions, commitments, urban capacity and potential urban extensions in those parts of the Lincoln PUA that lie in North Kesteven and West Lindsey.*

### Sub-Regional Employment Priorities

- 4.4.29** If Lincoln is to strengthen its role successfully as a Principal Urban Area in accordance with the Regional Plan, it is important that there is a balance between new residential and employment related development. As such it is important that adequate provision is made in Local Development Frameworks not only in terms of site quantity but also equally important in terms of range, quality, attractiveness and realistic development potential.
- 4.4.30** Over the next twenty or so years the Lincoln area is considered to have considerable potential for economic growth. The Lincolnshire Economic Strategy and Action Plan (2006) has identified Greater Lincoln as the main driver for economic growth in the Eastern Sub-area, and the area is expected to continue to grow at or above the regional average. Recent major development such as the University of Lincoln has given the city a much higher national and regional profile, and major infrastructure improvements such as the dualling of the A46 from Newark to Lincoln, will make the area considerably more accessible and attractive for economic development. The potential availability of external funding, for example, through current Objective 2 status which covers most of the Policy area, and emda, provides a further indication of both the need and opportunities available for integrated and co-ordinated economic development.
- 4.4.31** The adequacy of employment land includes its ability to provide jobs for the workforce expected as a result of housing provision required in this SRS. The LPA is targeted as the major growth area in the Eastern Sub-area and is expected to provide over 30,000 homes up to 2026. One of the aims of this Sub-Regional strategy therefore is to ensure there is a reasonable balance between jobs and people to avoid increases in:

- unemployment (if population outstrips job growth) and;
  - long-distance commuting and increases in demand for housing as a result of a large increase in net in-migration (if job growth outstrips population growth).
- 4.4.32** In trying to strengthen the regional role of the LPA and create high quality employment opportunities, a key strategic aim is to make the urban area more self-sufficient economically, although this needs to be balanced against the reality of modern work practices and employment trends in terms of a mobile workforce.
- 4.4.33** Given the historic lack of monitoring of employment land in Lincolnshire (which is now being addressed) it is not possible to use past trends and take-up rates as firm evidence of over/under supply of land allocated for employment purposes in the LPA. The demand for employment land is difficult to predict and different methods can yield varying results. A joint study of employment land (November 2004) conducted by the LPA authorities has estimated that up to 12,000 additional jobs will be needed to satisfy growth in the labour market up to 2021. Using certain industry standards and assumptions, this broadly translates into a land requirement of about 90 hectares. However, taking account of the objective to reduce the numbers of out-bound commuters as far as possible (approximately 13,000 residents travel to work outside the LPA), a land supply of approximately 200 hectares would be needed to offer alternative more sustainably located employment sites, plus an additional 25 hectares to complement the anticipated housing growth in the City beyond 2016. Studies have also shown that there is demand for a high quality, prestige business park of around 25 hectares within and serving the LPA.
- 4.4.34** The study has revealed a significant quantity of allocated land, mainly located within or closely related to the built up area of Lincoln and North Hykeham. In broad quantitative terms, there is considered to be an adequate supply of identified land to meet anticipated demand up to 2016. Demand for employment land beyond 2016 is less easy to predict and the availability and suitability of land during this period should be kept under review.
- 4.4.35** Local planning authorities, emda and sub regional strategic partnerships will need to review the employment land supply in the Lincoln Policy Area in order to inform the LDF process in line with Policy 20. The review process will need to consider:
- sustainability principles;
  - proximity to deprived wards and Objective 2 areas;
  - high quality jobs and market attractiveness;
  - information regarding servicing and constraints; and
  - the extent of existing commitments.
- 4.4.36** LPA SRS Policy 2 applies to new development which includes employment generating development. The location of higher density employment generating development within or close to central Lincoln (and at North Hykeham) will ensure that the significant number of new jobs created are readily accessible to the greatest number of new people and that maximum use is made of public transport, cycling and walking for journeys to/from work. Such new development will also help to reinforce the focal role of these more central areas contributing to their continued vitality and vibrancy, for example, workers will tend to regularly use and support existing shops and associated services and facilities already located in these areas.
- 4.4.37** Particularly within Central Lincoln, however, the amount of land suitable for potential employment development is limited, and it is important that this should not be used for inappropriate, land intensive, low density employment generating development. Whilst each case must be treated on its merits, it would normally be more appropriate for such development to have a less immediately central location. Local Development Framework policies should

## 4 Sub-Regional Strategies

therefore reflect the diversity of locational requirements for different types of employment-generating new development. As a guide, District Councils should refer to regional industry standards of 1 job per 19 sq.m. (B1), 1 job per 34 sq.m. (B2) and 1 job per 50 sq.m. (B8).

### Policy Lincoln Policy Area SRS 5

#### Employment Density

*Local Development Frameworks should ensure that higher density employment-generating new development should be located within Central Lincoln or, if no suitable sites are available, within the remainder of the existing built up area of Lincoln and at North Hykeham or within any new sustainable urban extensions.*

- 4.4.38** Lincoln has a national and international reputation as a major tourist attraction, and this has a considerable beneficial and growing impact on the local economy. Well over a million people currently visit the City every year but the potential for further marketing and development clearly exists. Although successful, there is considerable scope for the further expansion and diversification of this role, not only in relation to the traditional 'uphill' tourist area centred on the Cathedral and castle, but also in relation to other less well known and publicised areas of the City, for example, the Brayford Pool with its emerging Cultural Quarter. New development should not be limited only to new attractions alone, for example the recent Collection museum, but should also include ancillary services such as visitor reception areas, hotels, cafes and restaurants. Such expansion can also successfully integrate with the rapid further development of Lincoln as an education and cultural centre. In this context the role and further development of the University of Lincoln is pivotal. Already an important driver of the local economy, it is important that the expansion plans of the University are appropriately managed in order that it can fulfil its full potential and thereby help the City to grow and prosper.
- 4.4.39** Whilst Local Development Frameworks and other strategies should help facilitate this future development, it should not be at the expense of either local amenity or the City's unique heritage and environment which should continue to be protected and enhanced as an integral part of the Lincoln experience. Similarly, new development should not exacerbate the City's traffic problems and as such should be accessible by a range of transport modes. The sequential approach outlined earlier in this strategy should ensure that any new developments related to the City are normally located within or adjacent to its centre. In this general context the on-going work on the Lincoln Masterplanning exercise (facilitated by The Prince's Foundation) can play a vital role in ensuring that all these multivariate objectives are achieved.
- 4.4.40** Within the wider Lincoln Policy Area other opportunities for tourist/visitor/educational development, not directly related to the City, also exist, for example, Whisby Natural World, Rand Farm Park, the Lincolnshire Showground, Lawress Hall and the University of Lincoln Riseholme Campus.

### Policy Lincoln Policy Area SRS 6

#### Tourism Culture and Education

*Local Development Frameworks, economic, community and other strategies should encourage and promote the role of Lincoln as a centre for tourist, cultural and educational development.*

*Local Development Frameworks should facilitate land use development either serving or expanding these functions consistent with amenity, traffic, environmental and heritage considerations.*

**4.4.41** The Lincoln Policy Area is characterised by large variations in health, education and living environments with some concentrated pockets of multiple deprivation. Its social mix is also changing due to rising levels of students and migrant workers. It remains, however, a relatively safe place to live with improving crime reduction rates. Nevertheless fear of crime remains an issue. The overall aim is to achieve inclusive and sustainable communities. In order to achieve this, the Local Authorities, in partnership with other key stakeholders, should seek to address the following issues:

- **Population** – The population profile for the Lincoln Policy Area shows a higher than average concentration on the older age groups. This places a higher requirement on health, social services and the public transport network and emphasises the need to ensure that services and facilities in the Lincoln Policy Area are accessible to all sections of the community.
- **Education** – The Lincoln Policy Area has a thriving further and higher education sector that places pressure on the housing private rental sector and the communities in the surrounding area. Young people in higher education tend to leave the area for employment and are not yet adding to the skills mix and diversification of the economy in the Lincoln Policy Area. There are examples of a poorer school performance than the County and national results, particularly at Key Stage 2 (age 11). At adult level, some wards are characterised by low attainment with 40% of adults having no qualifications.
- **Health** – There are higher mortality rates than nationally in the Primary Care Trust area, particularly from cardio-vascular conditions and circulatory diseases. Higher infant mortality and lower life expectancy is also an issue. In the worst case, mortality is six years below the national average in one part of the Lincoln Policy Area, making it amongst the worst regionally and nationally.
- **Crime** – The worst issues are alcohol related violent crime and criminal damage in Lincoln city centre linked to the night time economy.
- **Housing** – The key issue across the Lincoln Policy Area is the lack of affordable housing and suitable move-on accommodation. Over recent years house prices have increased significantly but are still below the national average. These need to be investigated and addressed in the Central Lincolnshire Housing Market Assessment.
- **Employment** – The Lincoln Policy Area has a low wage, low skill economy and workforce with fewer managerial/professional posts, causing out-commuting to work elsewhere.

## 4 Sub-Regional Strategies

- **Community Cohesion** – There are significant numbers of migrant workers moving into the County affecting the population make-up. This gives rise to a small but increasing number of children with English as a second language.
- **Income and deprivation** – The wage levels in the Lincoln Policy Area are lower than the national average. There are pockets of significant and multiple deprivation and higher rates of main benefits payments in some areas, particularly related to ill health.
- **Tourism** – This aspect of the economy has been boosted by popular heritage and cultural attractions, major events (Lincolnshire Show, Christmas Market, Waterfront Festival, Waddington Air Show), and the use of Lincoln as a film setting (e.g. for the Da Vinci Code). However, related jobs tend to be low wage, low skills and seasonal.
- **Sport and Recreation** – Adequate, equitable and easily accessible sport and recreation facilities are a key element in improving health, social cohesion and overall quality of life. In this context, it is important that Local Authorities seek to ensure the appropriate provision of such facilities both for existing and future residents.

### Policy Lincoln Policy Area SRS 7

#### Deprivation and Exclusion

*Local Development Frameworks, community, economic, housing and other strategies should seek the development of more sustainable communities by:*

- *maximising the opportunities afforded by growth to facilitate the regeneration of deprived communities;*
- *improving skills levels, enterprise and innovation support;*
- *ensuring a supply of housing of the right types, sizes and tenure that meets the quantitative and qualitative need for affordable housing throughout the policy area;*
- *providing the social (i.e. primary, secondary, further and higher education, health and social care) infrastructure to meet additional needs;*
- *promoting and facilitating community development through the active involvement of the voluntary sector and community sectors;*
- *ensuring improved community safety; and*
- *promoting adequate, equitable and easily accessible sport and recreation facilities.*

#### Sub-Regional Environmental Priorities

- 4.4.42** The Lincoln Policy Area is an area of fluvial transition that conveys water from higher catchments to the lower lying parts of Lincolnshire where raised defences and Internal Drainage Board (IDB) systems are more prevalent. Lincoln itself is also a meeting point for several tributaries, IDB drains and water company discharge points that all have significant influences on the River Witham in terms of flood risk management, water supply, water quality, biodiversity and its recreational value. These strong inter-relationships require a strategic and integrated approach to water management including ensuring that development takes into account and plans for water in a changing climate.
- 4.4.43** The significant growth proposed for the Lincoln Policy Area offers the opportunity to improve the area's flood defences. Parts of the City's developed areas and core are known to be potentially at risk of flooding should defences fail or be overwhelmed. These risks are

significant given the reliance on these areas for existing and proposed employment, service and housing provision and they need to be satisfactorily addressed if the City's growth is to occur in a sustainable manner. Flood management is currently achieved through a combination of washlands, raised defences, IDB systems and relief channels to protect existing development from the risk of flooding. PPS25 also requires a sequential approach to steer development away from flood risk areas where possible and consistent with other sustainability considerations.

**4.4.44** To assist with a more strategic approach, the Local Authorities and the Environment Agency (EA) commissioned a Strategic Flood Risk Assessment (SFRA) to assess the fluvial flooding risk across the LPA within existing parameters and predicted climate change. Other strategies such as the Witham Catchment Flood Management Plan (CFMP), Upper Witham Strategy and Flood Alleviation Feasibility study, will in the future provide further opportunity for a forward look at strategic ways of addressing climate change and reducing flood risk to the built-up area. Where these strategies are available and relevant, Local Development Frameworks should be informed by them and take the opportunity to make a positive contribution to managing flood risk through the location and design of new development and through appropriate requirements for strategic and coordinated supporting infrastructure. Local Planning Authorities should ensure that arrangements are in place to ensure the long term maintenance by an approved operator of new flood management assets, including sustainable drainage systems.

**4.4.45** The growth proposed in the LPA will result in increased demand for water usage and its subsequent disposal. Demand management to achieve savings on water usage per property is an essential part of this strategy, with a target saving of 25% on water consumption for new housing in line with Policy 32. Meeting the demand for water is likely to entail major development outside the LPA and this will need to be taken into account. Utility companies should work with the Environment Agency and other key stakeholders on water management issues, including supply, wastewater, drainage and river quality, to ensure that environmental standards and Water Framework objectives are not compromised by the direct or cumulative impacts of development

### Policy Lincoln Policy Area SRS 8

#### Flood Risk and Water Management

*Local Authorities, the Environment Agency, Internal Drainage Boards and other relevant bodies should adopt a strategic approach to sustainable water and flood risk management throughout the Lincoln Policy Area, including coordinated infrastructure provision.*

*Local Development Frameworks should take account of the best available information on flood risk (including climate change) and apply it in making decisions on the location and design of new development, and ensure that such development makes a positive contribution to flood risk management.*

**4.4.46** Whilst much activity has been undertaken in developing and enhancing the Lincoln Policy Area's recreational and green infrastructure, it is considered that this would benefit from having a more strategic focus. Such a focus would:

- act as a catalyst for further such developments;
- provide a strategic framework for planning policy and management;
- stimulate linkages between existing and proposed recreational assets;

## 4 Sub-Regional Strategies

- increase the attractiveness of the area to visitors; and
- enable quiet and more active areas to be planned and take pressure off 'honey pot' areas.

**4.4.47** Within the Lincoln area, the majority of open land and recreational facilities are the responsibility of local authorities. A significant amount of work has been undertaken to improve such areas and provide links between them. Similarly, the Pits Management Plan, which looked at the future of disused gravel pits in the Hykeham and Whisby areas, has resulted in the development of Whisby Nature Park and Whisby Natural World.

**4.4.48** Whilst considerable progress has been made in developing a recreational infrastructure to support the Lincoln Policy Area, it is considered that the Whisby Area's full potential is not being achieved. The Whisby Area lends itself to the development of a Sub-Regional Park. Such a Park could encompass the various recreational uses in the area in an overall brand, whilst retaining their individual nature. The potential exists to stimulate the development of complimentary uses and linking them through a network of 'greenways', footpaths and cycleways. The development of footpaths and cycleways would promote alternative modes of transport into the nearby countryside.

**4.4.49** Adjoining areas could be brought into an overall management and land use plan to develop a Lincoln Green Wood Project linking up areas such as Skellingthorpe Wood with Whisby and Hartsholme Park. This concept would enable a footpath and bridleway network to be developed which links recreational areas and natural features.

### Policy Lincoln Policy Area SRS 9

#### Sub-Regional Country Park

*Local Development Frameworks, community strategies and other relevant strategies should actively promote the development of a Sub-Regional Country Park serving the Lincoln Policy Area. The Sub-Regional Country Park will be based upon the existing Whisby Nature Park, the Whisby/North Hykeham complex of former gravel pits, linking with Hartsholme Park. Opportunities should also be sought to promote greenways linking the complex with other informal recreation areas in the vicinity.*

**4.4.50** Lincoln Cathedral is one of the most important medieval buildings in Europe and its prominent, visually dominating position on the edge of the Witham Gap along the Lincoln Cliff makes it one of the finest sites of any great building of European civilisation. Lincoln's major tourist attractions are almost exclusively related to its historic heritage, and the Cathedral towering over the City is an important symbol for this role and is its architectural set piece. The Cathedral is visible from most parts of the City as well as from a wide surrounding area including the approach roads to the City. In this context, it is important that any new development either within or beyond the City boundary should not adversely affect the dominance or approach views of the Cathedral on the skyline. Local Development Frameworks should also consider the particular impact of light pollution within the broader context of this Policy.

### Policy Lincoln Policy Area SRS 10

#### Lincoln Cathedral

*Development which would adversely affect the dominance and approach views of Lincoln Cathedral on the skyline will not be permitted.*

### Sub-Regional Transport Priorities

**4.4.51** In order for the SRS to be implemented in a successful and sustainable manner, a comprehensive and integrated transport strategy, co-ordinated with future development proposals, is vital. In recognition of this, in 2004, the County Council and its local authority partners commissioned a comprehensive Transport Study for the Lincoln Area. The final Study, following extensive public consultation, was published in August 2005, available at <http://www.lincolnshire.gov.uk> and the consistent implementation of its proposals over a twenty or so year period is endorsed by this SRS. It is intended that the Study will be the subject of regular review, and in this context, the policies of this Sub-Regional Strategy will need to be reviewed at the earliest opportunity. Amongst other things, this will ensure that time periods and phasing are consistent, and that new proposals such as sustainable urban extensions are taken fully into account.

### Policy Lincoln Policy Area SRS 11

#### Sub-Regional Transport Priorities

*Successive Local Transport Plans, Local Development Frameworks, economic, community and other strategies should consistently seek to:*

- *improve the management of traffic, protect the environment and promote efficient and convenient movement by various modes of transport;*
- *reduce the negative impacts of through traffic, particularly heavy goods vehicles, in the centre of Lincoln;*
- *develop transport infrastructure schemes, including eastern and southern bypasses, parts of which will provide access to new urban extensions and would enhance safety and local amenity;*
- *encourage and develop movement by public transport, cycling and walking as part of an overall strategy designed to increase sustainability and widen transport choice;*
- *increase accessibility for all sections of the community;*
- *minimise additional travel requirements;*
- *create a safer, healthier and more attractive environment; and*
- *manage vehicular parking (including potential park and ride) in a way that recognises differing urban and rural need whilst facilitating more sustainable patterns of movement.*

### Sub-Regional Priorities for Implementation, Monitoring & Review

## 4 Sub-Regional Strategies

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- 4.4.52** Lincolnshire County Council as the Section 4 (4) Authority will monitor policies in the SRS based on the Implementation Plan which will be drawn up by the Regional Planning Body. This information will form part of the Annual Monitoring Report produced by the Regional Planning Body.
- 4.4.53** Local Authorities and the Lincolnshire Sub-Regional Partnership will be key partners in securing the delivery the SRS. The actions of infrastructure providers and other non statutory environmental, business and community groups will also be crucial.

## Appendix 1: Regional Housing Provision (Policies 13a - 13b)

| HMA                              | RSS8 Provision (dpa) <sup>(1)</sup> | 2001-06Built Rate(dpa) <sup>(2)</sup> | DCLG Trend (pa) <sup>(3)</sup> | Policy 13 2006-26(dpa) <sup>(4)</sup> | +/- CLG Trend |
|----------------------------------|-------------------------------------|---------------------------------------|--------------------------------|---------------------------------------|---------------|
| Central Lincolnshire             | 1,155                               | 1,781                                 | 1,900                          | 2,030                                 | +             |
| Coastal Lincolnshire             | 755                                 | 949                                   | 1,500                          | 435                                   | -             |
| Peterborough (Partial)           | 958                                 | 1,479                                 | 1,500                          | 1,200                                 | -             |
| N/A/M (Nottingham Outer)         | 695                                 | 1,346                                 | 1,500                          | 1,830                                 | +             |
| Northern (Sheffield/Rotherham)   | 704                                 | 1,253                                 | 1,550                          | 1,510                                 | =             |
| Peak Dales & Park <sup>(5)</sup> | 326                                 | 498                                   | 650                            | 500                                   | -             |
| Derby                            | 1,380                               | 1,649                                 | 1,950                          | 1,830                                 | -             |
| Leicester and Leicestershire     | 3,034                               | 3,237                                 | 3,750                          | 4,020                                 | +             |
| Nottingham Core                  | 1,895                               | 2,063                                 | 2,450                          | 2,850                                 | +             |
| West Northamptonshire            | 2,370 <sup>(6)</sup>                | 1,976                                 | 1,850                          | 2,564                                 | +             |
| North Northamptonshire           | 2,605                               | 1,638                                 | 1,850                          | 2,748                                 | +             |
| <b>TOTAL</b>                     | <b>15,877</b>                       | <b>17,869</b>                         | <b>20,500</b>                  | <b>21,517</b>                         | <b>+</b>      |

1. Some adjustments have been made to the Derbyshire Districts provision figures to reconcile back to the RSS8 figure for Derbyshire
2. Average Annual Built Rate (from East Midlands Regional Assembly's document HOU43 submitted to the Examination Panel)
3. DCLG 2004-based Household Projections averaged over 2006-26
4. Policy 13a and 13b figures averaged over 2006-26
5. PDNPA figures not included in the Regional total – see Table 2 for details
6. RSS 8 Figure subject to revision

### Derbyshire

| Local Authority             | Pitch Requirement 2007 - 2012 |
|-----------------------------|-------------------------------|
| Amber Valley                | 1                             |
| Bolsover                    | 1                             |
| Chesterfield                | 0                             |
| Derby                       | 16                            |
| Derbyshire Dales            | 2                             |
| Erewash                     | 0                             |
| High Peak                   | 0                             |
| N E Derbyshire              | 19                            |
| Peak District National Park | 0                             |
| South Derbyshire            | 19                            |

### Leicestershire & Rutland

| Local Authority     | Pitch Requirement 2007 - 2012                           |
|---------------------|---------------------------------------------------------|
| Blaby               | 13 (plus 5 transit pitches and 1 plot for showpeople)   |
| Charnwood           | 9 (plus 5 transit pitches and 4 plots for showpeople)   |
| Harborough          | 19 (plus 5 transit pitches and 24 plots for showpeople) |
| Hinckley & Bosworth | 26 (plus 5 transit pitches and 2 plots for showpeople)  |
| Leicester           | 24 (plus 10 transit pitches and 3 plots for showpeople) |
| Melton              | 6 (plus 5 transit pitches)                              |
| N W Leicestershire  | 32 (plus 10 transit pitches and 8 plots for showpeople) |
| Oadby & Wigston     | 1                                                       |
| Rutland             | 2 (plus 5 transit pitches and 3 plots for showpeople)   |

### Lincolnshire

| Local Authority | Pitch Requirement 2007 - 2012 |
|-----------------|-------------------------------|
| Boston          | 6                             |
| East Lindsey    | 7                             |
| Lincoln         | 8                             |
| North Kesteven  | 7                             |
| South Holland   | 15 (plus 10 transit pitches)  |
| South Kesteven  | 21                            |
| West Lindsey    | 22                            |

### Northamptonshire

| Local Authority | Pitch Requirement 2007 - 2012 |
|-----------------|-------------------------------|
| Corby           | 1 (plus 3 transit pitches)    |
| Daventry        | 6 (plus 3 transit pitches)    |
| East Northants  | 4 (plus 2 transit pitches)    |
| Kettering       | 2 (plus 3 transit pitches)    |
| Northampton     | 26 (plus 5 transit pitches)   |
| South Northants | 10 (plus 2 transit pitches)   |
| Wellingborough  | 14 (plus 2 transit pitches)   |

### Nottinghamshire

| Local Authority     | Pitch Requirement 2007 - 2012 |
|---------------------|-------------------------------|
| Ashfield            | 8                             |
| Bassetlaw           | 25 (plus 18 transit pitches)  |
| Mansfield           | 5                             |
| Newark and Sherwood | 84                            |
| Nottingham          | 10                            |
| Broxtowe            | 2                             |
| Rushcliffe          | 9                             |
| Gedling             | 4                             |

## Appendix 3: Regional Habitat Targets (Policy 29)

| Habitat |                                     | Management/ restoration target (new sites) <sup>(1)</sup> |      | Creation       |      |                    |
|---------|-------------------------------------|-----------------------------------------------------------|------|----------------|------|--------------------|
|         |                                     | Hectares                                                  | Year | Hectares       | Year | Hectares (by 2020) |
| 1       | Veteran trees                       | nya                                                       |      | Not applicable |      |                    |
| 2       | Lowland wood pasture & parkland     | 5000                                                      | 2015 | 240            | 2015 | 346                |
| 3       | Wet woodland                        | 2500                                                      | 2015 | 440            | 2015 | 1132               |
| 4       | Upland mixed ash woods              | 600                                                       | 2015 | 75             | 2015 | 1528               |
| 5       | Upland oak woodland                 | 480                                                       | 2015 | 200            | 2010 | 575                |
| 6       | Blanket bog                         | 9100                                                      | 2015 | nya            |      |                    |
| 7       | Purple moor grass and rush pastures | 400                                                       | 2010 | 40             | 2015 | 59                 |
| 8       | Upland heathland                    | 16100                                                     | 2015 | 3640           | 2015 |                    |
| 9       | Lowland heathland                   | 1000                                                      | 2010 | 600            | 2010 | 1326               |
| 10      | Lowland calcareous grassland        | 1200                                                      | 2015 | 210            | 2015 | 3735               |
| 11      | Lowland dry acid grassland          |                                                           |      | 250            | 2015 | 3094               |
| 12      | Lowland hay meadows                 | 3000                                                      | 2015 | 610            | 2015 |                    |
| 13      | Cereal field margins                | 2200                                                      | 2015 | 5000km         | 2015 | 1834               |
| 14      | Hedgerows                           | 2500                                                      | 2015 | 1700km         | 2015 |                    |
| 15      | Grazing marsh                       | 6000                                                      | 2015 | 1200           | 2015 | 17285              |
| 16      | Fens                                | 500                                                       | 2010 | 1000           | 2015 | 2675               |
| 17      | Reedbeds                            | 100                                                       | 2010 | 300            | 2010 | 87                 |
| 18      | Eutrophic standing waters           | nya                                                       |      | 1000 ponds     | 2015 |                    |
| 19      | Mestrophic standing waters          | nya                                                       |      |                |      |                    |
| 20      | Large rivers                        | 554km                                                     | 2010 | 2km            | 2015 |                    |
| 21      | Chalk rivers                        | 80km                                                      | 2015 | 0              |      |                    |
| 22      | Saline lagoons                      | 75                                                        | 2015 | 15             | 2015 | 59                 |
| 23      | Salt marsh                          | 5000                                                      | 2015 | 520            | 2015 |                    |
| 24      | Sand dunes                          | 583                                                       | 2015 | 100            | 2015 |                    |
| 25      | Mudflats                            | 38000                                                     | 2015 | 2700           | 2015 |                    |
| 26      | Coastal vegetated shingle           | 42                                                        | 2010 | 0              |      |                    |

## Appendix 3: Regional Habitat Targets (Policy 29)

| Habitat |                                | Management/ restoration target (new sites) <sup>(1)</sup> |      | Creation |      |                    |
|---------|--------------------------------|-----------------------------------------------------------|------|----------|------|--------------------|
|         |                                | Hectares                                                  | Year | Hectares | Year | Hectares (by 2020) |
| 27      | Sabellaria reefs               | nya                                                       |      | nya      |      |                    |
| 28      | Muddy gravels                  | nya                                                       |      | nya      |      |                    |
| 29      | Modiolus (mussel) beds         | nya                                                       |      | nya      |      |                    |
| 30      | Sub-littoral sands and gravels | nya                                                       |      | nya      |      |                    |
| 31      | Urban and post-industrial      | 3000                                                      | 2015 |          |      |                    |
| 32      | Metalliferous grassland        | 300                                                       | 2015 | 16       | 2015 |                    |

1. These targets will be reviewed in light of the forthcoming results of the Review of the UKBAP plans and targets.

## Appendix 4: Sub-Regional Waste Apportionment (Policy 38)

| 2009/10 Indicative Controlled Waste Treatment Capacity (000s tonnes)           | Recycling/Composting | Landfill Diversion | Re-use | Disposal     | Total        |
|--------------------------------------------------------------------------------|----------------------|--------------------|--------|--------------|--------------|
| Derby City + Derbyshire MSW (~22% of regional total)                           | 180                  | 122                | 0      | 297          | 598          |
| Leicester City + Rutland + Leicestershire MSW (~22% of regional total)         | 184                  | 131                | 0      | 298          | 613          |
| Lincolnshire MSW (~14% of regional total)                                      | 118                  | 81                 | 0      | 193          | 392          |
| Northamptonshire MSW (~15% of regional total)                                  | 122                  | 70                 | 0      | 216          | 408          |
| Nottingham City + Nottinghamshire MSW (~26% of regional total)                 | 213                  | 128                | 0      | 369          | 710          |
| <b>Regional sub total for MSW</b>                                              | <b>816</b>           | <b>532</b>         |        | <b>1,373</b> | <b>2721</b>  |
| <b>% waste management method applied (of MSW waste stream)</b>                 | <b>30</b>            | <b>19.55</b>       |        | <b>50.45</b> |              |
| Derby City + Derbyshire C&I (~24% of regional total)                           | 628                  | 0                  | 0      | 868          | 1496         |
| Leicester City + Rutland + Leicestershire C&I (~24% of regional total)         | 628                  | 0                  | 0      | 868          | 1496         |
| Lincolnshire C&I (~15% of regional total)                                      | 393                  | 0                  | 0      | 542          | 935          |
| Northamptonshire C&I (~16% of regional total)                                  | 419                  | 0                  | 0      | 578          | 997          |
| Nottingham City + Nottinghamshire C&I (~21% of regional total)                 | 550                  | 0                  | 0      | 759          | 1309         |
| <b>Regional sub total for C&amp;I (including hazardous waste)</b>              | <b>2,617</b>         |                    |        | <b>3,615</b> | <b>6232</b>  |
| <b>% waste management method applied (of C&amp;I waste stream)</b>             | <b>42</b>            |                    |        | <b>58</b>    |              |
| <b>Unallocated coke, oil, gas, electricity and water sector arisings</b>       |                      |                    |        |              | <b>2,002</b> |
| Derby City + Derbyshire C&D waste (assumed ~23% of regional total)             | 1,227                | 0                  | 950    | 307          | 2485         |
| Leicester City + Rutland + Leicestershire C&D (assumed ~23% of regional total) | 1,227                | 0                  | 950    | 307          | 2485         |
| Lincolnshire C&D waste (assumed ~15% of regional total)                        | 800                  | 0                  | 620    | 200          | 1620         |

## Appendix 4: Sub-Regional Waste Apportionment (Policy 38)

| 2009/10 Indicative Controlled Waste Treatment Capacity<br>(000s tonnes)  | Recycling/Composting | Landfill<br>Diversion | Re-use       | Disposal     | Total         |
|--------------------------------------------------------------------------|----------------------|-----------------------|--------------|--------------|---------------|
| Northamptonshire C&D waste (assumed ~15% of regional total)              | 800                  | 0                     | 620          | 200          | 1620          |
| Nottingham City + Nottinghamshire C&D (assumed ~24% of regional total)   | 1,280                | 0                     | 992          | 320          | 2593          |
| <b>Regional sub total for C&amp;D</b>                                    | <b>5,335</b>         |                       | <b>4,132</b> | <b>1,335</b> | <b>10,802</b> |
| <b>% waste management method applied (of C&amp;D waste stream)</b>       | <b>49</b>            |                       | <b>38.25</b> | <b>12.36</b> |               |
| <b>Regional Total</b>                                                    | <b>8,769</b>         | <b>532</b>            | <b>4,132</b> | <b>6,323</b> | <b>21,757</b> |
|                                                                          |                      |                       |              |              |               |
| 20014/15 Indicative Controlled Waste Treatment Capacity<br>(000s tonnes) | Recycling/Composting | Landfill<br>Diversion | Re-use       | Disposal     | Total         |
| Derby City + Derbyshire MSW (~22% of regional total)                     | 326                  | 145                   | 0            | 181          | 651           |
| Leicester City + Rutland + Leicestershire MSW (~22% of regional total)   | 333                  | 152                   | 0            | 181          | 667           |
| Lincolnshire MSW (~14% of regional total)                                | 213                  | 95                    | 0            | 118          | 426           |
| Northamptonshire MSW (~15% of regional total)                            | 222                  | 90                    | 0            | 132          | 444           |
| Nottingham City + Nottinghamshire MSW (~26% of regional total)           | 386                  | 162                   | 0            | 224          | 772           |
| <b>Regional sub total for MSW</b>                                        | <b>1,480</b>         | <b>644</b>            |              | <b>836</b>   | <b>2960</b>   |
| <b>% waste management method applied (of MSW waste stream)</b>           | <b>50</b>            | <b>21.76</b>          |              | <b>28.24</b> |               |
| Derby City + Derbyshire C&I (~24% of regional total)                     | 624                  | 0                     | 0            | 862          | 1486          |
| Leicester City + Rutland + Leicestershire C&I (~24% of regional total)   | 624                  | 0                     | 0            | 862          | 1486          |
| Lincolnshire C&I (~15% of regional total)                                | 390                  | 0                     | 0            | 539          | 929           |
| Northamptonshire C&I (~16% of regional total)                            | 416                  | 0                     | 0            | 575          | 991           |

## Appendix 4: Sub-Regional Waste Apportionment (Policy 38)

| 2009/10 Indicative Controlled Waste Treatment Capacity (000s tonnes)           | Recycling/Composting | Landfill Diversion | Re-use       | Disposal     | Total         |
|--------------------------------------------------------------------------------|----------------------|--------------------|--------------|--------------|---------------|
| Nottingham City + Nottinghamshire C&I (~21% of regional total)                 | 546                  | 0                  | 0            | 754          | 1300          |
| <b>Regional sub total for C&amp;I (including hazardous waste)</b>              | <b>2,601</b>         |                    |              | <b>3,591</b> | <b>6192</b>   |
| % waste management method applied (of C&I waste stream)                        | 42                   |                    |              | 58           |               |
| <b>Unallocated coke, oil, gas, electricity and water sector arisings</b>       |                      |                    |              |              | <b>1,904</b>  |
| Derby City + Derbyshire C&D waste (assumed ~23% of regional total)             | 1,290                | 0                  | 999          | 323          | 2611          |
| Leicester City + Rutland + Leicestershire C&D (assumed ~23% of regional total) | 1,290                | 0                  | 999          | 323          | 2611          |
| Lincolnshire C&D waste (assumed ~15% of regional total)                        | 841                  | 0                  | 651          | 211          | 1703          |
| Northamptonshire C&D waste (assumed ~15% of regional total)                    | 841                  | 0                  | 651          | 211          | 1703          |
| Nottingham City + Nottinghamshire C&D (assumed ~24% of regional total)         | 1,346                | 0                  | 1,042        | 337          | 2725          |
| <b>Regional sub total for C&amp;D</b>                                          | <b>5,607</b>         |                    | <b>4,343</b> | <b>1,403</b> | <b>11353</b>  |
| % waste management method applied (of C&D waste stream)                        | 49                   |                    | 38.25        | 12.36        |               |
| <b>Regional Total</b>                                                          | <b>9,688</b>         | <b>644</b>         | <b>4,343</b> | <b>5,831</b> | <b>22,409</b> |
|                                                                                |                      |                    |              |              |               |
| 2019/20 Indicative Controlled Waste Treatment Capacity (000s tonnes)           | Recycling/Composting | Landfill Diversion | Re-use       | Disposal     | Total         |
| Derby City + Derbyshire MSW (~22% of regional total)                           | 326                  | 187                | 0            | 138          | 651           |
| Leicester City + Rutland + Leicestershire MSW (~22% of regional total)         | 333                  | 195                | 0            | 139          | 667           |
| Lincolnshire MSW (~14% of regional total)                                      | 213                  | 123                | 0            | 90           | 426           |
| Northamptonshire MSW (~15% of regional total)                                  | 222                  | 121                | 0            | 101          | 444           |

## Appendix 4: Sub-Regional Waste Apportionment (Policy 38)

| 2009/10 Indicative Controlled Waste Treatment Capacity (000s tonnes)           | Recycling/Composting | Landfill Diversion | Re-use       | Disposal     | Total         |
|--------------------------------------------------------------------------------|----------------------|--------------------|--------------|--------------|---------------|
| Nottingham City + Nottinghamshire MSW (~26% of regional total)                 | 386                  | 214                | 0            | 172          | 772           |
| <b>Regional sub total for MSW</b>                                              | <b>1,480</b>         | <b>840</b>         |              | <b>640</b>   | <b>2960</b>   |
| <b>% waste management method applied (of MSW waste stream)</b>                 | <b>50</b>            | <b>28.39</b>       |              | <b>21.62</b> |               |
| Derby City + Derbyshire C&I (~24% of regional total)                           | 608                  | 0                  | 0            | 840          | 1448          |
| Leicester City + Rutland + Leicestershire C&I (~24% of regional total)         | 608                  | 0                  | 0            | 840          | 1448          |
| Lincolnshire C&I (~15% of regional total)                                      | 380                  | 0                  | 0            | 525          | 905           |
| Northamptonshire C&I (~16% of regional total)                                  | 405                  | 0                  | 0            | 560          | 965           |
| Nottingham City + Nottinghamshire C&I (~21% of regional total)                 | 532                  | 0                  | 0            | 735          | 1267          |
| <b>Regional sub total for C&amp;I (including hazardous waste)</b>              | <b>2,534</b>         |                    |              | <b>3,499</b> | <b>6032</b>   |
| <b>% waste management method applied (of C&amp;I waste stream)</b>             | <b>42</b>            |                    |              | <b>58</b>    |               |
| <b>Unallocated coke, oil, gas, electricity and water sector arisings</b>       |                      |                    |              |              | <b>1,811</b>  |
| Derby City + Derbyshire C&D waste (assumed ~23% of regional total)             | 1,290                | 0                  | 999          | 323          | 2611          |
| Leicester City + Rutland + Leicestershire C&D (assumed ~23% of regional total) | 1,290                | 0                  | 999          | 323          | 2611          |
| Lincolnshire C&D waste (assumed ~15% of regional total)                        | 841                  | 0                  | 651          | 211          | 1703          |
| Northamptonshire C&D waste (assumed ~15% of regional total)                    | 841                  | 0                  | 651          | 211          | 1703          |
| Nottingham City + Nottinghamshire C&D (assumed ~24% of regional total)         | 1,346                | 0                  | 1,042        | 337          | 2725          |
| <b>Regional sub total for C&amp;D</b>                                          | <b>5,607</b>         |                    | <b>4,343</b> | <b>1,403</b> | <b>11,353</b> |
| <b>% waste management method applied (of C&amp;D waste stream)</b>             | <b>49</b>            |                    | <b>38.25</b> | <b>12.36</b> |               |

## Appendix 4: Sub-Regional Waste Apportionment (Policy 38)

| 2009/10 Indicative Controlled Waste Treatment Capacity<br>(000s tonnes)         | Recycling/Composting        | Landfill<br>Diversion         | Re-use        | Disposal        | Total         |
|---------------------------------------------------------------------------------|-----------------------------|-------------------------------|---------------|-----------------|---------------|
| <b>Regional Total</b>                                                           | <b>9,621</b>                | <b>840</b>                    | <b>4,343</b>  | <b>5,542</b>    | <b>22,156</b> |
|                                                                                 |                             |                               |               |                 |               |
| <b>2024/25 Indicative Controlled Waste Treatment Capacity<br/>(000s tonnes)</b> | <b>Recycling/Composting</b> | <b>Landfill<br/>Diversion</b> | <b>Re-use</b> | <b>Disposal</b> | <b>Total</b>  |
| Derby City + Derbyshire MSW (~22% of regional total)                            | 326                         | 187                           | 0             | 138             | 651           |
| Leicester City + Rutland + Leicestershire MSW (~22% of regional total)          | 333                         | 195                           | 0             | 139             | 667           |
| Lincolnshire MSW (~14% of regional total)                                       | 213                         | 123                           | 0             | 90              | 426           |
| Northamptonshire MSW (~15% of regional total)                                   | 222                         | 121                           | 0             | 101             | 444           |
| Nottingham City + Nottinghamshire MSW (~26% of regional total)                  | 386                         | 214                           | 0             | 172             | 772           |
| <b>Regional sub total for MSW</b>                                               | <b>1480</b>                 | <b>840</b>                    |               | <b>640</b>      | <b>2960</b>   |
| <b>% waste management method applied (of MSW waste stream)</b>                  | <b>50</b>                   | <b>28.39</b>                  |               | <b>21.62</b>    |               |
| Derby City + Derbyshire C&I (~24% of regional total)                            | 592                         | 0                             | 0             | 818             | 1410          |
| Leicester City + Rutland + Leicestershire C&I (~24% of regional total)          | 592                         | 0                             | 0             | 818             | 1410          |
| Lincolnshire C&I (~15% of regional total)                                       | 370                         | 0                             | 0             | 511             | 881           |
| Northamptonshire C&I (~16% of regional total)                                   | 394                         | 0                             | 0             | 545             | 939           |
| Nottingham City + Nottinghamshire C&I (~21% of regional total)                  | 518                         | 0                             | 0             | 716             | 1234          |
| <b>Regional sub total for C&amp;I (including hazardous waste)</b>               | <b>2466</b>                 |                               |               | <b>3408</b>     | <b>5874</b>   |
| <b>% waste management method applied (of C&amp;I waste stream)</b>              | <b>42</b>                   |                               |               | <b>58</b>       |               |
| <b>Unallocated coke, oil, gas, electricity and water sector arisings</b>        |                             |                               |               |                 | <b>1718</b>   |

## Appendix 4: Sub-Regional Waste Apportionment (Policy 38)

| 2009/10 Indicative Controlled Waste Treatment Capacity (000s tonnes)           | Recycling/Composting | Landfill Diversion | Re-use       | Disposal     | Total        |
|--------------------------------------------------------------------------------|----------------------|--------------------|--------------|--------------|--------------|
| Derby City + Derbyshire C&D waste (assumed ~23% of regional total)             | 1290                 | 0                  | 999          | 323          | 2611         |
| Leicester City + Rutland + Leicestershire C&D (assumed ~23% of regional total) | 1290                 | 0                  | 999          | 323          | 2611         |
| Lincolnshire C&D waste (assumed ~15% of regional total)                        | 841                  | 0                  | 651          | 211          | 1703         |
| Northamptonshire C&D waste (assumed ~15% of regional total)                    | 841                  | 0                  | 651          | 211          | 1703         |
| Nottingham City + Nottinghamshire C&D (assumed ~24% of regional total)         | 1346                 | 0                  | 1042         | 337          | 2725         |
| <b>Regional sub total for C&amp;D</b>                                          | <b>5607</b>          |                    | <b>4343</b>  | <b>1403</b>  | <b>11353</b> |
| <b>% waste management method applied (of C&amp;D waste stream)</b>             | <b>49</b>            |                    | <b>38.25</b> | <b>12.36</b> |              |
| <b>Regional Total</b>                                                          | <b>9553</b>          | <b>840</b>         | <b>4343</b>  | <b>5451</b>  | <b>20187</b> |

### Statutory targets

- MSW Recycling/Composting Target 30%
- Landfill Allowance Trading Scheme (LATS) disposal targets applied on a County Basis

### Assumptions

- Municipal Solid Waste (MSW) diverted for recycling/composting is 68% Biodegradable Municipal Waste (BMW)
- Residual waste - the model assumes that any residual waste arising from treatment/recovery processes is included in the tonnages quoted under disposal.
- RSS and the Waste Strategy 2000 MSW Recycling/composting target is achieved
- C& recycling/composting rate as per the Regional Waste Strategy Technical Report (but excluding coke, oil, gas, electricity and water sector arisings) 42%
- C&D waste management techniques continue as per 2003 ODPM survey, i.e.:
  - Recycling 49.39%
  - Re-use for landfill engineering 8.50%
  - Recovered via exempt sites & backfill of quarry voids 29.75%
  - Disposed of as waste to landfill 12.35%  
(Reuse is defined as including ii and iii above). 38.25%

**Apportionment Splits**

- MSW apportionment split is based on 2003/4 arisings as provided by the WDAs.
- The Commercial and Industrial (C&I) waste apportionment split is based on the average of :  
EMDA Vat Registered businesses @ 2004, Total C&I gas and electricity consumption 2003 and C&I arisings 1998/9 excluding coke, oil, gas electricity and water sector arisings.
- Commercial and Demolition (C&D) waste apportionment split is based on the 2003 Technical report (Population split across the Region)

**Notes**

C&I tonnage to be managed excludes coke, oil, gas, electricity and water sector arisings. In tonnage terms the majority of this waste arises from power station operations in Nottinghamshire. Nottinghamshire must therefore ensure there is provision of treatment or disposal capacity for the majority of this waste. C&I tonnage includes Hazardous Waste arisings

The MSW landfill diversion figure achieves LATS minimum BMW diversion target. Where maximum treatment and recovery is planned, tonnages for landfill diversion and disposal will need to be combined, allowing for a higher recovery tonnage.

Disposal tonnages are provided as an indication of the disposal infrastructure that will be required if the proposed recovery/recycling targets are achieved (In the case of MSW, the disposal tonnage represents the maximum landfill that is permissible under LATS). If it is possible to exceed recovery or recycling targets then the tonnages expressed in the disposal column will reduce accordingly.

Landfill Diversion refers to technologies including (but not exclusively) energy from waste, Mechanical and Biological Treatment (MBT), anaerobic digestion and gasification/pyrolysis, which enable the treatment or recovery of waste such that, in the main, it is not landfilled. Residues from these processes which cannot be diverted from landfill still need to be accounted for as part of the tonnages quoted under disposal.

C&D arisings are based upon the 2004 ODPM report and are subject to a confidence level of +/- 25% to 35%

Figures may not add up exactly due to rounding

Renewable Energy Targets (Policy 39) Note that all targets are indicative

| Renewable energy Technology    | Current Capacity (2006) GWh/y | Current Capacity (2006) MWe | Target for 2010 GWh/y | Target for 2010 MWe | Target for 2020 GWh/y | Target for 2020 Mwe | Indicative Target for 2026 GWh/y | Indicative Target for 2026 MWe |
|--------------------------------|-------------------------------|-----------------------------|-----------------------|---------------------|-----------------------|---------------------|----------------------------------|--------------------------------|
| On shore Wind                  | 142                           | 54 <sup>(1)</sup>           | 319                   | 122                 | 460                   | 175                 | 460                              | 175                            |
| Biomass Wet agricultural waste | 0                             | 0                           | 42                    | 5                   | 42                    | 5                   | 77                               | 10                             |
| Biomass Poultry Litter         | 0                             | 0                           | 118                   | 15                  | 210                   | 27                  | 210                              | 27                             |
| Biomass Energy Crop            | 38                            | 5                           | 344                   | 46                  | 1,012                 | 136                 | 1,114                            | 150                            |
| Hydro                          | 14                            | 3                           | 39                    | 9                   | 62                    | 14                  | 73                               | 16                             |
| Micro-generation Wind          | 0 (negligible)                | 0 (negligible)              | 9                     | 10 <sup>(2)</sup>   | 1,832                 | 2,091               | 1,832                            | 2,091                          |
| Micro-generation PV            | 0 (negligible)                | 0                           | 52                    | 59 <sup>(3)</sup>   | 1,018                 | 1,162               | 1,018                            | 1,162                          |
| Landfill Gas <sup>(4)</sup>    | 438                           | 53                          | 438                   | 53                  | 438                   | 53                  | 358                              | 43                             |
| Anaerobic Digestion            | 11                            | 1                           | 39                    | 5                   | 64                    | 8                   | 72                               | 9                              |
| Total <sup>(5)</sup> (%)       | 3%                            |                             | 6 %                   |                     | 20%                   |                     | 20%                              |                                |

1. Includes 2 wind farms in construction in 2006 (now in operation).
2. Micro wind corresponds to 2000 installations of 5kw turbines
3. PV corresponds to approximately 2kw PV on half of the new properties to 2010
4. Landfill gas is not a natural renewable resource but it is eligible for renewable obligations certificates. Note that landfill gas contribution will begin to tail off after 2020 due to reduced organic waste going to landfill.
5. In addition to the Regional onshore targets offshore generation targets are 1,315GWh/y for 2010; 3,000GWh/y for 2020; and 3,483GWh/y by 2026. Percentages are electricity generation as a % of regional electricity consumption.

Renewable targets based on modified scenario 4d of BFF report, with reduced 2010 targets to be more realistic.

**Table 1: Regional Transport Investment Priorities**

(This includes major schemes which are either firmly programmed, feature in the Regional Funding Allocation (RFA)\*, in Network Rail's Strategic Business Plan as agreed by the Office of Rail Regulation, or in rail franchise agreements).

| Investment Priority                                                 | RTS Objective (Policy 43) | RSS Policy      | Funding Source     | Lead Organisation(s) | Implementation     |                  |                  |            |
|---------------------------------------------------------------------|---------------------------|-----------------|--------------------|----------------------|--------------------|------------------|------------------|------------|
|                                                                     |                           |                 |                    |                      | Under Construction | Starting 2008-11 | Starting 2011-16 | After 2016 |
| East Coast Mainline Enhancements                                    | 1, 4, 6, 7                | 45, 49, 50      | Network Rail       | Network Rail         |                    |                  |                  |            |
| Midland Mainline Upgrade                                            | 1, 4, 6, 7                | 45, 49, 50      | Network Rail       | Network Rail         |                    |                  |                  |            |
| West Coast Mainline Upgrade                                         | 1, 4, 6, 7                | 45, 49, 50      | Network Rail       | Network Rail         |                    |                  |                  |            |
| Increased capacity for E-W rail freight movements                   | 4, 6, 7                   | 55              | Network Rail/P-TIF | Network Rail/FOCs    |                    |                  |                  |            |
| M1 (J 21-30) Improvement Contract 1 (J25-28 Carriageway Widening)** | 4, 5                      | 53, 55          | Highways Agency    | Highways Agency      |                    |                  |                  |            |
| M1 J19 Improvement                                                  | 4, 5                      | 53, 55          | Highways Agency    | Highways Agency      |                    |                  |                  |            |
| A1 (Peterborough-Blyth) Junction Improvements                       | 4, 5                      | 4, 6, 53, 55    | Highways Agency    | Highways Agency      |                    |                  |                  |            |
| A38 (Derby Junctions)Improvement                                    | 1, 5                      | 21, 53, 55      | RFA                | Highways Agency      |                    |                  |                  |            |
| A45 (Stanwick-Thrapston) Improvement                                | 1, 4, 5                   | 21, 53          | RFA                | Highways Agency      |                    |                  |                  |            |
| A46 (Newark-Widmerpool) Improvement                                 | 1, 4, 5                   | 4, 6, 7, 19, 53 | RFA                | Highways Agency      |                    |                  |                  |            |
| A453 (M1-Nottingham) Improvement                                    | 1, 5                      | 53, 56          | RFA                | Highways Agency      |                    |                  |                  |            |
| A628 (Mottam-Tintwistle Bypass), including Glossop Spur             | 4, 5                      | 53              | RFA (NW)           | Highways Agency      |                    |                  |                  |            |
| A46/A1 Winthorpe Junction Improvement, Newark                       | 1, 4, 5                   | 4, 6, 7, 19, 53 | RFA                | Highways Agency      |                    |                  |                  |            |
| A46/A607 Junction Grade Separation, Syston                          | 1, 4, 5                   | 53              | RFA                | Highways Agency      |                    |                  |                  |            |

| Investment Priority                                                              | RTS Objective (Policy 43) | RSS Policy | Funding Source                              | Lead Organisation(s)                    | Implementation     |                  |                  |            |
|----------------------------------------------------------------------------------|---------------------------|------------|---------------------------------------------|-----------------------------------------|--------------------|------------------|------------------|------------|
|                                                                                  |                           |            |                                             |                                         | Under Construction | Starting 2008-11 | Starting 2011-16 | After 2016 |
| Improved Surface Access by Public Transport to major airports serving the Region | 1, 4, 6, 7                | 45, 51, 56 | Network Rail/<br>LTP/HA/emda/Private Sector | Network Rail/ HA/Local Authorities/TOCs |                    |                  |                  |            |

\*Note that the RFA has been revised during 2008 and the resultant scheme priorities will inform the next review of the Regional Plan. Therefore the RFA schemes and their implementation dates shown in Appendix 6 may be subject to change.

\*\*The M1 (J21-30) Improvement Contract 1 (J25-28 Carriageway Widening) and The M1 (J21-30) Improvement has been split into two contracts by the Highways Agency.

**Table 2: Sub-area Transport Investment Priorities**

(This includes major schemes which are either firmly programmed, feature in the Regional Funding Allocation (RFA)\*, in Network Rail's Strategic Business Plan as agreed by the Office of Rail Regulation, or in rail franchise agreements).

### Eastern Sub-area

| Investment Priority                                                            | RTS Objective (Policy 43) | Sub-area Objective (Policy 44) | RSS Policy               | Funding Source     | Lead Organisation(s)        | Implementation     |                  |                  |            |
|--------------------------------------------------------------------------------|---------------------------|--------------------------------|--------------------------|--------------------|-----------------------------|--------------------|------------------|------------------|------------|
|                                                                                |                           |                                |                          |                    |                             | Under Construction | Starting 2008-11 | Starting 2011/16 | After 2016 |
| Improved Rail Services between Lincoln and other major cities including London | 1, 6, 7                   | E1                             | 4, 6, 45, 49, 50, LPA 11 | Network Rail/ TOCs | Network Rail/TOCs           |                    |                  |                  |            |
| Improved rail services on Skegness line                                        | 2, 3, 6, 7                | E4, E5, E6                     | 4, 6, 19, 45, 49, 50     | Network Rail/ TOC  | Network Rail/TOC            |                    |                  |                  |            |
| A1073 Spalding – Eye Improvement                                               | 2, 4, 5                   | E5, E6                         | 4, 6, 54                 | RFA                | Lincolnshire County Council |                    |                  |                  |            |
| Lincoln Eastern Bypass                                                         | 1, 3, 5                   | E1                             | 4, 6, 54, LPA 11         | RFA                | Lincolnshire County Council |                    |                  |                  |            |
| Caldecott Bypass                                                               | 2, 5                      | E6                             | 54                       | RFA                | Rutland County Council      |                    |                  |                  |            |

## Peak Sub-area

| Investment Priority                     | RTS Objective (Policy 43) | Sub-area Objective (Policy 44) | RSS Policy | Funding Source        | Lead Organisation(s)            | Implementation     |                  |                  |            |
|-----------------------------------------|---------------------------|--------------------------------|------------|-----------------------|---------------------------------|--------------------|------------------|------------------|------------|
|                                         |                           |                                |            |                       |                                 | Under Construction | Starting 2008/11 | Starting 2011/16 | After 2016 |
| Derby-Matlock Rail Service Improvements | 6,7                       | P1, P3                         | 45, 49, 50 | LTP/ Network Rail/TOC | Derbyshire CC/ Network Rail/TOC |                    |                  |                  |            |
| Hope Valley Line Improvements           | 6,7                       | P1, P3                         | 45, 49, 50 | Network Rail/TOC      | PDNPA/Network Rail              |                    |                  |                  |            |

## Northern Sub-area

| Investment Priority    | RTS Objective (Policy 43) | Sub-area Objective (Policy 44) | RSS Policy     | Funding Source | Lead Organisation(s) | Implementation     |                  |                  |            |
|------------------------|---------------------------|--------------------------------|----------------|----------------|----------------------|--------------------|------------------|------------------|------------|
|                        |                           |                                |                |                |                      | Under Construction | Starting 2008/11 | Starting 2011/16 | After 2016 |
| Mansfield Bus Station  | 1, 5, 6,7                 | N1                             | 45, 49, 51, 52 | RFA            | Notts CC             |                    |                  |                  |            |
| A617 (Pleasley Bypass) | 5                         | N3                             | 19, 54         | RFA            | Notts CC             |                    |                  |                  |            |
| A617 (Glapwell Bypass) | 5                         | N3                             | 19, 54         | RFA            | Derbyshire CC        |                    |                  |                  |            |

## Southern Sub-area

| Investment Priority                               | RTS Objective (Policy 43) | Sub-area Objective (Policy 44) | RSS Policy     | Funding Source         | Lead Organisation(s)                           | Implementation     |                  |                  |            |
|---------------------------------------------------|---------------------------|--------------------------------|----------------|------------------------|------------------------------------------------|--------------------|------------------|------------------|------------|
|                                                   |                           |                                |                |                        |                                                | Under Construction | Starting 2008/11 | Starting 2011/16 | After 2016 |
| Improved Rail Services from Northampton to London | 1, 3, 4, 5, 6,7           | S1, S2, S3                     | 11, 45, 49, 50 | Network Rail/ LDV/TOCs | Network Rail/ DfT Rail/ TOCs/Local Authorities |                    |                  |                  |            |
| A43 Corby Link Road                               | 1, 3                      | S1, S3                         | 19, 54         | RFA                    | Northants CC                                   |                    |                  |                  |            |
| A509 Isham Bypass                                 | 1, 5                      | S1, S5                         | 54             | RFA                    | Northants CC                                   |                    |                  |                  |            |

| Investment Priority          | RTS Objective (Policy 43) | Sub-area Objective (Policy 44) | RSS Policy | Funding Source | Lead Organisation(s) | Implementation     |                  |                  |            |
|------------------------------|---------------------------|--------------------------------|------------|----------------|----------------------|--------------------|------------------|------------------|------------|
|                              |                           |                                |            |                |                      | Under Construction | Starting 2008/11 | Starting 2011/16 | After 2016 |
| A509 Isham to Wellingborough | 1, 5                      | S1                             | 54         | RFA            | Northants CC         |                    |                  |                  |            |

### Three Cities Sub-area

| Investment Priority                                                                            | RTS Objective (Policy 43) | Sub-area Objective (Policy 44) | RSS Policy     | Funding Source                   | Lead Organisation(s)                 | Implementation     |                  |                  |            |
|------------------------------------------------------------------------------------------------|---------------------------|--------------------------------|----------------|----------------------------------|--------------------------------------|--------------------|------------------|------------------|------------|
|                                                                                                |                           |                                |                |                                  |                                      | Under Construction | Starting 2008/11 | Starting 2011/16 | After 2016 |
| Nottingham Workplace Parking Levy Scheme                                                       | 1, 5, 6, 7                | T1, T2                         | 45, 46, 47     | LTP                              | Nottingham City Council              |                    |                  |                  |            |
| Nottingham Light Rail Extensions                                                               | 1, 3, 5, 6, 7             | T1, T3                         | 45, 51, 52     | LTP/PFI                          | Nottingham City Council/<br>Notts CC |                    |                  |                  |            |
| Improved Rail Passenger Services between 3 Cities and with other major cities including London | 1, 3, 4, 5, 6, 7          | T2, T6                         | 12, 45, 50     | Network Rail/TOCs                | Network Rail/TOCs                    |                    |                  |                  |            |
| Rail Station Master-plans in Derby, Leicester & Nottingham                                     | 1, 5, 6, 7                | T1, T2, T3                     | 12, 45, 50, 52 | LTP/private sector/ Network Rail | Local Authorities/DfT Rail           |                    |                  |                  |            |
| Connecting Derby Phases 2 and 3                                                                | 1, 5, 6, 7                | T1, T3                         | 12, 52, 54     | RFA                              | Derby City Council                   |                    |                  |                  |            |
| London Road Rail Bridge (Derby)                                                                | 1, 5, 6, 7                | T1, T3                         | 54             | RFA                              | Derby City Council                   |                    |                  |                  |            |
| Kegworth Bypass (Leicestershire)                                                               | 5                         | T6                             | 54, 56         | Highways Agency                  | HA/ Leicestershire CC                |                    |                  |                  |            |

## Appendix 6: Transport Investment Priorities (Policies 43, 44, 45, 46, 49, 50, 51, 52, 53 and 54)

| Investment Priority                       | RTS Objective (Policy 43) | Sub-area Objective (Policy 44) | RSS Policy | Funding Source     | Lead Organisation(s)    | Implementation     |                  |                  |            |
|-------------------------------------------|---------------------------|--------------------------------|------------|--------------------|-------------------------|--------------------|------------------|------------------|------------|
|                                           |                           |                                |            |                    |                         | Under Construction | Starting 2008/11 | Starting 2011/16 | After 2016 |
| Melton Mowbray Bypass (Leicestershire)    | 1, 2, 5                   | T6                             | 54         | RFA/Private Sector | Leicestershire CC       |                    |                  |                  |            |
| A6 Kibworth Bypass (Leicestershire)       | 5                         | T6                             | 54         | RFA                | Leicestershire CC       |                    |                  |                  |            |
| Syston Eastern Bypass                     | 5                         | T6                             | 54         | RFA                | Leicestershire CC       |                    |                  |                  |            |
| Lutterworth Western Relief Road           | 5                         | T6                             | 54         | RFA                | Leicestershire CC       |                    |                  |                  |            |
| Wymeswold Bypass                          | 5                         | T6                             | 54         | RFA                | Leicestershire CC       |                    |                  |                  |            |
| Sharnford Bypass                          | 5                         | T6                             | 54         | RFA                | Leicestershire CC       |                    |                  |                  |            |
| Loughborough Town Centre Transport Scheme | 1, 5, 6, 7                | T6                             | 12, 52, 54 | RFA                | Leicestershire CC       |                    |                  |                  |            |
| Nottingham Ring Road                      | 1, 5, 6, 7                | T1, T3, T6                     | 12, 52, 54 | RFA                | Nottingham City Council |                    |                  |                  |            |
| Hucknall Town Centre Improvements         | 5                         | T6                             | 12, 52, 54 | RFA                | Notts CC                |                    |                  |                  |            |
| Upperton Road Viaduct (Leicester)         | 1, 5                      | T3                             | 54         | RFA                | Leicester City          |                    |                  |                  |            |

\*The RFA has been revised during 2008 and the resultant scheme priorities will inform the next review of the Regional Plan. Therefore the RFA schemes and their implementation dates shown in Appendix 6 may be subject to change.

Note that some transport schemes and measures not noted in this schedule may also be funded through the Community Infrastructure Fund and Growth Area funding (in Northamptonshire) or Growth Point funding (in the Three Cities area, Lincoln Policy Area, Newark and Grantham).

| Term         | Meaning                                                                  |
|--------------|--------------------------------------------------------------------------|
| AMR          | Annual Monitoring Report                                                 |
| AONB         | Area of Outstanding Natural Beauty                                       |
| ARP          | Area Regeneration Partnership                                            |
| ASDA         | Alternative Strategic Development Areas Study (Lincoln)                  |
| ASR          | Area of Special Restriction                                              |
| ATWP         | Air Transport White Paper                                                |
| BAP          | Biodiversity Action Plan                                                 |
| BAU          | Business as Usual                                                        |
| BC           | Borough Council                                                          |
| BCA          | Biodiversity Conservation Area                                           |
| BEA          | Biodiversity Enhancement Area                                            |
| BIA          | Birmingham International Airport                                         |
| Biosphere    | The parts of the planet that support life: all ecosystems                |
| BPEO         | Best Practicable Environmental Option                                    |
| BREEAM       | Buildings Research Establishment Environmental Assessment Method         |
| CA           | Countryside Agency (now part of Natural England)                         |
| Carbon sinks | Soils, forests, vegetation and oceans, which act as reservoirs of carbon |
| CABE         | Commission for Architecture and the Built Environment                    |
| CAP          | Common Agricultural Policy                                               |
| CC           | County Council                                                           |
| CFMPS        | Catchment Flood Management Plans                                         |
| C&D (Waste)  | Commercial & Demolition Waste                                            |
| C&I (Waste)  | Commercial & Industrial Waste                                            |
| CHP          | Combined Heat and Power                                                  |
| C-TIF        | Congestion Transport Innovation Fund                                     |
| DC           | District Council                                                         |
| DCLG         | Department for Communities and Local Government                          |
| DCMS         | Department for Culture, Media and Sport                                  |
| DEFRA        | Department for Environment, Food and Rural Affairs                       |
| DfT          | Department for Transport                                                 |
| dpa          | Dwellings per annum                                                      |
| DPD          | Development Plan Document                                                |

## Appendix 7: Glossary

| Term                | Meaning                                                                                           |
|---------------------|---------------------------------------------------------------------------------------------------|
| DTI                 | Department for Trade and Industry (now Department for Business, Enterprise and Regulatory Reform) |
| DVWHS               | Derwent Valley World Heritage Site                                                                |
| EA                  | Environment Agency                                                                                |
| ECML                | East Coast Main Line                                                                              |
| EIA                 | Environmental Impact Assessment                                                                   |
| EiP                 | Examination in Public                                                                             |
| EMA                 | East Midlands Airport                                                                             |
| EMBF                | East Midlands Business Forum                                                                      |
| <i>emda</i>         | East Midlands Development Agency                                                                  |
| EMEL                | East Midlands Environment Link                                                                    |
| EMRA                | East Midlands Regional Assembly                                                                   |
| EMRAF               | East Midlands Rural Affairs Forum                                                                 |
| EN                  | English Nature (now part of Natural England)                                                      |
| EP                  | English Partnerships (from Dec 2008 part of the Homes and Communities Agency)                     |
| ERDF                | European Regional Development Fund                                                                |
| ERDP                | England Rural Development Programme                                                               |
| ESDP                | European Spatial Development Perspective                                                          |
| EU                  | European Union                                                                                    |
| FOC                 | Freight Operating Company                                                                         |
| G & T               | Gypsy and Traveller                                                                               |
| GDP                 | Gross Domestic Product (of economy)                                                               |
| GTAA                | Gypsy and Traveller Accommodation Assessment                                                      |
| GI                  | Green Infrastructure                                                                              |
| GOEM                | Government Office for the East Midlands                                                           |
| GVA                 | Gross Value Added (of economy)                                                                    |
| GWh/y               | Gigawatt hours per year (electricity generation)                                                  |
| HA                  | Highways Agency                                                                                   |
| Heat island effects | The relative warmth of built up areas compared with rural areas                                   |
| HMA                 | Housing Market Area                                                                               |
| HRT                 | Heavy Rail Transport                                                                              |
| HSL                 | High Speed (Rail) Line                                                                            |

| Term              | Meaning                                               |
|-------------------|-------------------------------------------------------|
| ICT               | Information & Communication Technology                |
| IDB               | Internal Drainage Board                               |
| Interreg          | An EU inter-regional initiative                       |
| IRS               | Integrated Regional Strategy                          |
| LA                | Local Authority                                       |
| LBAP              | Local Biodiversity Action Plan                        |
| LDD               | Local Development Document                            |
| LDF               | Local Development Framework                           |
| LDV               | Local Delivery Vehicle                                |
| LEGI              | Local Enterprise Growth Initiative                    |
| LES               | Lincolnshire Economic Strategy                        |
| LGEM              | Local Government East Midlands                        |
| LNR               | Local Nature Reserve                                  |
| LPA               | Local Planning Authority                              |
| LSP               | Local Strategic Partnership                           |
| LTA               | Local Transport Authority                             |
| LTP               | Local Transport Plan                                  |
| MARR              | Mansfield Ashfield Regeneration Route                 |
| MKSM              | Milton Keynes South Midlands (Sub Regional Strategy)  |
| MMS               | Multi Modal Study                                     |
| MPG               | Minerals Planning Guidance                            |
| MPS               | Minerals Policy Statement                             |
| MSW (Waste)       | Municipal Solid Waste                                 |
| MWe               | Megawatt electrical (power produced)                  |
| Natura 2000 sites | EU designated sites of nature conservation importance |
| NE                | Natural England                                       |
| NET               | Nottingham Express Transit                            |
| NGP               | New Growth Point                                      |
| NIA               | Northampton Implementation Area                       |
| NNR               | National Nature Reserve                               |
| NYA               | Not Yet Available                                     |
| Objective 2       | EU Funding (European Development Fund)                |

## Appendix 7: Glossary

| Term        | Meaning                                                                     |
|-------------|-----------------------------------------------------------------------------|
| ODPM        | Office of the Deputy Prime Minister (now DCLG)                              |
| OFWAT       | The Water Services Regulation Authority                                     |
| ONS         | Office of National Statistics                                               |
| PCP         | Planning and Compulsory Purchase Act                                        |
| PDNPA       | Peak District National Park Authority                                       |
| PFI         | Private Finance Initiative                                                  |
| PGS         | Planning Gain Supplement                                                    |
| PPG         | Planning Policy Guidance                                                    |
| PPS         | Planning Policy Statement                                                   |
| PPSS        | Public Participation Support Service                                        |
| P-TIF       | Productivity Transport Innovation Fund                                      |
| PUA         | Principal Urban Area                                                        |
| PV          | Photovoltaic (active solar technology)                                      |
| QUELS       | Quality of Employment Land Study                                            |
| Ramsar site | Site designated under the Ramsar international convention on wetlands       |
| RAWP        | Regional Aggregates Working Party                                           |
| RBMP        | River Basin Management Plans                                                |
| RBS         | Road Based Study                                                            |
| RELS        | Regional Employment Land Study                                              |
| RES         | Regional Economic Strategy                                                  |
| RFA         | Regional Funding Allocation                                                 |
| RFG         | Regional Freight Group                                                      |
| RFI         | Regional Freight Interchange                                                |
| RFRA        | Regional Flood Risk Appraisal                                               |
| RFS         | Regional Freight Strategy                                                   |
| RHADS       | Robin Hood Airport Doncaster Sheffield                                      |
| RHB         | Regional Housing Board                                                      |
| RHS         | Regional Housing Strategy                                                   |
| RIGS        | Regionally Important Geological Site                                        |
| RMS         | Route Management Study                                                      |
| RPB         | Regional Planning Body (in this region the East Midlands Regional Assembly) |

| Term   | Meaning                                                                                             |
|--------|-----------------------------------------------------------------------------------------------------|
| RPG    | Regional Planning Guidance (now RSS)                                                                |
| RPTN   | Regional Public Transport Network                                                                   |
| RSA    | Restoring Sustainable Abstraction programme (Environment Agency)                                    |
| RSL    | Registered Social Landlord                                                                          |
| RSS    | Regional Spatial Strategy                                                                           |
| RTAB   | Regional Technical Advisory Body on Waste                                                           |
| RTS    | Regional Transport Strategy                                                                         |
| RUS    | Road Utilisation Study                                                                              |
| SA/SEA | Sustainability Appraisal/Strategic Environmental Assessment                                         |
| SAC    | Special Areas of Conservation (sites protected under the EC Habitats Directive)                     |
| SFRA   | Strategic Flood Risk Assessment                                                                     |
| SINC   | Site of Importance for Nature Conservation                                                          |
| SLA    | Service Level Agreement                                                                             |
| SOA    | Super Output Area (of the Census)                                                                   |
| SP     | Structure Plan                                                                                      |
| SPA    | Special Protection Areas (sites protected under the EC Directive on the conservation of wild birds) |
| SPD    | Supplementary Planning Document                                                                     |
| SRA    | Strategic Rail Authority (now DfT Rail)                                                             |
| SRC    | Sub-Regional Centre                                                                                 |
| SRS    | Sub Regional Strategy                                                                               |
| SSP    | Sub-Regional Strategic Partnership                                                                  |
| SSSI   | Site of Special Scientific Interest                                                                 |
| SuDS   | Sustainable Drainage System                                                                         |
| TIF    | Transport Innovation Fund                                                                           |
| TOC    | Train Operating Company                                                                             |
| UA     | Unitary Authority                                                                                   |
| UKBAP  | United Kingdom Biodiversity Action Plan                                                             |
| WCS    | Water Cycle Study                                                                                   |
| WFD    | Water Framework Directive                                                                           |
| WNDC   | West Northamptonshire Development Corporation                                                       |
| WPA    | Waste Planning Authority                                                                            |





