Foreword

Following the enactment of the Planning & Compulsory Purchase Act 2004 Regional Planning Guidance (RPG) became part of the statutory development plan and has been re-named as a Regional Spatial Strategy (RSS). RPG therefore becomes RSS8 and this replaces the RPG published in January 2002. Following the provisions of the new Act all statutory planning documents must now be in general conformity with its policies.

This revised RSS8 has taken into account the independent Panel’s recommendations following the Public Examination held in Nottingham in November–December 2003 and also incorporates changes made by the First Secretary of State following public consultation on proposed changes on the revised RPG8. Further changes, relating to Northamptonshire, have also been made following the Public Examination (March–April 2004) and subsequent public consultation on proposed changes related to the Milton Keynes and South Midlands Sub-Regional Strategy.

In some cases changes have responded to representations where these do not involve changes in policy. Changes have also been made for clarification or updating of fact.

Next Review

This revision has not reviewed all parts of the previous RPG8 and the key parts not revised include:
- Housing provision figures
- The percentage of housing to be built on previously-developed land
- The Sequential Approach to encourage sustainable development
- Affordable housing

These matters will be re-examined in the next major review which will be conducted under the Regional Spatial Strategy principles established by the Planning & Compulsory Purchase Act 2004. This review, covering the period up to 2026, will be launched in spring/summer 2005 and following the process laid out in Planning Policy Statement 11 Regional Spatial Strategies (PPS11) is expected to be published in its final form early in 2008.
Key Diagram

Key:
- Principal Urban Areas (Policies 5, 21, 32, 51)
- Growth Towns (Policies 5, 13, 21, 32, 51 and section 6)
- Sub-Regional Centres (Policies 7, 21, 32, 51)
- Sub-Area Boundaries (Policies 7–16)
- Green Belt (Policies 14, 16)
- Peak District National Park (Policies 10, 11, 12, 30)
- Lincolnshire Wolds AONB (Policies 7, 30)
- Strategic River Corridors (Policy 34)
- Lincolnshire Coast (Policy 35)
- Northern Sub-Area Regeneration Priority (Policies 9, 21)
- Lincoln Policy Area (Policy 7)
- Other Regeneration Priorities (Policies 7, 13, 21)
- Proposed Sub-Regional Spatial Strategies (Policies 7, 9, 16 and section 6)
- Airports (Policies 15, 16, 55)
- National Forest (Policy 29)
- Regional Highway Priorities (Policy 52)
- Regional Rail Priorities (Policy 49)
- Multi-Modal Studies
- Ports
- Areas Outside the East Midlands
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Executive Summary

This Regional Spatial Strategy (RSS) provides a broad development strategy for the East Midlands up to 2021. It also represents the spatial element of the East Midlands Integrated Regional Strategy (IRS).

It is divided into three main sections:

- Core Strategy
- Spatial Strategy
- Topic Based Priorities

1. Core Strategy

The Core Strategy sets the Regional Planning Guidance firmly within the framework of the region’s Integrated Regional Strategy and outlines in Policy 1 the 10 Regional Core Objectives. These establish the context for development plans and local development frameworks.

2. Spatial Strategy

The Spatial Strategy is based on the Sequential Approach to Development Form which remains unchanged from RPG8 issued in January 2002. 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 also outlines regional priorities for both urban and rural communities. It defines the new designations of Principal Urban Area (PUA) and Sub-Regional Centre (SRC), and outlines priorities for their development. The Strategy also contains more detailed 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

The following Sub-Regional Spatial Strategies are proposed:

Lincoln Policy Area: to develop fully the strengthening of the regional role of the City of Lincoln.

Northern Sub-area: to provide a clear vision for the regeneration of the sub-area following the decline of the coal mining industry.

Three Cities Sub-area: to propose ways of developing relationships between Derby, Leicester and Nottingham to create more sustainable patterns of development and movement, and to promote economic competitiveness.

In addition, Northamptonshire is included in the Milton Keynes and South Midlands Sub-Regional Spatial Strategy (MKSM), which proposes new growth and sustainable patterns of development in several locations in Northamptonshire as well as in areas outside the region, around Milton Keynes and in Bedfordshire. This has been subject to a separate consultation exercise and a Public Examination, which took place 23 March–29 April 2004.

3. Topic Based Priorities

This is split into 5 main topic areas:

Housing: Apart from Northamptonshire, which has been reviewed as part of the MKSM Spatial Strategy, housing provision remains unchanged from RPG8 issued in 2002. Targets for affordable housing and development on brownfield land remain unchanged.

Economy and Regeneration: Based on the revised Regional Economic Strategy produced by the East Midlands Development Agency (emda), this also includes new policies on employment land and town centres which have been informed by regional studies jointly funded with Government.

Natural and Cultural Resources: Based on the Regional Environment Strategy produced by the Regional Assembly, this includes new targets for biodiversity, waste reduction and management, renewable energy and energy efficiency. A new approach to managing flood risk has also been developed.

Regional Transport Strategy (RTS): Contains policies and proposals to help deliver the Spatial Strategy, and contribute to other RSS 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 a number of Multi-Modal and Road Based Studies, as well as the Regional State of Freight Study.

Monitoring and Review: Outlines initial priorities for the next RSS review, and a revised list of Core Indicators.
1. Background

1.1 Introduction
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 RSS, the whole of the Peak District National Park, which includes areas outside Derbyshire, is treated as part of the East Midlands Region.

Under the provisions of the Planning and Compulsory Purchase Act 2004, this document comprises Regional Spatial Strategy for the East Midlands (RSS8) for the period to 2021.

Following public consultation of the draft Revised RPG8 in April–July 2003, a Public Examination held before an independent Panel in November–December 2003, the public consultation on the Milton Keynes and South Midlands Sub-Regional Strategy and separate Public Examination held in March–April 2004, and subsequent further consultation on proposed changes on both documents, this RSS incorporates all changes duly considered and accepted by the First Secretary of State.

1.2 The Role of RSS
1.2.1 The main role of RSS is to provide a strategy within which local authorities' planning documents and local transport plans can be prepared. It may also be material to decisions on individual planning applications and appeals. However, the RSS does not provide a checklist of everything that should be in a development plan or local development framework and cross refers to, rather than repeats, national policy guidance where there is little to add at the regional level. Nor does RSS descend into site specific issues or a level of detail more appropriate to development plans.

1.2.2 Instead, the RSS provides a broad development strategy for the East Midlands up to 2021. 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.

1.2.3 This RSS outlines 56 regional policies and is structured into a Core Strategy, a Spatial Strategy and a series of Topic Based Priorities. All of the policies are inherently linked and as a result any individual policy should be viewed in consideration with other policies that make up the RSS.

1.3 The Role of the East Midlands Integrated Regional Strategy (IRS)
1.3.1 Government guidance recommends regional strategies such as the RSS 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

1.3.2 The RSS primarily supports the spatial theme of the IRS (which includes transport), and the RES, the economic theme. EMRA is leading the development of the environmental and social themes, including health and social exclusion. All elements of the IRS policy framework have been used to inform the development of the RSS. Further details are contained in Section 2.2.

1.4 East Midlands Overview

Key Characteristics
1.4.1 The East Midlands is a large and diverse region. With a population of around 4.2 million, it has a distinctive polycentric settlement structure, based on the three major national cities of Nottingham, Derby and Leicester and the regional centres of Lincoln and Northampton. Just under 40% of the population live in towns and villages of less than 10,000, which also makes the East Midlands one of the more rural regions in England. The region is also characterised by a wide range of contrasting environmental social and economic conditions. This diversity can be best illustrated by dividing the East Midlands into five sub-areas:

- **Eastern Sub-area**: comprising Lincolnshire, Rutland and the eastern parts of Nottinghamshire and Leicestershire.
- **Northern Sub-area**: comprising the former coalfield areas of north Derbyshire and north Nottinghamshire.
- **Peak Sub-area**: comprising the National Park together with the surrounding areas of the Peak District.
- **Southern Sub-area**: comprising Northamptonshire and the most southerly parts of Leicestershire.
Diagram 1: Inter-Regional Linkages

### NORTH WEST
- Functional/labour market links between north-west Derbyshire and the Manchester Conurbation
- Impact of the Manchester Conurbation housing market on north-west Derbyshire
- Role of Manchester Airport for the north-western part of the East Midlands Region
- Role of Peak National Park in relation to recreation needs of the Manchester Conurbation
- Role of Peak National Park in relation to transport routes between Yorkshire & The Humber and the North-West Regions (A628 Corridor)

### YORKSHIRE & THE HUMBER
- Important strategic transport links along M1, Derby/Nottingham–Sheffield/Leeds Main Line and A1, East Coast Main Line and Trent navigation
- Role of the new Airport near Doncaster
- Functional/labour market links between north-east Derbyshire/north Nottinghamshire and Sheffield/Rotherham, Grimsby/Cleethorpes and north Lincolnshire
- Role of Peak National Park in relation to recreation needs of South Yorkshire and West Yorkshire Conurbations
- Role of ports of Grimsby and Immingham, particularly in relation to the Lincolnshire food industry

### WEST MIDLANDS
- Important strategic transport links along M6/M45, West Coast and London–Birmingham Main Lines, West Midlands–Felixstowe Route, M42/A42/A38, M69/A50 and Derby/Nottingham–Birmingham Main Line
- Inter-relationship between roles of Nottingham East Midlands and Birmingham Airports
- Pressures for logistics sites in M1/M6 and A50 corridors
- Increasing motor industry linkages Toyota–West Midlands
- National Forest as a key cross-boundary project
- Functional/labour market links between Daventry and Rugby/Coventry plus Hinckley and Nuneaton/Bedworth /Coventry, and south Derbyshire and Burton/Tamworth/Birmingham
- Role of Peak National Park in relation to recreation needs of the Potteries and West Midlands Conurbations

### SOUTH EAST
- Important strategic transport links along West Coast Main Line, Midland Main Line, East Coast Main Line, M1 and A43
- Economic linkages (motorsport and high-tech engineering) between the Northamptonshire and Oxfordshire
- Functional/labour market linkages with Milton Keynes and Banbury close to the Regional boundary
- Role of Milton Keynes in accommodating future growth, as part of the Sustainable Communities Plan Growth Area Strategy
- Impact of South East housing market on Northamptonshire and South Lincolnshire
- Links to Heathrow and Gatwick Airports

### EAST MIDLANDS
- Important strategic transport links along Midland Main Line, East Coast Main Line, M1 and A14
- A44 provides an East/West Trans-European Transport Network Route and access to the East Coast Ports of Felixstowe and Harwich
- Role of Felixstowe–Nuneaton Route in accommodating rail freight
- Links to Luton and Stansted Airports
- Functional/labour market linkages with Peterborough close to the Regional boundary
- Role of Peterborough, Bedford and Luton in accommodating future growth, as part of the Sustainable Communities Plan Growth Area Strategy
- The Wash as a shared environmental asset and World Heritage Site
- Shared issues of flood risk management with East Anglia
- Shared importance of horticulture and the food industry
Three Cities Sub-area: comprising Derby, Leicester and Nottingham and surrounding areas, including Loughborough.

1.4.2 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 are areas of serious economic disadvantage in the East Midlands, most notably 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.

1.4.3 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 term decline in biodiversity is a cause of particular concern. The effects of climate change, particularly in terms of flood risk, will also have to be better understood and addressed.

1.4.4 As in other regions, pressure is growing on transport infrastructure as travel demand increases. 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. Nottingham East Midlands Airport is also a key national and regional asset but has significant environmental impacts that need to be sensitively managed.

**Inter-Regional Linkages**

1.4.5 Another key feature of the East Midlands is the fact that it is strongly influenced by the proximity of major urban centres in adjacent regions. Most notably, the conurbations of the West Midlands, around Manchester and Sheffield, and to the south, the smaller, but expanding, cities of Milton Keynes and Peterborough. Some of the key inter-regional linkages affecting the East Midlands are outlined in Diagram 1.

**International Linkages**

1.4.6 The East Midlands has no direct international borders but has a number of key international linkages. Most notable are those provided by Nottingham East Midlands Airport, the Eastern ports such as Boston (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. 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. The East Midlands is eligible to participate in two Interreg Programmes, the North Sea Region and North West Europe. The East Midlands in a European context is illustrated in Diagram 2.
Diagram 2: European Context

- East Midlands
- EU Interreg Programmes
- North-West Europe Area
- North Sea Area
2. Core Strategy

2.1 Policy Context

2.1.1 The policy context for the Guidance is set at a number of different levels.

**The European Policy Context**

2.1.2 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**

2.1.3 The UK Government set out four aims for sustainable development in its 1999 strategy. These are:

- social progress which recognises the needs of everyone;
- effective protection of the environment;
- prudent use of natural resources; and
- maintenance of high and stable levels of economic growth and employment.

**The Regional Policy Context**

2.1.4 At the regional level, this Guidance has been developed within the overall vision set by the East Midlands Regional Assembly’s Integrated Regional Strategy (IRS):

- The East Midlands will be recognised as a region with a high quality of life and sustainable communities that thrive 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.

  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.

2.2 The Objectives of the IRS

2.2.1 The IRS objectives cover the social, economic, environmental and spatial themes of sustainable development. The revised 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.

2.2.2 IRS Objectives have been used as the basis for the sustainability appraisal process which was used to inform the development of the RSS.

2.2.3 In developing and implementing this RSS, it is important to have regard to all the objectives of the IRS and to the other regional strategies which contribute to it.
2.3 Objectives for Regional Planning Guidance

2.3.1 To translate this policy context into a focused strategy the 10 objectives in Policy 1 will guide spatial development in the region.

Policy 1

Regional Core Objectives

Development Plans, Local Development Frameworks, Local Transport Plans and Economic Development Strategies will seek:

1. to address social exclusion, through the regeneration of disadvantaged areas and reducing regional inequalities in the distribution of employment, housing, health and other community facilities;
2. to protect and where possible enhance the quality of the environment in urban and rural areas so as to make them safe and attractive places to live and work;
3. to improve the health of the region's residents, for example through improved air quality, the availability of good quality well designed housing and access to leisure and recreation facilities;
4. to promote and improve economic prosperity, employment opportunities and regional competitiveness;
5. to improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport;
6. to achieve effective protection of the environment by avoiding significant harm and securing adequate mitigation where appropriate, and to promote the conservation, enhancement, sensitive use and management of the region's natural and cultural assets;
7. to bring about a step change increase in the level of the region's biodiversity, by managing and developing habitats to secure gains wherever possible, and ensuring no net loss of priority habitats and species;
8. to promote the prudent use of resources, in particular through patterns of development and transport that make efficient and effective use of existing infrastructure, optimise waste minimisation, reduce overall energy use and maximise the role of renewable energy generation;
9. to take action to reduce the scale and impact of future climate change, in particular the risk of damage to life and property from flooding, especially through the location and design of new development; and
10. to promote good design in development so as to achieve high environmental standards and optimum social benefits.
3. Spatial Strategy

3.1 A Sequential Approach to Development Form

3.1.1 Underpinning the RSS and at the heart of the Strategy is the Sequential Approach to Development Form. Policies 2 and 3 therefore set out an overarching framework for the location of future development in the region.

3.1.2 Policy 2 refers to a sequential approach to selecting land for development in recognition of the need to make the best use of land and optimise the development of suitable previously used land and buildings in urban areas. Policy 3 refers to the sustainability criteria which should be used in applying the approach and assessing site suitability. It will not always be possible to find suitable sites in urban areas. Suitable sites elsewhere may therefore need to be found which satisfy Policy 3 for some uses. Account should also be taken of the need for development of an appropriate scale and character to meet the local needs of rural communities.

3.1.3 It is also essential that regional and local distinctiveness is taken into account in development plans. One way of achieving this will be to make use of the Quality of Life Capital Approach (2001) promoted by the Environment Agency, English Heritage, English Nature and the Countryside Agency. This offers a way of comparing possible sites for development, taking into account natural, social, cultural and economic assets.

Policy 2

Locational Priorities for Development

In order to meet the objectives set out in Policy 1 and ensure the most sustainable mix of locations within, adjoining and outside of urban areas, a sequential approach to the selection of land for development should be adopted in Development Plans and Local Development Frameworks in accordance with the following priority order:

a) suitable previously developed sites and buildings within urban areas that are or will be well served by public transport;

b) other suitable locations within urban areas not identified as land to be protected for amenity purposes;

c) suitable sites in locations adjoining urban areas, which are or will be well served by public transport, particularly where this involves the use of previously developed land; and

d) suitable sites in locations outside of (that is not adjoining) urban areas, which are or will be well served by public transport, particularly where this involves the use of previously developed land.

Policy 3

Sustainability Criteria

In order to assess the suitability of land for development, in accordance with Policy 2 above, the nature of the development and its locational requirements will need to be taken into account along with all of the following criteria:

- the availability and location of previously developed land and vacant or under-used buildings;

- the accessibility of development sites by non-car modes and the potential to improve such accessibility to town centres, employment, shops and services;

- the capacity of existing infrastructure, including the highway network, public transport, utilities and social infrastructure (such as schools and hospitals) to absorb further development;

- physical constraints on the development of land, including, for example, the level of contamination, stability and flood risk;

- the impact that the development of sites will have on the region’s natural resources, environmental and cultural assets and the health of local people;

- the likelihood that the site can be viably developed, taking into account the availability of resources (both public and private); and

- the suitability of sites for mixed use development and the contribution that development might make to strengthening local communities.

3.2 Promoting Better Design

3.2.1 The East Midlands will see a substantial amount of new development over the lifetime of this RSS, particularly in areas identified for growth or regeneration. In the recent past there have been some outstanding examples of new development in the region, such as the National Space Centre in Leicester, the re-development and refurbishment of the former Lace Market area in Nottingham, and the new Agricultural Centre in Bakewell, Derbyshire. 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, if the IRS’s vision of sustainable development is to be achieved.
Policy 4

Promoting Better Design
Local Authorities, regional bodies, utility providers and developers should work together to ensure standards of design and construction are constantly improved. This should be achieved by promoting:

- the use of design led approaches which take account of local natural and historic character, for example landscape character assessments, urban design frameworks, town and village design statements, local concept statements, countryside design summaries, and masterplanning exercises;
- design and construction that minimises energy use, improves water efficiency, reduces waste and pollution, incorporates renewable energy technologies and sustainably sourced materials wherever possible, and considers building orientation at the start of the design process;
- architectural design which is functional, yet which respects local natural and built character;
- increased densities for new housing in line with national guidance;
- 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, supports community safety and vitality, and benefits the quality of life of local people; and
- approaches to design, layout and construction which takes account of, and where appropriate provide for increases in biodiversity.

3.3 Regional Priorities for Urban Communities

3.3.1 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.

3.3.2 The Government's Urban White Paper (2000) and emda's Urban Action Plan (2000) 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 facilities 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.

3.3.3 emda has carried out masterplanning exercises in a number of urban areas, including parts of Leicester, Nottingham and Grantham. Further work is planned in other parts of the region under the Smaller Urban Areas Programme. Urban Regeneration Companies will assist in delivering regeneration in parts of the region.

Policy 5

Concentrating Development in Urban Areas
Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should:

a) locate significant levels of new development in the region’s five Principal Urban Areas (PUAs) and take into consideration the roles of settlements closely related to the PUAs; the five PUAs are the built up areas centred on Derby, Leicester, Lincoln, Northampton and Nottingham;

b) locate significant levels of new development in the three growth towns of Corby, Kettering and Wellingborough;

c) locate appropriate development though of a lesser scale in the Sub-Regional Centres (SRCs) in the:

- Eastern Sub-area: Boston, Grantham Melton Mowbray and Newark;
- Northern Sub-area: Chesterfield, Mansfield and Worksop;
- Southern Sub-area: Market Harborough and Daventry;
- Three Cities Sub-area: Coalville, Hinckley and Loughborough;
Principal Urban Areas (PUAs)

3.3.4 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 city, town 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 and other facilities including public open space.

3.3.5 Policy Areas will need to be delineated, particularly around the PUAs, taking into account an analysis of investigations such as urban capacity studies, employment needs analysis and environmental assessments. This should be done by agreement by the local authorities that cover the Policy Areas. In addition in some cases joint Local Development Framework (LDF) Action Plans should be pursued in order to ensure consistent policies and co-ordinated development proposals at the local level. These LDF Action Plans will also need to take into account the provisions of any relevant Sub-Regional Strategies that may be drawn up as part of the RSS.

3.3.6 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 by rail and air should also be strengthened.

Growth Towns

3.3.7 Corby, Kettering and Wellingborough were identified as growth towns in the Milton Keynes and South Midlands Sub-Regional Strategy (MKSMSRS) and subsequently confirmed by the independent Panel following a Public Examination held in March–April 2004. This means that in line with the principles of sustainable communities set out in the Government’s Sustainable Communities Plan (ODPM, 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 on the Growth Area strategy is included in Section 6.

Sub-Regional Centres (SRCs)

3.3.8 The proposed new growth and essential new infrastructure in the three towns will be co-ordinated through jointly prepared Local Development Documents which will also involve the adjoining district of East Northamptonshire. These 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.

Regional Priorities for Rural Communities

3.4.1 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, it contains a large rural component. These 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.

3.4.2 The importance of rural areas has been recognised both by the European Commission's approval of the England Rural Development Programme (ERDP, October 2000) and by the Government's Rural White Paper (November 2000) and Rural Strategy (2004). These underpin the implementation of the Government's New Direction for Agriculture by helping farmers and foresters to diversify their activities and respond better to consumer requirements, and becoming more competitive and environmentally responsible. These objectives are further developed by the Government’s Strategy for Sustainable Farming and Food (2002), which includes an East Midlands Regional Delivery Plan (October 2003).

3.4.3 In order to promote sustainable development in rural areas, strategies to meet local housing needs, diversify incomes, add value to rural produce, improve skills and broaden the economy will need to be implemented. At the same time the quality of the environment must be protected and enhanced. The Countryside Agency’s annual State of the Countryside Report gives an overview of the condition of the Rural East Midlands, and can be used to help monitor progress.

3.4.4 Market towns play a key role in the region’s rural areas, serving as centres for shopping, employment and service delivery. The future vitality of many rural areas will depend increasingly upon market towns. It is therefore crucial that the economic and service base of these settlements is consolidated and where appropriate enhanced. The joint emda/Countryside Agency Market Towns initiative can assist this process.

3.4.5 In rural areas outside market towns it will be essential to seek ways of sustaining village communities and to reverse the decline in services available to the rural population. The Countryside Agency’s Parish Plans initiative offers a useful mechanism by which this agenda can be taken forward at a local level. The problems faced by isolated and peripheral rural areas will be a particular focus of attention. Information and communications technology (ICT) is likely to have a valuable role in extending services and opportunities to rural areas.

3.4.6 Finally, emda’s Rural Action Plan (2000), proposes a range of measures to ensure that rural areas create prosperity and share in the benefits of economic growth. The Action Plan will be kept under review with the assistance of the East Midlands Rural Affairs Forum (EMRAF).

Policy 6

Regional Priorities for Development in Rural Areas

Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should ensure that new development maintains the distinctive character and vitality of rural communities, strengthens rural enterprise and linkages between settlements and their hinterlands, helps to shorten journeys and facilitates access to jobs and services by:

- encouraging the provision of public transport and opportunities for the use of other non-car modes of travel;
- providing for housing and a range of services in market towns to serve a wider hinterland;
- providing for employment development to strengthen the vitality and viability of market towns;
- identifying other settlements, or groups of settlements, which are accessible to the rural population, as the preferred location outside of market towns, for local needs housing including affordable housing and the provision and retention of most other services;
- encouraging development opportunities related to the rural economy, including farm based enterprises and the appropriately scaled growth of new and existing rural businesses; and
- securing improvements in transport and communications infrastructure where it can be demonstrated that poor linkages have led to disadvantage compared to the rest of the region.

3.5 Sub-area Priorities

3.5.1 The following section provides a sub-area policy framework for the rest of the RSS. 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.

Sub-area Boundaries

3.5.2 The boundaries of the sub-areas are consistent with those in RPG8 issued in 2002. However where Sub-Regional Spatial Strategies (SRSs) are considered appropriate it will also be necessary to re-examine the validity of the sub-area boundaries, taking into account the need to assess development needs, to consider particular local circumstances, and to establish a consistent means of monitoring targets and outcomes. It should be noted that when drawing up SRSs it will not always be necessary to extend the area covered by the strategy over the whole sub-area. A full review of sub-area boundaries...
will be done as part of the next review of this RSS, which will be undertaken under the principles outlined in the Government’s Planning Policy Statement 11 (PPS 11).

Eastern Sub-area Priorities

3.5.3 This sub-area comprises the eastern third of the region 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, Nottingham and Leicester to the west 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 recent establishment in the city of the University of Lincoln has started this process, and will also benefit the sub-area as a whole. As a result, it is proposed to develop a sub-regional spatial strategy for the Lincoln Policy Area as part of the next RSS review.

3.5.4 Boston, Grantham, Melton Mowbray and Newark have sub-regional roles which can complement the larger centres above, although each requires consolidation or strengthening. Gainsborough, Mablethorpe and Skegness have some sub-regional functions, and in the case of Gainsborough, significant amounts of brownfield land. However these settlements also contain concentrated areas of deprivation, which should continue to be addressed by regeneration initiatives as a priority.

3.5.5 The medium sized market towns such as Retford, Oakham, Louth and Spalding are in many respects the backbone of the sub-area's traditional settlement structure, serving the needs of their own communities and their often large rural hinterlands. Each has characteristics unique to them, but together they have similar needs and opportunities. There needs to be a determined effort to consolidate these towns as the sub-area's secondary employment and service centres.

3.5.6 The smaller market towns such as Market Rasen, Uppingham and Spilsby were traditionally the focus for local trade and services, but now largely cater for day to day needs although this can still include a large rural hinterland. These towns have suffered most from the concentration of functions into larger centres. They have consequently lost much of their vitality and viability. The survival and future prosperity of these small towns is essential for the continued vitality of the sub-area.

3.5.7 Within the rural hinterlands there should continue to be access to services, probably through more innovative methods than have been seen in the past. Economic activity should be safeguarded through village based employment. The implications of reform of the Common Agricultural Policy (CAP) will need to be managed in such a way that the predominantly agricultural background and history of many villages is retained.

3.5.8 The north-western edge of the sub-area has important strategic linkages to the adjoining Northern Sub-area. In particular, parts of eastern Bassettlaw and Newark and Sherwood districts have been significantly affected by colliery closures and the contraction in mining related industries, including coal fired power stations. The hinterlands of Newark and Retford also extend into the Northern Sub-area and it is important that these linkages be recognised in the development of any regeneration strategies for the sub-area. The north of the sub-area also has strong links with the Yorkshire & the Humber Region and the future influence of the new airport near Doncaster should be explored.

3.5.9 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.

3.5.10 Large parts of the sub-area are within the indicative flood plain as defined by the Environment Agency, mainly in relation to fluvial flooding. PPG 25 and PPG 3 give general guidance on how flood risk issues should influence the location of new development. Further guidance from a regional perspective is offered under section 4.3: Regional Priorities for Natural and Cultural Resources.
Policy 7

Development in the Eastern Sub-Area
a) In the Eastern Sub-area Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should include policies to achieve the:

- significant strengthening of the regional role of Lincoln as one of the region’s five Principal Urban Areas;
- consolidation and where appropriate strengthening of the Sub-Regional Centres of Boston, Grantham, Melton Mowbray and Newark;
- regeneration of the towns of Gainsborough, Mablethorpe and Skegness;
- maintenance and enhancement of the roles of small and medium sized market towns as locally significant service and employment centres through the protection of existing retail and community facilities, and support for sustainably located new housing and local employment generating development;
- the strengthening of the role of the food production and distribution industry by the creation of cluster-related developments;
- continued promotion of tourism in historic settlements, including Lincoln and Stamford, and the consolidation and diversification of the holiday industry at existing coastal settlements, particularly Skegness and Mablethorpe;
- the promotion of sustainable patterns of development in those parts of the sub-area bordering major urban areas in other regions, in particular Peterborough;
- the protection of the landscape and natural beauty of the Lincolnshire Wolds AONB; and
- the protection and enhancement of the natural and historic environment of the coastal margin including the Wash, and Rutland Water.

Lincoln Policy Area
b) To develop fully the strengthening of the regional role of the Lincoln Policy Area the Regional Planning Body, working with adjacent local authorities, emda and other interested bodies, should develop a Sub-Regional Spatial Strategy as part of the next RSS Review; the Strategy should contain long term policies and proposals that will promote:

- 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.

Policy 8

Overcoming Peripherality in the Eastern Sub-area
Peripherality and lack of accessibility in the central and eastern part 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

3.5.12 The Northern Sub-area has been subject to major industrial structural change as a result of the decline of the coal industry. This has led to the loss of some 55,000 jobs since 1981, and a legacy of environmental degradation. As a result, 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.

3.5.13 The sub-area is characterised by a number of large and medium sized towns which function as centres for smaller previously mining-dependent communities. It has a wide range of natural and cultural assets, many of which reflect its rural character as well as its economic and industrial heritage. Examples include the Sherwood Forest area, Creswell Crags, the Derwent Valley Mills World Heritage Site, the historic settings of Bolsover Castle...
3.5.14 Mansfield, Chesterfield and Worksop act as Sub-Regional Centres. Medium sized towns include Shirebrook, Bolsover, Sutton-in-Ashfield and Alfreton; smaller towns include Kirkby-in-Ashfield. 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. The Sub-Regional Centres and medium sized towns continue to be the focus for shopping and service provision. 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. However, these settlements are well placed to offer good opportunities for development associated with the new Airport near Doncaster. 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.

3.5.15 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, Shirebrook, and Bolsover, which provide greater opportunities for sustainable development. However, greenfield sites promoted in this way will require robust justification in accordance with Policies 2 and 3. 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.

3.5.16 In view of the degradation of the sub-area 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) jointly commissioned by the EMRLGA and a range of local agencies with Government support gives a comprehensive picture of the key environmental constraints and opportunities in the sub-area. It 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.

3.5.17 The conclusions of the Coalfields Task Force (June 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. A new road, the Mansfield–Ashfield Regeneration Route, is now completed. Local road access to the Markham Employment Growth Zone has also been completed and there are plans to develop rail freight access.

3.5.18 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. A longer term strategy is required which can set a clear vision for the future for the sub-area, and help to manage the necessary change. As a result, it is proposed to develop a Sub-Regional Spatial Strategy for the sub-area as part of the next RSS review.

### Policy 9

**Regeneration of the Northern Sub-Area**

The economic, social and environmental regeneration of the Northern Sub-area will be a priority.

a) Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should:

- significantly strengthen the Sub-Regional Centres of Mansfield, Chesterfield and Worksop by providing new jobs, services and facilities in and around their urban areas;
• provide jobs and services in and around other settlements that are accessible to a wider area or service particular concentrations of need;
• promote environmental enhancement as a fundamental part of the regeneration of the sub-area; and
• protect and enhance the natural and cultural assets of the sub-area.

Sub-Regional Strategy
b) The Regional Planning Body, working with the relevant local authorities, emda and other interested bodies, should develop a Sub-Regional Spatial Strategy for the Northern Sub-area as part of the next RSS Review.

Peak Sub-area Priorities
3.5.19 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.

3.5.20 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 as far as landscapes and scenic beauty are concerned. 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. 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 Park also includes part of the internationally designated Derwent Valley Mills World Heritage Site. 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.

Policy 10
Spatial Priorities for Development in the Peak Sub-Area
Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies 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.

Policies should also address the social and economic needs of the Park's communities, for example, by the provision of appropriate business premises and affordable housing.

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.

3.5.21 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. The assumptions underpinning housing policy for the National Park are set out in Appendix 3. However, the restrictions on housing do not imply that compensatory general 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 11
Spatial Priorities for Development outside the Peak District National Park
Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies covering the Peak towns outside the National Park should aim to meet needs whilst reducing past levels of in-migration, discouraging additional commuting to, and supporting the regeneration of, the nearby conurbations. The emphasis will 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;

- 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 the high quality environment of the area, notably the built heritage, particularly in Buxton, Ashbourne and Wirksworth, the setting of the National Park and the areas of high landscape and nature conservation value.

3.5.22 Rural deprivation is also a problem in the area due to 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 12

Managing Tourism and Visitors in the Peak Sub-Area

Development Plans, Local Development Frameworks and the policies of local authorities, economic development, countryside and tourism agencies should seek to manage tourism and visitor pressures in accordance with the principles of sustainable development, respecting National Park purposes and priorities.

Development plans and economic development strategies covering areas adjacent to the National Park should consider whether there is potential for further tourism development that could ease pressures on the Park itself.

Southern Sub-area Priorities

3.5.23 The Southern Sub-area includes the Principal Urban Area of Northampton, the growth towns of Corby, Kettering and Wellingborough and the Sub-Regional Centres of Daventry and Market Harborough. It also contains a range of smaller towns such as Rushden, Desborough and Rothwell, as well as many smaller settlements.

3.5.24 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.

3.5.25 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 (MKSM) growth area Northampton will continue to grow and will provide for an increased level of new housing and related development. However the tightness of the town’s boundaries requires that a strategic and co-ordinated approach needs to be taken to the planning and delivery of this longer term growth. To this end an Urban Development Corporation has been established for an area which also includes parts of adjacent local planning authorities. The growth proposals will take account of the recommendations of the studies arising from the Easter 1998 floods, the capacity of the urban area to accommodate new development and the provision of new high quality public transport infrastructure.

3.5.26 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. There are a number of environmental, economic and social problems that need to be tackled for the town to achieve balanced and sustainable growth, but there is scope for widespread regeneration in Corby, including the redevelopment of the town centre.

3.5.27 Corby, together with the neighbouring towns of Kettering and Wellingborough, have been identified as part of the MKSM growth area as locations with the potential 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 the new development a Local Delivery Vehicle, involving all these local planning authorities, has been established and joint Local Development Documents should also be drawn up.

3.5.28 The importance of the northwest of the sub-area to the north of Daventry, as a strategic location and transport node of European, national and regional significance, is recognised. 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. In recognition of the unique opportunities provided by this locality, and the existence of dedicated distribution parks in the area,
3.5.30 The new growth areas originally proposed in the Government’s Sustainable Communities Plan (February 2003) have subsequently been considered through the Milton Keynes and South Midlands Sub-Regional Strategy. This Strategy, which also covers parts of Bedfordshire and Buckinghamshire, was subject to public consultation and examined before an independent panel in March–April 2004. The Panel endorsed the growth proposals for the sub-region and recommended increased levels of development. Parts A and B of the Sub-Regional Strategy (applying to Northamptonshire) are included in Section 6 and these carry full statutory status.

**Three Cities Sub-area Priorities**

3.5.31 The Three Cities Sub-area contains the three largest cities of the region – the Principal Urban Areas of Derby, Leicester and Nottingham. They are the major commercial, industrial, administrative and cultural centres of the region. 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.

3.5.32 There are a number of large and medium sized settlements in the sub-area. Some, like the Sub-Regional Centres of Loughborough, Coalville and Hinckley are relatively free standing. Others such as Eastwood/Kimberley, Hucknall 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 the Principal Urban Areas. Birmingham and Coventry influence the south west of the sub-area. There are close local functional relationships between Ashby, Swadlincote and Burton, and between Hinckley and Nuneaton.

3.5.33 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 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.

3.5.34 The reviews of structure plans in both Nottinghamshire and Derbyshire included consideration of the Nottingham–Derby Green Belt in relation to development requirements for the period 1991-2011. The reviews indicated the need for some changes to the Green Belt in Nottinghamshire, but none in Derbyshire and changes in Nottinghamshire have been pursued through local plans in the area. There has also been consideration of a small area of Green Belt in the north-west of Leicestershire, between areas of Green Belt in Nottinghamshire and Derbyshire. However issues such as these should form part of a strategic review of the Nottingham–Derby Green Belt.
3.5.35 This strategic Green Belt review will need to be undertaken in relation to development requirements up to 2026. Unlike recent reviews which have concentrated on minor boundary amendments the review should consider the general scope of the Green Belt in the light of national policy and the sequential approach to development set out in Policies 2 and 3 and undertaken in a co-ordinated manner within a common framework, covering appropriate areas in Nottinghamshire, Derbyshire and Leicestershire. The review should take account of the conclusions of *The Sustainability Assessment of the Nottingham—Derby Green Belt* (1999), undertaken by Baker Associates for the EMRLGA.

**Policy 14**

**The Nottingham-Derby Green Belt**

The principle of the Nottingham Derby Green Belt is well established and should be maintained.

A strategic review of the Nottingham-Derby Green Belt will be undertaken in relation to development requirements arising in this part of the Three Cities Sub-Area up to 2026. The review will take into account:

- the sequential approach to development outlined in Policies 2 and 3;
- the wider principles and purpose of existing Green Belt designations as set out in PPG2; and
- the case for adding land to or removing land from the Green Belt.

3.5.36 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 such as those in Leicester and Nottingham. 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.

3.5.37 The integration of transport and land-use development is particularly important within the major built-up areas in the sub-area. Policies 2 and 3 should be used to ensure that the location of development is in sustainable locations, promotes where possible the use of previously developed land, and contributes 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.

3.5.38 As well as bringing about the physical regeneration of the three cities, it is important that measures are focussed 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.

3.5.39 The Sub-area contains the region’s only international airport, Nottingham East Midlands Airport (NEMA), which is situated near Castle Donington. NEMA 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 NEMA 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.

**Policy 15**

**Development in the Three Cities Sub-Area**

Development Plans, Local Development Frameworks, Local Transport Plans and economic development strategies should support the continued regeneration of Derby, Leicester and Nottingham, and maintain and strengthen the economic, commercial and cultural roles of all three cities. This will be achieved by ensuring that provision is made:

- for a mix of housing types;
- for employment land to meet the expansion needs of indigenous manufacturing and distribution uses and to encourage new investment;
- to regenerate deprived inner urban areas and outer estates;
- to enhance the transport links and accessibility both within and between the cities; and
- for 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.

Outside Nottingham, Leicester and Derby, 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 and the surrounding countryside, and where there are good public transport linkages.

Development associated with Nottingham 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.
3.5.40 The opportunity exists to build upon the existing inter-relationships between Derby, Leicester and Nottingham, and to further develop complementary roles and services that will promote a more sustainable pattern of development. This approach is consistent with the principles underpinning the ESDP, and with the Regional Economic Strategy produced by emda.

3.5.41 The Regional Planning Body, relevant local authorities and emda are working together with Government support to scope the areas and issues where further joint working would be of collective benefit to the three cities. This work should form the basis of a full Sub-Regional Strategy for the Three Cities sub-area, which should comprise part of the next review of RSS8.

### Policy 16

**A Sub-Regional Spatial Strategy for the Three Cities Sub-area**

The Regional Planning Body, working with the relevant local authorities, emda and other interested bodies should develop a Sub Regional Spatial Strategy for the Three Cities Sub-area as part of the next RSS Review. The Strategy should contain long term policies and proposals that will promote:

- sustainable patterns of development and movement within and between the three Principal Urban Areas and other settlements within the Sub-area and beyond;
- the use of public transport for both local and inter-urban movements;
- an improvement to the quality of the environment, including the provision of semi-natural green space in urban areas;
- an improvement to the collective economic performance of the sub-area and a reduction in deprivation;
- an approach to optimising the economic benefits of Nottingham East Midlands Airport consistent with sustainable patterns of development and movement; and
- a consideration of the extent of Green Belt designations consistent with PPG2 and Policies 2 and 3
4. Topic Based Priorities

4.1 Regional Priorities for Housing

National and Regional Policy Context

4.1.1 Housing policy is a key component of the RSS. The Government’s specific objectives for housing are set out in PPG3 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.

4.1.2 In line with the Regional Assembly’s Integrated Regional Strategy and PPG3, RSS8 seeks to ensure that good quality housing is available to all within the East Midlands, and that the distribution of housing provision across the region supports the RSS Objectives in Policy 1. Particularly important in this respect will be:

- 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;
- ensuring that sufficient housing is provided which is affordable according to local circumstances;
- creating sustainable neighbourhoods by 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 on previously developed land and facilitating access by non-car modes in line with the sequential approach and sustainability criteria in Policies 2 and 3;
- reducing crime, noise and pollution thereby increasing community safety, improving health and creating an atmosphere of well being; and
- undertaking continuous monitoring of planned housing requirements against the rate of supply and factors influencing changes in need.

4.1.3 At the regional level future policies on housing are likely to be influenced by the Regional Housing Strategy which sets out strategic regional priorities and linkages between RSS policies and the Regional Economic Strategy. Policies should also take account of any issues arising from the Sustainability Appraisal related to the next full review and which will incorporate the provisions of the EU SEA Directive.

Regional Housing Provision

4.1.4 Apart from Northamptonshire the housing provision figures have not been amended as part of this review, having been comprehensively tested at the Public Examination in June 2000. The next review of RSS8 will, however, include housing provision figures down to district and unitary level. These will take into consideration the official Household Projections based on the 2001 Census which will be published in 2005. Once these new projections are available, the housing provision figures will be reconsidered, taking into account information from the annual monitoring process.

4.1.5 Apart from Northamptonshire the overall level of provision for housing is set out in the form of annual average rates for each structure plan area. These rates will provide benchmarks for the monitoring and review process, enabling adjustments to be made as required by the plan, monitor and manage approach. The annual rates of provision should apply to all development plans until such time as the figures are amended as part of a future review of the RSS. At the regional level the annual average housing provision is anticipated to be around 15,925. This should be regarded as the benchmark against which actual provision is monitored. The figure is based on the Government’s 1996 household projections up to 2021 and reflects a number of factors. A more detailed explanation of the housing provision figures, and the assumptions used, is set out in Appendix 4.

4.1.6 Revised housing provision figures for Northamptonshire have been considered through the Milton Keynes and South Midlands Sub-Regional Strategy and are included in Policy 17. These figures are averages at the county level for the 20 year period up to 2021 based on Northamptonshire Policy 1 included in Part B of the Milton Keynes and South Midlands Sub-Regional Strategy (see Section 6).

Policy 17

Regional Housing Provision

Housing provision for each structure plan area for the period 2001–2021 should be made at the following annual average rates:

<table>
<thead>
<tr>
<th>Area</th>
<th>Provision (annual average)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Derby and Derbyshire</td>
<td>2,550</td>
</tr>
<tr>
<td>Leicestershire, Leicester and Rutland</td>
<td>3,150</td>
</tr>
<tr>
<td>Lincolnshire</td>
<td>2,750</td>
</tr>
<tr>
<td>Northamptonshire*</td>
<td>4,975</td>
</tr>
<tr>
<td>Nottingham and Nottinghamshire</td>
<td>2,450</td>
</tr>
<tr>
<td>Peak District National Park</td>
<td>50 (a nominal figure of local significance only)</td>
</tr>
<tr>
<td>East Midlands Region</td>
<td>15,925</td>
</tr>
</tbody>
</table>

*Annual average figures for Northamptonshire are consistent with the detailed figures contained in the Milton Keynes and South Midlands Sub-Regional Strategy (Part B in Section 6).
Providing housing for all the Community

4.1.7 PPG3 and Circular 6/98 Planning and Affordable Housing emphasise that an adequate supply of affordable housing is important for the performance of the regional economy and to promote social inclusion. The land-use planning system plays a role in increasing the supply of affordable housing, creating a greater choice of housing types and balanced communities. The Government’s Sustainable Communities Plan (2003) and other policy statements have reaffirmed this approach through additional funding and greater partnership with employer and public and private sector landlords.

4.1.8 The indicator set out in Policy 18 is a guide to the level of affordable housing required at the regional level. This will be re-assessed when the overall housing provision figures are reviewed. The Regional Housing Strategy has also highlighted a number of key sub-area issues:

Eastern Sub-area: Pockets of rural deprivation exist across the whole Sub-area, resulting in a poor quality housing stock and localised shortages of affordable housing.

Northern Sub-area: A low demand area as a result of the closure of traditional industries. Land and property values have fallen and there is considerable scope for redevelopment.

Peak Sub-area: Pressure from tourism and the demand for second, retirement and commuter homes have increased house prices. Securing affordable housing which remains available to local people is a priority.

Southern Sub-area: In recent years this has been a high demand area due mainly to pressure from the South East. In the next few years major areas of new housing are planned in selected locations in Northampton, Corby, Kettering and Wellingborough and to a lesser extent in Daventry and other smaller towns. However there are also pockets of both rural and urban deprivation and Corby remains a key regeneration priority.

Three Cities Sub-area: Pockets of deprivation exist in inner areas and outer estates. Securing a better mix of housing to address mismatches between supply and demand is a priority.

4.1.9 Within this regional and sub-area context, the requirement for affordable housing should be addressed at the local level in the light of local housing needs surveys. Policy measures that reduce the relative long term cost of affordable housing should be supported over the longer term. Where general market housing would be inappropriate, rural exceptions policies allow small-scale affordable housing to be built in rural settlements in order to meet local needs. The Rural White Paper and PPG3 state that exceptions policies can provide a significant number of affordable homes in rural areas. There are also opportunities to meet local need through mixed use developments.

Policy 18

Regional Priorities for Affordable Housing

Development plans, 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, in order to help create inclusive communities which provide wider housing opportunity and choice.

The level of affordable housing to be provided should be justified by local housing need assessments, preferably based on housing market or journey to work areas, as well as an assessment of the viability of seeking a particular proportion of affordable housing from such developments. The appropriate indicator for monitoring whether affordable housing need across the East Midlands as a whole is being met is around 3,950 dwellings per annum.

Urban Capacity and Phasing

4.1.10 The management of the housing supply is a matter for development plans. In order to assess the scope for maximising urban capacity in line with Policies 2 and 3, local planning authorities, working with partners, should carry out urban capacity studies. PPG3 makes it clear that it is important to ensure there is a regionally consistent approach to developing these studies. Local authorities should therefore consider the guidance note published by EMRLGA in February 2002, which will assist in this respect.

4.1.11 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 underuse of housing stock in a co-ordinated and rigorous manner, for example, by identifying vacant and underused properties in urban capacity studies and putting in place empty property strategies to help bring them back into use.

4.1.12 Advice on the application of phasing as a means of managing the release of housing sites for development is available in the Good Practice Guide, Planning to Deliver published by DTLR in July 2001.
Local authorities should include detailed policies for the release of housing sites in the development plan and local development frameworks including the means of delivery of land. Sub-regional housing or labour market areas are often the most appropriate for the application of phasing mechanisms. The area-based approach contained in the EMRLGA’s guidance note on Urban Capacity Studies is suggested as a key means of implementing such work.

4.1.13 Where housing market areas cross administrative boundaries or where there may be concentrations of previously developed land in one authority and a lack of it in neighbouring authorities, co-operation and joint working will be necessary. This should ensure that the release of sites is managed to achieve a sustainable pattern of development. A number of the urban areas within the region are likely to require this approach. Elsewhere in the region, the urban capacity of areas outside the region, such as Peterborough, Milton Keynes, South Yorkshire, and Greater Manchester will also need to be considered.

Policy 19
Regional Priorities for Managing the Release of Land for Housing
Local Authorities, developers and other agencies should work jointly across administrative boundaries to ensure that the release of sites is managed to achieve a sustainable pattern of development. Priority areas for action should include the built-up areas of:

- Derby;
- Leicester;
- Lincoln;
- Northampton;
- Nottingham (including parts of eastern Derbyshire);
- Chesterfield;
- Mansfield; and
- across regional boundaries in the areas highlighted under Section 3.5.

A Regional Target for re-using Land and Buildings for Housing

4.1.15 Results from the National Land Use Database indicate that, in 2003, some 67,600 dwellings could potentially be provided from vacant land and buildings or land that may be suitable for housing. This represents 21% of the total provision required. It is recognised that there will continue to be wide variations of brownfield land available at a local level, but that there is almost always scope for improvement from past performance.

Policy 20
A Regional Target for Re-using Previously Developed Land and Buildings for Housing
Local Authorities, economic development strategies, developers and other agencies should employ policies and select sites in order to contribute to the achievement of a target of 60% of additional dwellings on previously developed land and through conversions by 2021 at the regional level.

Development Plans should put in place policies to achieve appropriate targets for higher levels of re-use of previously developed land than in the past.

4.2 Regional Priorities for the Economy and for Regeneration

National and Regional Policy Context

4.2.1 The Government set out four aims for Sustainable Development in its 1999 strategy (which is currently subject to review) including the aim to maintain high and stable levels of economic growth and employment. In order to promote sustainable economic growth and regeneration in the regions, and to contribute to sustainable development, the Government passed legislation to set up Regional Development Agencies in 1998 and the East Midlands Development Agency (emda) produced the region’s first Economic Strategy, Prosperity through People in 1999. As part of the review of this strategy, emda published The State of the Regional Economy in April 2002 which presents an overview of the region’s economic performance and outlines key issues for the future.

4.2.2 Although the East Midlands is performing relatively well compared to other UK regions, the report highlights a number of structural weaknesses which need to be overcome if the region is to prosper in the longer term. In particular:

- the East Midlands is still too dependant on a low productivity, low wage, low skill economy;
- there is a lack of knowledge intensive industries that can increase the demand for skills and raise competitiveness;
• the potential of local universities and colleges is not being fully exploited;
• lack of accessibility due to poor infrastructure and public transport is inhibiting the labour market and the movement of goods; and
• the region’s urban areas are failing to fulfil their full potential as motors of economic growth and centres for innovation, skills and investment.

4.2.3 In relation to this last point, the Report also suggests that neither Derby, Leicester or Nottingham have the critical mass required to meet these objectives alone, and proposes a co-operative approach to increasing economic performance. This is an issue which will be addressed by the Three Cities Sub-Regional Spatial Strategy proposed in Policy 16.

4.2.4 In taking forward the State of the Region report into a revised Regional Economic Strategy (RES) which will promote both regional competitiveness and sustainable communities, the following key drivers have been identified:

- Employment and Skills: to create high quality employment opportunities and drive up skill levels
- Enterprise and Innovation: to develop a strong culture of enterprise and innovation within which entrepreneurs and world class businesses can prosper
- A Climate for Investment: to improve the quality of the region’s physical infrastructure

4.2.5 These key drivers are underpinned by a commitment to improve Information and Communications Technology (ICT) in order to promote business growth and the delivery of learning.

4.2.6 To help implement the RES at the local level, emda have promoted the development of broadly based Sub-Regional Strategic Partnerships (SSPs). The first SSPs were formally designated in 2002. emda’s Economic Planning and Infrastructure Context (EPIC) study has added more detail on the key infrastructure improvements required to support economic growth in the region, and the study’s conclusions are also reflected in the Regional Transport Strategy. In addition, emda’s Environmental Economy Report (2002) identifies the significant contribution this sector already makes to regional GDP, and highlights opportunities to support further growth.

Regional Priority Areas for Regeneration

4.2.7 Economic, social and environmental regeneration is a key priority for both RSS and the RES. There are several European and national funding programmes that can assist implementation of regeneration initiatives in the East Midlands. In addition, regeneration priorities should be compatible with RES objectives and the Spatial Strategy outlined in Section 3.

Policy 21

Regional Priority Areas for Regeneration

Development Plans, Local Development Frameworks, Local Transport Plans and the strategies of Sub-Regional Strategic Partnerships should include proposals to assist the regeneration of areas of the 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;
- peripheral and isolated rural and coastal areas such as the EU Objective 2 areas of north Derbyshire and north Lincolnshire and including the towns of Gainsborough, Mablethorpe and Skegness; and
- other settlements which display high levels of deprivation including Corby which is designated as a growth town in Policy 5.

Regional Priorities for Employment Land

4.2.8 Following the Secretary of State’s recommendation based on the Panel Report into the last Draft RPG8, EMRLGA and emda commissioned the Quality of Employment Land Supply Study (QUELS) with Government support. QUELS undertook a comprehensive analysis of the current supply of employment land against a strategic long term market assessment and established regional policy objectives. A subsequent report, the Regional Employment Land Priority Study (RELPS), analysed more specific employment needs and the conclusions of both studies have been used to inform the development of both the RSS and the RES.

4.2.9 At the general level QUELS found that there would be a significant decline in demand for industrial floorspace, and a significant increase in demand for office floorspace over the next 10-15 years. Because office jobs occupy space at far higher densities and are often in sectors such as retail, education and health, the demand for additional employment land (B1, B2, B8) is estimated to grow at less than 3 hectares per annum region-wide. However this broadly static 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. There is also a need for sites to be brought forward in response to the strategic priorities identified in RELPS and to provide suitable accommodation for the growth of local undertakings.

4.2.10 Local planning authorities should take into account the findings of QUELS and RELPS when drawing up policies for their development plans and local development frameworks. In addition they need to consider whether sites which may currently be allocated for employment uses are likely to become surplus to current requirements. In such cases planning authorities should consider what other uses might be appropriate on such sites. PPG3 (particularly the recently amended paragraph 42/42a) provides further guidance on this issue.

4.2.11 The QUELS and RELPS highlighted some significant sub-area variations, some of which are outlined below.

**Eastern Sub-area**
There is a limited supply of office space, which is probably adequate in the short term provided that existing allocations in Lincoln are developed. 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. Although there is an extensive supply of allocated industrial land, much is of poor quality and around 25% could be de-allocated without market detriment. However selective public investment will be required to ensure an adequate supply of good quality land in the future.

**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. There has also been evidence that pressure for storage and distribution sites has begun to restrict 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.

**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 storage and distribution industry is starting to restrict other uses.

**Major Employment Sites**
4.2.12. QUELS also considered the case for further designations of single user sites of 25 hectares or more. The study concluded that Major Investment Sites (MISs) were not the best way of securing footloose inward investment because there are few such projects and their requirements are difficult to predict. MIS designations would therefore represent an inefficient use of a potentially valuable asset.

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**Policy 22**

**Regional Priorities for Employment Land**
Local Authorities and Sub-Regional Strategic Partnerships should work together to:

- ensure that, by the allocation and de-allocation of employment land (B1, B2, B8) through the development plan and spatial planning process and through selective public investment, there is an adequate supply of good quality land for office and industrial uses available for development in sustainable locations;
- bring forward good quality allocated employment sites to meet the specific requirements of potential investors;
- review employment land allocations in their areas to ensure that they are relevant to current and likely future requirements, and that surplus employment land is considered for beneficial alternative use; and
- monitor gains and losses in the overall supply of good quality office and industrial sites and assess the floorspace capacity of allocated sites.

**Regional Priorities for Town Centres and Retail Development**
4.2.13 National guidance on retail and the roles of town centres is contained in PPG6 (shortly to be replaced by PPS6). The main aim of PPG 6 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. Regional priorities have been informed by the Regional Town Centres Study (February 2003), jointly commissioned by the EMRLGA and emda with Government support. The study undertook a comprehensive quantitative and qualitative analysis of retail floorspace and leisure facilities, which also took into account known future developments.

4.2.14 At the general level, the Regional Town Centres Study found 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. The Study emphasises the importance of design led initiatives and town centre strategies in helping 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.

4.2.15 The following conclusions were drawn about each of the region’s sub-areas:

**Eastern Sub-area**
Lincoln has a strong sub-regional and rural support role. Priorities for support include Grantham, Newark and Boston. Given their proximity to each other, Grantham and Newark 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. Priorities for support include Mansfield, Chesterfield and Worksop.

**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 mainly outside the National Park

**Southern Sub-area**
Northampton has strong potential for major investment. Priorities for support include the growth towns of Corby, Kettering and Wellingborough.

**Three Cities Sub-area**
Nottingham, Derby and Leicester are the largest centres and should be encouraged to develop their pre-eminent roles for the region. Priorities for support include Loughborough and Hinckley.

**Policy 23**

**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 Market 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.

Development Plans and future Local Development Frameworks, should include policies and proposals to:

- bring forward retail and leisure development opportunities within town centres to meet identified need;
- prevent the development of additional regional scale out-of-town retail and leisure floorspace; and
- monitor changes in retail floorspace on a regular basis.

**Regional Priorities for the Rural Economy**

4.2.16 Agriculture and Forestry are the dominant uses within the East Midlands, and are still major employers. Despite long term decline, these sectors employ around 3.2% of the total workforce, a figure that increases to around 6% in the more rural parts of the region such as Lincolnshire.

4.2.17 The rural economy of the East Midlands is as varied as the region itself. At one end of the economic spectrum are the sheep and cattle farmers of upland Derbyshire, at the other the high output horticulture on the fens of Southern Lincolnshire, which is a key element of the region’s important food sector cluster. However, wages in agriculture are generally very low, and farm incomes have suffered in recent years due to the impact of world competition and the recent foot and mouth outbreak. 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.

**Policy 24**

**Regional Priorities for Rural Diversification**

Local Authorities and Sub-Regional Strategic Partnerships 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.

Particular consideration should be given to:

- those areas that fall within the EU Objective 2 areas of north Lincolnshire and north Derbyshire; and
- those areas that fall within Rural Action Areas identified by SSPs.

**Regional Priorities for Tourism**

4.2.18 National Advice on Tourism is contained in PPG 21. Priorities for the East Midlands are contained in the East Midlands Tourism Action Plan (2002-2005) produced by emda. emda has also published a full Regional Tourism Strategy (Destination East Midlands) which runs to 2010.

4.2.19 Tourism is a growth industry and key driver for the regional economy. In 2001, it was worth approximately £4.843 billion to the East Midlands, contributing 3.5% of the region’s GDP. There are about 30,000 tourism businesses in the region, employing around 200,000 people. The East Midlands has two internationally recognised attractions: Robin Hood/Sherwood Forest, and the Peak District National Park. In addition, there is the recently designated Derwent Valley Mills World Heritage Site. Strong regional attractions include Skegness/Mablethorpe, and the National Forest. 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 motor sport, test cricket, rowing and the Buxton Opera Festival.

4.2.20 However, 90% of domestic tourists to the region are day visitors spending on average only £10 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.

**Policy 25**

**Regional Priorities for Tourism**

Development Plans, future Local Development Frameworks, tourism strategies and Sub-Regional Strategic Partnerships should seek to identify areas of potential for tourism growth which maximise economic benefit whilst minimising adverse impact on the environment and local amenity. Measures should include:

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

**Regional Priorities for ICT Development**

4.2.21 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. However, private sector investment in broadband infrastructure has so far focussed on the major centres of population in the west of the region. Even here take up by businesses has often been low.

4.2.22 emda published A Strategic Framework for Developing ICT in the East Midlands in 2002, and set up the East Midlands Innovation and Technology (EMIT) partnership to co-ordinate ICT development across the region. The development of over 160 local Access Centres is helping to spread understanding of the benefits of ICT. Lincolnshire County Council is leading a major broadband initiative to address service provision and demand stimulation in rural Lincolnshire, with support from the EU Objective 2 Programme.
Policy 26

Regional Priorities for ICT
Local Authorities and Sub-Regional Strategic Partnerships should work with the private sector and regional bodies to:
• improve the regional coverage of broadband infrastructure, particularly in rural and peripheral areas;
• progressively improve the level of service from existing broadband infrastructure; and
• promote the take up and use of ICT by businesses, and the public and voluntary sectors.

4.3 Regional Priorities for Natural and Cultural Resources

National and Regional Policy Context
4.3.1 National policy on Sustainable Development includes two objectives with specific reference to the environment:
• Effective protection of the environment.
• Prudent use of natural resources.

4.3.2 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 Countryside and Rights of Way (CROW) Act 2000 gives additional responsibilities to local authorities for nature conservation, as well as new rights of public access in open countryside.

4.3.3 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. The presence of best and most versatile agricultural land should be taken into account alongside other sustainability considerations. Where significant development of agricultural land is unavoidable then poorer quality land should be used in preference to that of higher quality, except where this would be inconsistent with other sustainability considerations.

4.3.4 The regional context is set by the Regional Assembly’s Environment Strategy. The Strategy provides a framework for environmental policy development, and highlights that the East Midlands environment is characterised by diversity. However, there are a number of key challenges facing the region as a whole:
• 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 need to be proportionally greater than in other regions. The significantly 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 are safeguarded from fluvial and coastal flooding by drainage and flood defences.
• 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.

4.3.5 The RSS also considers issues arising from other regional strategies within the IRS framework, including those which are currently under preparation. In particular:
• The Regional Waste Management Strategy being developed by the Regional Technical Advisory Body on waste (RTAB).
• The Regional Energy Strategy which is being led by the Regional Assembly’s Energy Task Group.

4.3.6 The cultural assets of the region include listed buildings, conservation areas, historic parks and gardens, registered battlefields, Scheduled Ancient Monuments and archaeological sites of international, regional or local importance, further details of which are contained in the annual English Heritage publication Heritage Counts: The State of the East Midlands Historic Environment. The East Midlands Cultural Consortium’s (EMCC) document Time for Culture – A Cultural Strategy for the East Midlands was also published in 2001. This brings together the regional cultural and creative interests, including tourism and sport. It aims to ensure that everyone in the East Midlands will have better opportunities to participate in, embrace and enjoy cultural activities that enhance their quality of life.
Diagram 3: Natural and Cultural Assets

Further details on protected nature sites can be accessed on www.english-nature.co.uk and www.jncc.gov.uk.
Regional Priorities for Biodiversity

4.3.7 Biodiversity means the variety of life among both plants and animals. Conservation and enhancement of this variety is a key test of sustainable development. As illustrated on Diagram 3 the East Midlands has a number of sites of international importance including 5 Special Protection Areas (SPAs), 9 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 sites of national importance also currently include 13 National Nature Reserves and over 330 Sites of Special Scientific Interest (SSSIs), several of which are also sites designated as being of international importance. In addition, there are a large number of sites of regional or local importance, for example Local Nature Reserves and Sites of Importance for Nature Conservation.

4.3.8 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. Studies by English Nature indicate that these losses are continuing, and that those wildlife habitats that remain are becoming increasingly small, isolated and fragmented.

4.3.9 Given these major declines in regional biodiversity, action is required in four key areas to:

- ensure that there is no net loss of BAP habitats and species in the region;
- 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; and
- create semi-natural green spaces in urban areas so that everyone can have access to and benefit from an improved environment.

4.3.10 New sites and key linking habitat corridors should be identified for conservation and enhancement. 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.

4.3.11 Biodiversity Action Plans (BAPs) are the framework within which nature conservation targets and priorities have been established. The implementation of Local Biodiversity Action Plans (LBAPs) will need to be reflected in development plans and other strategic documents, such as Community Strategies. It will also be necessary to reflect the protection 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 5. The revised regional targets for biodiversity are also set out in Appendix 5. Where development would be likely to affect nature conservation interests, account should be taken of the advice in PPG9 (and PPS9 when issued).
Policy 28

Priorities for Enhancing the Region’s Biodiversity
Local authorities, environmental agencies, developers and businesses should work together to promote a major step change increase in the level of the region's biodiversity. This should be done by the:

- achievement of the East Midlands regional contribution towards the UK Biodiversity Action Plan targets as set out in Appendix 5;
- establishment of large scale habitat creation projects in the priority areas of Lincolnshire, the region’s Strategic River Corridors and heathland areas;
- establishment of a regional project to promote the recreation of key wildlife habitats in each Natural Area in the East Midlands;
- establishment of a network of semi-natural green spaces in urban areas;
- management of features of the landscape which act as corridors and “stepping stones”, essential for the migration and dispersal of wildlife; and
- development and implementation of mechanisms to ensure that development results in no net loss of BAP habitats and species and that net gain is achieved.

Regional Priorities for Woodlands

4.3.12 The Government is committed to a major expansion of England’s woodlands and its priorities are set out in the England Forestry Strategy (1998). To translate this down to the regional level, regions will be expected to prepare Regional Forestry Frameworks. These Frameworks will reflect the distinctive needs and circumstances of the region and focus on regional and local delivery. Regional advice, which is also relevant to woodland policy, is contained in the Regional Environment Strategy. This includes a policy to support the protection and management of woodland and the opportunities for increasing the extent of multi-purpose forests and woods.

4.3.13 The region has a relatively poor level of tree cover when compared to the UK as a whole. Creation of new woodlands, particularly with native tree species or those identified through the BAP process and landscape character assessments, can stimulate the local economy through tourism and forestry related employment. They can also contribute to the development of biomass energy crops, creating more attractive and diverse habitats and providing opportunities for leisure pursuits. Tree planting within the National Forest, the Greenwood Community Forest and other major initiatives at Sherwood, Rockingham and East Derbyshire Forests will help redress the regional deficiency and contribute to the national programme. Land for woodland creation may also be found in urban and urban fringe areas (including in Green Belts and Green Wedges), derelict land, agricultural land, along transport corridors and ground water protection zones. Consideration should also be given to the contribution that woodland can make within the floodplain.

Policy 29

A Regional Target for Increasing Woodland Cover
Local authorities, environmental agencies, developers and businesses should help to create new areas of woodland to meet a regional target of an additional 65,000 hectares of tree cover by 2021. Opportunities include the National Forest, Sherwood Forest, Greenwood Community Forest, and other forest initiatives.

Preference should be given to native species. Ancient woodlands and other woodlands of acknowledged national and regional importance should be protected through Development Plans and Local Development Frameworks.

Regional Landscape Priorities

4.3.14 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.

4.3.15 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. 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 relative lack of national designations in the region does not mean
that there is a lack of landscapes of character that need 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.

4.3.16 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 4, the preparation of Town, Village and Countryside Design Summaries will help ensure that regional and local characteristics are understood and influence the design of new development.

**Regional Priorities for the Historic Environment**

4.3.17 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 that the need for change 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.


4.3.18 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.

4.3.19 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 development process. 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.

**Policy 30**

**Priorities for the Management and Enhancement of the Region’s Landscape**

Development Plans, future Local Development Frameworks, and other strategies of local authorities and agencies should:

- continue to promote the highest level of landscape character protection for the region’s nationally designated landscapes of the Peak District National Park and the Lincolnshire Wolds Area of Outstanding Natural Beauty;
- promote initiatives to protect and enhance the natural and heritage landscape assets, in particular the Sherwood, Charnwood and Rockingham Forests; and
- be informed by landscape character assessments to underpin and act as key components of criteria-based policies for the consideration of development proposals in rural or urban fringe areas. Where not already in place, local authorities should work towards preparing comprehensive assessments of the character of their landscapes to coincide with the review of their local development documents. This should assess whether there are exceptional local circumstances that would require the retention of any local landscape designations and associated policies in local development frameworks.
Policy 31

Regional Priorities for the Historic Environment

Development Plans, future Local Development Frameworks, and other strategies should seek to understand, conserve and enhance the historic environment of the East Midlands, 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 Plans, Local Development Frameworks and economic development strategies should pay particular attention to promoting the sensitive change of the historic environment, retaining local distinctiveness, by:

- identifying and assessing the significance of specific historic and cultural assets (including their settings);
- using characterisation to understand their contribution to the landscape or townscape in areas of change;
- encouraging the refurbishment and re-use of disused or under-used buildings of some historic or architectural merit and incorporating them sensitively into the regeneration scheme;
- promoting the use of local building materials; and
- recognising the opportunities for enhancing existing tourism attractions and for developing the potential of other areas and sites of historic interest.

Regional Priorities for Sport, Recreation and Leisure

4.3.20 The Government’s objectives are set out in PPG17 Planning for Open Space, Sport and Recreation (July 2002) and in the Sport England publication Game Plan: a Strategy for Delivering the Government’s Sport and Physical Activity Objectives. At the regional level the regional plan for sport Change 4 Sport needs to be taken into account and the Regional Environment Strategy also acknowledges the contribution of sport, recreation and leisure to the quality of life and the importance of achieving accessible facilities. It will be important to ensure that adequate recreational open space and other facilities are provided, in both urban and rural areas, to serve existing and new populations. The provision should be based on standards derived from assessments carried out by local authorities in line with PPG17 and best practice guidance.

4.3.21 The East Midlands has strong sporting traditions and several national and international centres of sporting excellence are being created in the region. Many of these 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 associated with sport and should be encouraged. Sport England’s underlying objectives promote sports activities at all levels and the strategies to achieve that. 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. The aim of regional policy is to achieve 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. The recently established 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.

4.3.22 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.

Policy 32

Regional Priorities for Sports and Recreational facilities

Local Authorities should work with County based Sport Partnerships, the East Midlands Regional Sports Board, 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 Policies 5 and 6, and the relevant sub-area policies under section 3.5.

Where appropriate, local authorities should also work across administrative borders to ensure that identified need is met in the most effective manner.
Regional Priorities for the Water Environment

4.3.23 Regional priorities for water resource management are contained in Water Resources for the Future: A Strategy for the East Midlands, published by the Environment Agency in 2001. This indicates that throughout much of the region, surface water is already fully utilised during the summer months, and that much of the groundwater in the East Midlands is subject to an unacceptable abstraction regime. This has implications not only for development but also for wildlife and habitats.

4.3.24 With pressures from development and climate change, demand for water is likely to increase. This, and the already limited availability of water, will require management to reduce demand, not only within the region but also an increasing need to manage water supplies strategically between regions. This in turn may influence the location and timing of future development, and will require water efficiency measures and sustainable drainage systems to be installed, as well as consideration of the uses and options for non-potable water such as rainwater and greywater systems. In addition, the potential for pollution of vulnerable aquifers from industrial sites, redundant mines and agriculture is a major threat to regional environmental assets. The Environment Agency has information on the extent of vulnerable groundwater, source protection zones and nitrate vulnerable zones which should be used in the preparation of development plans. There is also a need for local planning authorities and other affected agencies to ensure that their policies are consistent with the European Union’s Water Framework Directive.

Policy 33

A Regional Approach to the Water Environment

Development Plans, future Local Development Frameworks, and policies of the Environment Agency and other agencies should be co-ordinated to:

• take water related issues into account at an early stage in the process of identifying land for development;
• protect and improve water quality and reduce the risk of pollution especially to vulnerable groundwater;
• manage supply and demand, require sustainable drainage where practicable and promote the efficient use of water;
• reduce unsustainable abstraction from watercourses and aquifers to sustainable levels;
• locate and phase development to take account of constraints on water resources; and
• plan rural areas to include winter storage reservoirs and lessen the impact of abstraction from rivers.

Strategic River Corridors

4.3.25 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. 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 promoting river floodplain management and assist in delivering urban renaissance.

Policy 34

Regional Priorities for Strategic River Corridors

Development Plans, future Local Development Frameworks, and other strategies of local authorities and other agencies should seek to protect and enhance the natural and cultural environment of the region’s strategic river corridors of the Nene, Trent, Soar, Welland, Witham, Derwent and Dove, along with their tributaries, and rivers which contribute to river corridors of a strategic nature in adjoining regions.

Actions of agencies and other bodies including those of adjoining regions should be co-ordinated to maintain and enhance the multi-functional importance of strategic river corridors for wildlife, landscape and townscape, regeneration and economic diversification, education, recreation, the historic environment, including archaeology, and managing flood risk.

The Lincolnshire Coast

4.3.26 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, built environment, historic environments and archaeology and the landscape quality of the coast. Further advice is contained in PPG20 and PPG25.
Policy 35

Priorities for the Management of the Lincolnshire Coast

Local authorities and other agencies 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. Development Plans should ensure that any development along the Lincolnshire Coast requires a coastal location and that opportunities are taken to locate new development primarily in the existing urban areas.

A Regional Approach to Managing Flood Risk

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

4.3.28 In preparing development plans local planning authorities need to take into account all the latest information available on potential flooding. This will include Shoreline Management Plans (SMPs), the indicative flood plain maps (augmented by emerging more refined mapping and modelling which takes into account flood defences such as Risk Assessment for Strategic Planning (RASP) and Flood Hazard Mapping) and Catchment Flood Management Plans. Care must be taken not to look at relatively small areas in isolation. For example, account needs to be taken of the effect development in upland safe locations can have on areas downstream.

4.3.29 Using the latest information available, local planning authorities should apply the sequential approach as set out in PPG 25, linking it with the complementary advice given in PPG 3, particularly in the context of re-using previously developed land. Where extensive areas of land fall within defined high-risk zones, PPG 25 acknowledges that further development may be needed to avoid social and economic stagnation or blight. This is the case in extensive parts of the Eastern Sub-area. In such instances, local authorities, in conjunction and agreement with the Environment Agency, should carry out detailed strategic flood risk assessments.

4.3.30 Any necessary mitigation measures will be identified as part of these studies. 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. 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.

4.3.31 Where development within the flood plain is deemed appropriate and necessary it 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 in these areas. When considering the provision, maintenance or improvement of riparian and sea defences emphasis should be on a more natural approach to flood defences, maximising environmental benefits throughout. The recent managed retreat scheme at Freiston Shore on the Lincolnshire coast is a good example of what can be achieved.

Policy 36

A Regional Approach to Managing Flood Risk

Development Plans, future Local Development Frameworks, and strategies of relevant agencies should:

• be informed by the use of appropriate Strategic Flood Risk Assessments in order to evaluate actual flood risk and should 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 and other regeneration 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;
• have a detrimental impact upon ground water storage capacity;
• 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 (where appropriate) of biodiversity. Any such measures must accord with the flood management regime for that location.

Strategic flood risk assessments should be carried out where appropriate to inform the implementation of this policy.

Minerals Production in the East Midlands

4.3.32 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. National Guidance governing the extraction of minerals is contained in MPG1 (to be replaced by MPS1). Further guidance on coal and aggregates is contained in MPG3 and MPG6 respectively.

Regional Priorities for Aggregates

4.3.33 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 MPG6 sets out regional levels of production based on predictions of the needs of the East Midlands and the demands from other regions. It also provides guidance on all the nationally relevant policies constraining aggregates extraction in sensitive areas such as Green Belts, National Parks, and Areas of Outstanding Natural Beauty. Where these designations cross regional or county boundaries, it is important that development plans take a consistent and co-ordinated approach to aggregates extraction. MPG6 also acknowledges 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.

4.3.34 Apportionment between the MPAs of proposed production of aggregates was agreed in 2004, but monitoring indicates production has been about 25% below forecast levels. In addition, the Government published new, lower national and regional guidelines for aggregates provision in June 2003. Revised apportionment figures for the region have been agreed by the East Midlands Regional Assembly and the mineral planning authorities within the region based on advice from the Regional Aggregates Working Party (RAWP). These are included in Figure 1 and will need to be taken into account by local planning authorities in their development plans and local development frameworks.

\[
\begin{array}{|c|c|c|}
\hline
\text{Region} & \text{Sand/Gravel (Mt)} & \text{Crushed Rock (Mt)} & \text{Total (Mt)} \\
\hline
\text{Derbyshire} & 26.5 & 155.9 & 182.4 \\
\text{Peak N. Park} & - & 66.9 & 66.9 \\
\text{Leicestershire} & 20.0 & 262.5 & 282.5 \\
\text{Lincolnshire} & 49.0 & 27.2 & 76.2 \\
\text{Northamptonshire} & 15.5 & 6.3 & 21.8 \\
\text{Nottinghamshire} & 54.0 & 4.2 & 58.2 \\
\hline
\text{Totals} & 165.0 & 523.0 & 688.0 \\
\hline
\end{array}
\]

Mt = Million tonnes

Figure 1: Baseline East Midlands Sub-Regional Apportionments 2001–2016

Policy 37

Regional Priorities for Non-Energy Minerals

Development Plans and future 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;
• 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 agreed at the regional level;
make provision for a progressive reduction in the proportion and amounts of aggregates from the Peak District National Park and Lincolnshire Wolds AONB;
identify and where necessary safeguard sites suitable for facilities for the recycling and reprocessing and transfer of materials including construction and demolition wastes; and
identify the proposed uses to which former mineral extraction sites should be put, including opportunities for the creation of priority habitats as set out in Policy 28.

Coal Production in the East Midlands

4.3.35 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. However, since 1992, coal production, nationally and in the East Midlands, has seen a further major contraction, especially in the deep mined industry, which 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 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 reclaiming and regenerating former deep mine sites.

4.3.36 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

4.3.37 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. MPG1 advises that appropriate re-use of former mineral sites should be considered on a wider than local needs basis, although regard must be paid to the impact of any new use on local amenity, environment and infrastructure. In some cases, former workings and sites have provided significant new ecological assets, and the value of these should be considered in approving restoration or re-use proposals. MPG7 also provides guidance on the reclamation of mineral workings.

Regional Priorities for Waste Reduction and Management

4.3.38 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 National Waste Strategy (2000) and PPG10 all promote a comprehensive hierarchical approach to waste management:

- to reduce the amount of waste that society produces;
- to make the best use of the waste that is produced; and
- to choose waste management practices which minimise risks of immediate and future environmental pollution and harm to human health.

4.3.39 Whilst some elements of the hierarchy are outside the scope of the land use planning system, others have significant planning implications. The Regional Technical Advisory Body (RTAB) for the East Midlands brings together key interests to advise the RPB on waste issues. The RTAB has employed consultants to provide detailed technical advice on projections of waste generation and potential options for a Regional Waste Strategy, based on the guidance issued by the Government on Strategic Planning for Sustainable Waste Management (2001).

4.3.40 Analysis of the current position is based on the Environment Agency's Strategic Waste Management Assessment (SWMA) for the East Midlands (2000) using data for the year 1998/99. It is estimated that the region produced approximately 16.4 million tonnes of controlled waste in 1998/99. Of this about 48% (including 2% special waste) was commercial/industrial in origin, 38% was construction and demolition waste and only 14% was municipal solid waste.

4.3.41 The baseline data above has been used to predict future waste growth forecasts for the principal waste streams up to the year 2021. These projections assume the achievement of known Government targets and success of proposed waste minimisation initiatives. In particular, zero growth has been assumed from 2016. As a result it is estimated that by 2021 the East Midlands will produce around 18.4 million tonnes of controlled waste.
4.3.42 Detailed policies will be developed through a Regional Waste Strategy which will be based on the principles set out in Policy 38:

**Policy 38**

**Regional Waste Strategy**

A Regional Waste Strategy will be drawn up based on the following principles:

- 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.

4.3.43 Delivering this 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. It will also be necessary for Waste Planning Authorities to reflect the need for additional waste management facilities in Waste Local Plans. 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. It is likely that such developments will primarily focus on increasing capacity at existing facilities. However, failure to meet the proposed waste minimisation and recycling targets will increase the requirement for other forms of waste recovery, and could result in the development of new facilities.

4.3.44 Figure 3 illustrates the likely need for waste management capacity required by 2015 to deliver the proposed Regional Waste Strategy. Figure 3 gives a more detailed breakdown in respect of Municipal Solid Waste.

**Figure 3: Existing and Proposed Management of Waste Arisings (million tonnes)**

<table>
<thead>
<tr>
<th>Method/Year</th>
<th>1999&lt;sup&gt;1&lt;/sup&gt;</th>
<th>2015&lt;sup&gt;2&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recycling/Composting</td>
<td>7.7</td>
<td>12.6</td>
</tr>
<tr>
<td>Other Waste Recovery</td>
<td>0.4</td>
<td>0.5</td>
</tr>
<tr>
<td>Disposal (including Landfill)</td>
<td>8.1</td>
<td>4.9</td>
</tr>
<tr>
<td>Treatment (principally special waste)</td>
<td>0.2</td>
<td>0.3</td>
</tr>
<tr>
<td>Re-use</td>
<td>(0.3)</td>
<td>(0.4)</td>
</tr>
<tr>
<td><strong>Total Waste Arisings</strong></td>
<td><strong>16.4</strong></td>
<td><strong>18.3</strong></td>
</tr>
</tbody>
</table>

<sup>1</sup> Estimated from SWMA
<sup>2</sup> Based on Option 2 in Regional Waste Strategy Technical Report

4.3.45 Whilst regional self sufficiency should be an objective, Waste Planning Authorities will need to work across administrative boundaries to ensure that all new waste management facilities are consistent with the Best Practicable Environmental Option (BPEO), the proximity principle and the waste hierarchy.

**Eastern Sub-area:** A dispersed population with few opportunities for large scale intensive waste management options.
Northern Sub-area: An area of relatively high population density and some areas where there are geological opportunities for landfill of non-inert wastes.

Peak Sub-area: An environmentally sensitive area of sparse population and industrial and commercial development. It is likely to rely on small scale local facilities for recycling and on waste management and treatment facilities which are in other Sub-areas.

Southern Sub-area: An area of growth that has a tradition of landfill formed from mineral workings. However, it is not considered an appropriate area for either new landfill or regional scale intensive waste management facilities.

Three Cities Sub-area: An area of concentrated development with a high proportion of the region's waste generation. It has the greatest potential for intensive waste management opportunities, and is also an area where inert wastes can contribute to reclamation of mineral workings particularly in the Trent Valley and its tributaries which are major areas of aggregate extraction.

Policy 39

Regional Priorities for Waste Management

Local authorities, national, regional and local bodies should promote a package of policies and proposals that will result in zero growth in all forms of controlled waste by 2016.

All Waste Collection Authorities and Waste Disposal Authorities should achieve a minimum target for the recycling and composting of Municipal Solid Waste of 25% by 2005, 30% by 2010 and 50% by 2015.

Waste Local Plans should include policies and proposals to promote sustainable waste management by the development of the additional waste management capacity illustrated in Figures 3 and 4, taking into consideration:

- the Best Practicable Environmental Option (BPEO) for each waste stream;
- socio-economic implications;
- the principle of regional self-sufficiency;
- the proximity principle; and
- the waste hierarchy.

Regional Priorities for Energy

4.3.46 The Government published an Energy White Paper in February 2003. The Government is committed to ensuring that renewable energy sources make an increasing contribution to UK energy supplies, with the target of seeing renewable energy resources supply 10% of UK electricity by 2010 and a further aspiration to double renewables' share of electricity to 20% 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 CO₂ from 1990 levels by 2010.

4.3.47 Regional policies on energy are underpinned by the ‘energy hierarchy’ advocated by the Local Government Association’s position statement Energy Services for Sustainable Communities (1999):

- 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

4.3.48 RSS policy has also been informed by the development of a Regional Energy Strategy and a Study: Energy Issues and the Review of RPG for the East Midlands (January 2003). This Study was commissioned by the Regional Assembly and the EMRLGA with Government support, and recommended that:

- policies be included in the RSS to reduce the need for energy at the regional level;
- Combined Heat and Power (CHP) capacity should be significantly increased; and
- minimum regional targets for renewable energy should be set for 2010 and 2020.

4.3.49 The Study also recommended:

- revised indicative County Targets for renewable energy generation to 2010;
- a criteria based approach to the identification of renewable energy locations (with the exception of wind); and
- a broad location based approach to on-shore wind development.

Regional Priorities for Energy Reduction

4.3.50 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 Energy White Paper states that domestic households are expected to save 5m tonnes of carbon a year by 2010 and a further 4–6m tonnes by 2020.

4.3.51 The spatial planning system can contribute to these targets through measures to improve the location of development, site layout and building design. Policies in Development Plans and future Local Development Frameworks on energy reduction will often need to
be supported by additional advice, including Supplementary Planning Guidance (SPG), such as that issued by Leicester City Council in 2002.

4.3.52 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 10,000 MWe of CHP by 2010. In 2000, there were 292 MWe of CHP electricity generation capacity in the East Midlands (6.8% of UK CHP capacity). Revised 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 or associated with new development.

4.3.53 Parts of the East Midlands, notably the Trent Valley, have clear locational advantages for major energy installations through easy access to the Grid and to 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) and for cleaner burning in existing power stations.

**Policy 40**

**Regional Priorities for Energy Reduction and Efficiency**

Local authorities, energy generators and other agencies should promote:

- a reduction of energy usage at the regional level in line with the ‘energy hierarchy’; and
- 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.

Development Plans and future Local Development Frameworks should:

- include policies and proposals to secure a reduction in the need for energy through the location of development, site layout and building design;
- 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; and
- consider safeguarding former power station and colliery sites for energy generation.

Supplementary Planning Documents should be prepared where appropriate to explain how such policies will be implemented.

**Regional Priorities for Renewable Energy**

4.3.54 The Government has introduced a number of initiatives including a new Renewables Obligation, to succeed the Non-Fossil Fuel Obligation (NFFO), and the Climate Change Levy. Current Planning Policy Guidance on Renewable Energy is set out in PPS22.

4.3.55 It is proposed that the regional targets for renewable energy exclude energy derived from incineration of municipal and commercial waste. The Regional Energy Strategy sets out a proposed minimum regional renewable energy target of 2495 GWh by 2010 and a suggested requirement by 2020 of nearly 5000 GWh. At present renewable energy sources make a minor contribution to the region’s capacity (1.6%) and the proposed targets represent 10.6% of the overall electricity consumption at 2010. Consideration should be given to any further targets that may emerge and to re-examining the 2020 target in view of the Energy White Paper.

4.3.56 At the sub-regional level indicative targets are proposed for each technology for each County area in Appendix 6. More detailed assessments of the potential should be undertaken by local authorities to define more specific local targets. Coal Mine Methane has also been identified as having an important role to play in the sustainable energy mix within the region.

4.3.57 Although regional targets are ambitious, they are thought to be realistic and should be treated as indicative. Therefore, it should not be inferred that once the targets have been met within an area, efforts should not continue to deliver additional renewable schemes. It should be emphasised however that if the carbon objectives are to be delivered the Government’s targets on energy efficiency and renewable generation will both need to be met.

4.3.58 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. Planning authorities should not, however, adopt policies that would in effect impose a blanket ban on on-shore wind energy projects. Instead policies should be included in development plans and local development frameworks that establish the criteria which guide/inform wind energy projects in order to achieve high quality, well planned developments. Policy 41 sets out the criteria that need to be addressed when drawing up local policies.

4.3.59 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 published a
consultation document *Future Offshore – A Strategic Framework for the Offshore Wind Industry* which identified three national strategic areas. One of these areas 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 and Local Plans and 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. However such policies should not be so wide that they would in effect prevent off shore facilities from being developed. They should instead concentrate on mitigating potentially adverse effects and encouraging co-operative planning of infrastructure, for example by measures such as cable sharing. Further advice on these issues is contained in the Companion Guide to PPS22.

**Policy 41**

**Regional Priorities for Renewable Energy**

Development Plans and future Local Development Frameworks, should include policies to promote and encourage the delivery of the indicative targets for renewable energy set out in Appendix 6. In making provision for new development policies should be supportive of renewable energy proposals in locations where environmental, economic and social impacts can be addressed satisfactorily.

In establishing criteria for onshore wind energy Development Plans and future Local Development Frameworks, should give particular consideration to:

- landscape and visual impact, informed by local Landscape Character Assessments;
- the effect on the natural and cultural environment (including bio-diversity and the setting of historic assets);
- 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, Development Plans and future Local Development Frameworks 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 smaller scale grid and non grid connected generation.

### 4.4 Regional Transport Strategy (RTS)

**National and Regional Policy Context**

4.4.1 National policies and objectives to promote sustainable transport are contained in the Transport White Paper *The Future of Transport* (2004). This has been supplemented by a variety of Government documents including:

- PPG13: Transport

4.4.2 The Government is committed to integrating transport and land use policies in order to reduce the need to travel, promoting the use of public transport, and only increasing highway capacity when all alternative measures have been considered.

The Transport White Paper also recognises the need to integrate national transport policies with those for education, health and wealth creation. The region’s Economic Strategy produced by *emda* recognises the importance of high quality transport infrastructure in meeting economic growth and regeneration objectives. There are also strong linkages with the Regional Assembly’s Public Health Strategy, 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 cycling and walking also need to be considered.

4.4.3 An outline of the major transport issues in the East Midlands is contained in paragraph 1.4.4. This broad analysis has been refined by consideration of:

- M1 Multi-Modal Study (MMS)
- A453 MMS
- London-South Midlands MMS
- South East Manchester MMS
- M1 Junction 19 Road Based Study (RBS)
- A38 Derby Junctions RBS
- *emda’s EPIC Study*
• Milton Keynes and South Midlands Study
• East to West Midlands MMS
• A52 Nottingham to Bingham MMS

RTS Core Strategy

4.4.4 In line with Government policy, the Core Strategy of the RTS is based on:
• reducing the need to travel, especially by car, and reducing traffic growth and congestion;
• promoting a step change in the level of public transport;
• making better use of existing networks through better management; and
• only developing additional highway capacity when all other measures have been exhausted.

RTS Objectives

4.4.5 On the basis of this Core Strategy and the Spatial Strategy outlined under Section 3 the following RTS Objectives have been developed. These Objectives, along with a consideration of the recommendations from the studies listed in paragraph 4.4.3, have been used as the basis for identifying the Regional Transport Investment Priorities in Table 1 of Appendix 8.

Policy 42

Core Strategy and Regional Transport Objectives

Local authorities should have regard to the following objectives when drawing up their Local Transport Plans and Local Development Documents:
1. Support sustainable development in the region’s Principal Urban Areas and Sub-Regional Centres described in Policy 5.
2. Promote accessibility and overcome peripherality in the region’s rural areas in support of Policy 6.
3. Support the region’s regeneration priorities outlined in Policy 21.
4. Promote improvements to inter-regional and international linkages that will support sustainable development within the region.
5. Improve safety across the region and reduce congestion, particularly within the region’s Principal Urban Areas and on major inter-urban corridors.
6. Promote opportunities for modal shift away from the private car and road based freight transport across the region.

Sub-area Objectives

4.4.6 The six RTS Objectives have been refined into 25 more specific Sub-area Objectives. These, along with a consideration of the recommendations from the studies listed under 4.4.3 have been used as a basis for identifying the Sub-area Transport Investment Priorities in Table 2 of Appendix 8.

Policy 43

Sub-area Objectives

Local authorities should have regard to the following objectives for sub-areas when drawing up their Local Transport Plans and Local Development Documents:

i) Eastern Sub-area
E1 Developing the transport infrastructure and services needed to support Lincoln’s role as one of the region’s five Principal Urban Areas.
E2 Developing opportunities for modal switch away from road based transport in the nationally important food and drink sector.
E3 Making 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 Improving access by all modes to the Lincolnshire Coast.
E5 Reducing peripherality, particularly to the east of the A15, and overcoming rural isolation for those without access to a private car.
E6 Reducing the number of fatal and serious road traffic accidents.

ii) Northern Sub-area
N1 Developing the transport infrastructure and services needed to improve access from traditional communities to jobs and services in adjacent urban centres such as Chesterfield, Mansfield and Worksop.
N2 Making 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 Reducing congestion and improving safety along the M1 corridor.
N4 Overcoming the problems of rural isolation for those without access to a private car.

iii) Peak Sub-area
P1 Implementing key proposals of the South Pennines Integrated Transport Strategy (SPITS).
P2 Developing opportunities for modal shift away from road based transport including for the quarrying and aggregates sector.
P3 Overcoming the problems of rural isolation for those without access to a private car.
P4 Improving transport linkages to the North West Region and the rest of the East Midlands.
iv) Southern Sub-area

S1 Developing the transport infrastructure and services needed to accommodate major planned housing and employment growth consistent with the Milton Keynes and South Midlands Sub-Regional Spatial Strategy.

S2 Developing the transport infrastructure and services needed to support Northampton’s role as one of the region’s five Principal Urban Areas.

S3 Developing the transport infrastructure and services needed to support the regeneration of Corby as a place to both live and work.

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

S5 Improving access by all modes to the East Coast Ports of Felixstowe and Harwich.

v) Three Cities Sub-area

T1 Reducing the use of the car in and around Nottingham, Derby and Leicester and promoting a step change in the quality and quantity of local public transport provision.

T2 Improving public transport linkages 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 Developing the 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 Improving public transport surface access to Nottingham East Midlands Airport.

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

T6 Reducing congestion and improving safety along the M1 corridor and the highway network generally.

Reducing Traffic Growth in the East Midlands

4.4.7 Current levels of traffic are already contributing to a range of health, safety and environmental problems, including the production of greenhouse gases such as CO₂ that contribute to climate change. Congestion also continues to be a major cost to the regional economy. However, results of the Multi-Modal Studies, information from the Highways Agency and individual Transport Authorities have all indicated that traffic is set to grow in the East Midlands at around 1% per annum for the next 20 years.

4.4.8 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 taken now 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 44

Regional 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 Policy 45
- 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 Strategy for Behavioural Change

4.4.9 The Multi Modal Studies proposed a comprehensive package of soft measures designed to limit future growth in car usage. This approach should be taken forward in the M1 corridor, and it should also be applied to the rest of the region, particularly in urban areas. Even in many rural market 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.

4.4.10 Better facilities aimed at encouraging increased levels of cycling and walking for local journeys can also make a substantial contribution to behavioural change. In drawing up any proposals related to this local authorities should take into consideration the measures suggested in the DfT publication Walking and Cycling: an action plan (2004).
Policy 45

Behavioural Change

The Regional Assembly, with Government, public and local bodies, and service providers, should work together to develop and 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 will include:

• workplace and school travel plans, for both new and existing developments;
• quality public transport partnerships;
• travel awareness programmes;
• educational programmes; and
• pilot projects promoting innovations in teleworking and personalised travel plans.

Development Plans, future Local Development Frameworks and Local Transport Plans should also include measures to encourage an increase in walking and cycling. Such measures should include the provision of safe routes, convenient access to buildings and sufficient secure cycle parking in new developments.

4.4.11 To complement this approach and take forward the objectives of PPG13 at a regional level, fiscal measures to restrict car usage may also need to be developed in some areas. 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. The Government is also planning to introduce a national Lorry Road User Charge by 2007–08. This will apply to all heavy goods vehicles using UK roads. In the meantime, Nottingham City Council is currently developing proposals for a Workplace Parking Levy. This approach is fully supported by the recommendations of the A453 MMS. It is unlikely that similar schemes will be appropriate outside the region’s Principal Urban Areas. However selective road tolling or access charging could be a viable option in a variety of circumstances, particularly in environmentally sensitive areas which are subject to high levels of seasonal traffic.

Policy 46

Regional Priorities for Parking Levies and Road User Charging

In developing proposals for the next round of Local Transport Plans, all Highway 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 to environmentally sensitive areas experiencing high levels of traffic or traffic growth.

4.4.12 Parking provision is also a key demand management tool. The planning system has a key 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, as suggested in Policy 4, can assist in this respect. Parking facilities should also be designed in a way that limits opportunities for car crime and enhances personal safety.

Policy 47

Regional Car Parking Standards

Development Plans and future Local Development Frameworks should specify the maximum amounts of vehicle parking for new development as set out in Appendix 7.

Car parking facilities in excess of the maximum standards should only be provided in 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.

In the region’s Principal Urban Areas, net increases in public car parking un-associated with development should not be permitted unless it is demonstrated that:

• public transport, cycling or walking provision cannot be made adequate 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;
• 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

4.4.13 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 cycling and walking. To enable this, a huge step change in the quantity and quality of public transport will be needed. Investment is also required to support more sustainable patterns of future development.

4.4.14 In order to guide the location of new development and the provision of new public transport services and infrastructure, PPS11 recommends the development of public transport accessibility criteria for regionally or sub-regionally significant levels of development. Such criteria are intended to help determine whether a particular type of development in a given location was acceptable on the basis of the level of public transport provision.

4.4.15 Guidance on Accessibility Planning was published in 2004 to help local authorities develop their accessibility strategy for the next round of Local Transport Plans. It is recommended that authorities should initially carry out accessibility assessments which would help inform the development of local targets for accessibility improvements. As part of their efforts authorities should work together to ensure consistency across their boundaries. It is also acknowledged that there would be benefits in having some regional co-ordination of this work to help determine regionally specific accessibility criteria to sites allocated in development plans.

Policy 48

A Regional Approach to Developing Public Transport Accessibility Criteria

National and regional bodies should work with local authorities to develop a consistent regional methodology for determining public transport accessibility criteria for inclusion in Development Plans and Local Transport Plans.

Regional Heavy Rail Priorities

4.4.16 The Government’s plans for rail are outlined in the White Papers, The Future of Rail and The Future of Transport. These include a target to improve punctuality and reliability of rail services to at least 85% by 2006, with further improvements by 2008.

4.4.17 Because of the priorities of reducing the costs of the railway and improving performance, the SRA’s investment proposals currently do not address all of the regional aspirations of the East Midlands. However the current programme of Rail Capacity and Route Utilisation Studies may offer alternative means of delivering some regional priorities, particularly those identified through the M1 and A453 Multi-Modal Studies.

Policy 49

Regional Heavy Rail Investment Priorities

The SRA/DfT Rail, Network Rail, local authorities, public bodies and train operating companies should work to achieve improvements in rail passenger services. This will be supported by:

- the delivery of the regional and sub-area based heavy rail investment priorities in Appendix 9 subject to full and detailed appraisal;
- improvements to services and infrastructure secured through the re-franchising of contracts with train operating companies consistent with RTS Objectives (Policy 42) and the relevant Sub-area Objectives;
- Route Utilisation Strategies designed to improve performance and reliability by making better use of the network; and
- improvements in the performance and reliability of existing rail services.

Regional Priorities for Bus and Light Rail Services

4.4.18 Local bus services play a crucial role in enabling access to jobs, education and training, community facilities 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. However the dispersed and local nature of bus provision makes it difficult for service priorities to be set at regional level in all but the most general terms. This is more properly the remit of Local Transport Plans and Local Transport Authorities.

4.4.19 However, 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 is unacceptably low. 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.

4.4.20 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. The M1 and A453 Multi-Modal Studies recommended a number of extensions to the NET, and also suggested the development of a new light rail service in Leicester.

4.4.21 As a result of the increased levels of growth proposed in Northampton and the other three identified growth towns there will be a need to reduce the need to travel by integrating land use and transport planning, and a need to achieve a step change in the attractiveness of public transport. A number of measures should be employed to bring this about including 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 services.

Policy 50

Regional Priorities for Bus and Light Rail Services

Local authorities, public bodies and service providers should work in partnership 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 5, and meeting identified local needs in rural areas consistent with Policy 6;
- 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.

Policy 51

Regional Priorities for Integrating Public Transport

Development Plans, future Local Development Frameworks and Local Transport Plans 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 5;
- 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, subject to full consideration of Policies 2 and 3; 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.
Highway Infrastructure Priorities

4.4.25 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

4.4.26 The Highways Agency has responsibility for the National Motorway and 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 recommendations of the various Multi-Modal and Road Based Studies have formed the basis of the regional trunk road investment priorities identified in Table 1 of Appendix 8. Any additional schemes resulting from the East to West Midlands and A52 Nottingham to Bingham Multi-Modal Studies will be considered when these studies are complete.

Policy 52

Regional Trunk Road Investment Priorities

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

- work to progress the trunk road investment priorities in Appendix 8 subject to full and detailed appraisal;
- ensure that any additional trunk road schemes are consistent with RTS Objectives; and
- ensure that all highway capacity is managed effectively to reduce congestion and improve safety.

The Local Road Network

4.4.27 Local authorities are responsible for over 95% of the region's road network. This proportion will further increase as a result of the Government's decision to transfer some existing trunk roads to local authority control. This change will enable more decisions about the development and management of the road network to be made at a local level. 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.

Policy 53

Regional Major Highway Investment Priorities

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

- work to progress the highway investment priorities in Appendix 8 subject to full and detailed appraisal;
- ensure that any additional highway schemes are consistent with RTS Objectives and the relevant Sub-area Objectives; and
- ensure that all highway capacity is managed effectively to reduce congestion and improve safety.

Regional Priorities for Freight Transport

4.4.28 The EMRLGA, 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, Sutton Bridge, Fosdyke and Gainsborough carry relatively small volumes of freight. But 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.
- Nottingham 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 246,000 tonnes in 2003.

4.4.29 The Study also confirmed the strategic importance of the East Midlands to the freight industry. In particular, the Southern Sub-area is at the cross roads of many of the freight movements in the UK, particularly those from the East Coast ports outside the region. As a result the area around Lutterworth in southern Leicestershire represents the largest concentration of storage and distribution facilities in Western Europe.
Developing a Regional Freight Strategy

4.4.30 A key objective of the 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.

4.4.31 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. These are outlined as part of the Sub-area Transport Investment Programme in Appendix 8.

4.4.32 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. It is therefore proposed to develop a wider Regional Freight Strategy as a ‘daughter document’ of the RTS, which will include consideration of soft measures such as better information and signage and innovative approaches to freight management. This should take into consideration the important role played by NEMA in regional and strategic air freight.

Policy 54

Development of a Regional Freight Strategy

The Regional Planning Body should work with emda, transport authorities, other public bodies and representatives of the freight industry to develop a broadly based Regional Freight Strategy in order to inform the next round of Local Transport Plans.

The Strategy should contain detailed proposals to promote a more sustainable and efficient distribution industry in the East Midlands and contribute to a significant modal shift of freight from road to rail.

Regional Priorities for Air Transport

4.4.33 The main regional airport is Nottingham East Midlands Airport (NEMA) situated at Castle Donington, between Derby, Leicester and Nottingham. It is a key national and regional asset in terms of both passenger and freight movements. Passenger numbers at NEMA have recently grown significantly to over 4 million passengers per annum (ppa) in 2002/3. This growth is primarily due to the presence of low cost airlines offering additional services. However some parts of the East Midlands look to Manchester, Birmingham, Luton, Stansted or Humberside as their most accessible airport. Furthermore when the new airport near Doncaster begins operating, this will also have an impact on the north of the region. There are also a number of smaller airports within the region that meet local business and general aviation needs.

4.4.34 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 NEMA. Expansion of passenger and freight operations at NEMA is supported in principle, but the impact of development proposals should be rigorously assessed. This should include consideration of noise, air quality, water quality, human health, landscape, biodiversity, natural resources and cultural assets, together with social and economic effects.

4.4.35 The M1 and A453 Multi-Modal Studies made proposals for highway improvements which are robust up to around 8 million ppa at NEMA. These have been accepted in principle by Government, although the lack of public transport linkages to NEMA remains a cause for significant concern. The proposed East Midlands Parkway Station should provide more opportunities for public transport access. However, the development of a fixed public transport link directly to NEMA should be progressed as a priority.

Policy 55

Development at Nottingham East Midlands Airport

Development Plans, future Local Development Frameworks and Local Transport Plans should:

- provide for the further operational expansion of NEMA within its boundaries subject to rigorous assessment of the full range of impacts;
- consider the surface access needs of NEMA as part of the wider transport strategy for the area, paying particular regard to the role of public transport, cycling and walking;
- assess the measures necessary to increase the share of trips to NEMA 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 NEMA for the long-term;
• identify and safeguard land for improving access to NEMA, 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 NEMA from road to rail; and
• seek to ensure that travel plans are brought forward for new development at NEMA.

The Implementation of the RTS

4.4.36 The effective implementation of the Regional Transport Strategy is of key importance. Many of the policies and proposals outlined above will be delivered through development plans and local transport plans. However, much of the investment required, particularly in terms of infrastructure, will be dependent on bodies such as the Highways Agency and the Strategic Rail Authority. It is therefore vital that all those responsible for delivering the East Midlands RTS are held to account both to regional bodies, and ultimately to Ministers. It is also important that infrastructure improvements are co-ordinated with behavioural change measures. Consideration of proposed improvements to the M1 and A453 will be particularly important in this respect.

4.4.37 The Government has announced its intention in The Future of Transport to publish indicative guideline budgets for the English regions to enable them to offer a view of their priorities. This will enable regional and local stakeholders to help the government to shape an integrated programme which links transport, housing and re-generation. A consultation exercise is currently being carried out and it is likely that regional stakeholders will have a strong influence on the development of the structures required to manage the process.

5 Regional Priorities for Monitoring & Review

National and Regional Policy Context

5.1.1 All Regional Planning Bodies have the responsibility of keeping the development of the RSS under review, and to produce an Annual Monitoring Statement (AMS). In the East Midlands, 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.

Revised indicators and targets

5.1.2 The first AMS for the East Midlands was produced in early 2003 on the basis of the existing RPG8 issued by the Secretary of State in January 2002. However, it proved very difficult to collect consistent and comprehensive data on the range of topics required. As a result the Regional Planning Body will devote additional resources to monitoring in future years. A revised list of National Core Indicators is contained in Appendix 2, and Appendix 3 lists the key indicators and targets which should be used to measure the policies in this RSS. The AMS will also include additional contextual indicators, which will provide further detail in key policy areas. Further guidance is contained in the recently published Monitoring Regional Spatial Strategies: Good Practice Guidance on Targets and Indicators (ODPM 2005).

Review Priorities

5.1.3 It is anticipated that the RSS will need to be reviewed at least once every five years to provide an up to date regional context for the development of Local Transport Plans. However in the period between each review some parts of the RSS may also be reviewed if national policy or local circumstances require policy changes to be made.

5.1.4 The first review of this Regional Spatial Strategy will commence as soon as possible and the expectation is that a draft review will be published for consultation in 2006 and a final version issued in late 2007/early 2008. This will cover the period up to 2026.

5.1.5 Priority areas for the next review will include:
• revised housing provision figures based on the latest official sub-national Household Projections;
• employment land provision; and
• the development of those Sub-Regional Spatial Strategies agreed with the Secretary of State and regional partners.

Policy 56

Regional Priorities for Monitoring and Review

The Regional Planning Body, with the support of local authorities, and national and regional bodies should produce an Annual Monitoring Statement for RSSB which takes account of the indicators and targets in Appendix 3.

The Regional Planning Body should ensure that the RSS 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 Statement or developments in national or regional policy.
6 Milton Keynes and South Midlands Sub-

The Milton Keynes and South Midlands Sub-Region covers parts of three regions including the whole of Northamptonshire in the East Midlands. This section includes the whole of Part A and Part B for Northamptonshire of the Sub-Regional Strategy, but not the rest of Part B which covers areas outside the East Midlands.

The Sub-Regional Strategy has also been published as a complete document and the parts reproduced in the RSS have been included to recognise their status as formally part of the RSS. However to avoid confusion the Sub-Regional Strategy's numbering has been retained in this section and therefore the numbering of Part B is not consecutive with Part A. Figures 2-5 are also not included as they refer to areas outside the region.

Introduction

1. The Regional Planning Guidance for the South East (RPG9, March 2001) identifies the general area of Milton Keynes and the South Midlands as one of four potential major growth areas in the wider South East. The others identified are London–Stansted–Peterborough–Cambridge, Ashford and the Thames Gateway. RPG9 proposed undertaking a Sub-Regional study to investigate what the nature, possible extent and location of future growth might be within the Milton Keynes and South Midlands (MKSM) area.

2. The wider context for the Sub-Regional Strategy is set by the Government's Sustainable Communities Plan (February 2003). This seeks to accommodate the economic success of London and the wider South East and ensure that the international competitiveness of the area is sustained, identifying a key role for the four growth areas. Specifically, the Sustainable Communities Plan seeks to address a number of strategic challenges facing the South East:
   - to increase housing supply by providing for the region's growing population, turning around the trend in house completions, improving the match between housing needs and provision, and making better use of land;
   - to make home ownership more affordable;
   - to tackle transport and other infrastructure issues;
   - to address issues concerning skills and the labour market;
   - to tackle deprivation and the need for urban renewal

3. The Sustainable Communities Plan makes clear that where new or expanded communities are needed, these should be sustainable, well-designed, high-quality and attractive places where people will choose to live and work.

The evolution of the Sub-Regional Strategy

4. The Sub-Regional Strategy has been prepared in response to the Government's request to the three Regional Planning Bodies whose areas cover parts of the sub-region to develop proposed Alterations to Regional Planning Guidance for the South East, East Midlands and East of England.

5. In July 2001 consultants were commissioned by the Government and the Regional Assemblies and Regional Development Agencies for the South East, East of England and the East Midlands to study the growth potential of the MKSM area. The final report (The Milton Keynes and South Midlands Study) was published in September 2002. The report concluded that the area had considerable potential for sustainable economic growth over the next 30 years which would be of benefit both locally and nationally. Having examined the possible outcome of a number of economic growth scenarios it concluded that the area could grow at the 'high growth' scenario. This would generate from 230,000–300,000 jobs by 2031 compared with some 150,000 jobs if current planning policies continued. Without this change in current policy there would have been a worsening imbalance between jobs and resident workers in most parts of the MKSM area, leading to increased commuting by private transport. At a strategic level, the extent of growth identified in the study is not exceptional in relation to past trends.

6. The study evaluated four options for distributing growth: dispersed growth on the basis of existing policies; urban concentration based on four centres (Milton Keynes, Northampton, Bedford and Luton/Dunstable/Houghton Regis); a corridor option based on the Midland Main Line and the West Coast Main Line; and a metropolitan double centre focused on Northampton and Milton Keynes. Evaluation suggested that the 3rd and 4th were most in line with sustainable development principles but failed to address economic development needs in key locations. A 'preferred option' was therefore developed, focusing on Northampton, Milton Keynes, Bedford, Luton/Dunstable/Houghton Regis, and Corby/Kettering/Wellingborough. Growth is also identified for Aylesbury Vale. The advantages of this option, as noted at paragraph 6.63 of the MKSM Study, are:
   - the scale of economic growth it delivers;
   - the focus on growth in the main urban centres and prospects for their improvement;
   - a better balance (than other options) between the location of jobs and workers;
   - the potential for regeneration of key centres which are struggling; and
   - the ability to deliver significant improvements to public transport, with real opportunities for achieving a shift away from car borne journeys.

7. Following on from the MKSM Study, consultants were
Regional Strategy

appointed to carry out individual ‘Growth Area Assessments’ (GAAs) of the main growth points. The purposes of these assessments were to test the feasibility and timing of growth that would be appropriate for future strategic planning to 2021 (2016 in the cases of Milton Keynes and Aylesbury); to provide confirmation of a recommended broad pattern, timing and phasing of development; to determine how much growth is capable of being accommodated in the urban areas; and to provide guidance on how the area could be developed in the most sustainable way. All of the GAAs recommended a preferred spatial development scenario for their area to 2016/2021 and looked further ahead to 2031 to ensure that there would be potential for the longer term. The collection of individual development scenarios then formed the basis for the Sub-Regional Strategy. For Bedford and the Marston Vale, the Growth Area Assessment concluded that a growth rate closer to the MKSM Study Trend Growth Option is more plausible – at least initially – than the high growth option in the Bedford context, given the historically low rates of delivery and need to address slow economic growth. A trend growth option was also adopted for Kettering to avoid development in areas where it may be likely to have a negative impact.

The overall effect of the GAAs has been to demonstrate that there is strategic capacity for growth on the scale indicated by the MKSM study, with certain minor exceptions. The site specific issues now need to be considered through the preparation of LDDs, with any site allocations being identified in Development Plan Documents (DPDs), to take forward the strategic policies of the Sub-Regional Strategy. Where appropriate, the detail provided by the GAAs and the work undertaken for the Sub-Regional Strategy should inform the speedy production of LDDs.

Purposes of the Sub-Regional Strategy

Accordingly, the purposes of the Sub-Regional Strategy are:

- to provide strategic guidance on the scale, location and timing of development and associated employment, transport, and other infrastructure to 2021 and the necessary delivery mechanisms; and
- to provide a longer-term perspective for the sub-region to 2031 in the form of uncommitted planning assumptions subject to later review.

The Sub-Regional Strategy will, as revisions to the three Regional Spatial Strategies, also:

- provide the necessary strategic guidance for Local Planning Authorities in preparing Local Development Documents (LDDs) which, together, will provide a clear planning framework for implementing the proposals of the Sub-Regional Strategy;
- inform the preparation or reviews of Community Strategies, the Regional Economic Strategies, the Regional Housing Strategies and other operational plans and policies of bodies responsible for undertaking investment in the public, private and voluntary sectors, including the delivery bodies.

Format and content of the Sub-Regional Strategy

10. The Sub-Regional Strategy comprises an overarching strategy and key spatial diagram for the whole of the Sub-Region (Part A) and a set of separate statements providing more specific guidance for all of the growth towns (Part B).

11. The Sub-Regional Strategy is focused on these growth towns and does not seek to duplicate other topics covered in national or regional guidance.

Key characteristics of the Sub-Region

12. The MKSM Sub-Region is located in southern central England, between London and the wider Midlands. It has a population of 1.5 million and covers 4,850 sq. km. Its largest urban centres are Milton Keynes, Northampton, Luton – Dunstable – Houghton Regis and Bedford – Kempston. The Sub-Region straddles three regions: the East of England, the East Midlands and the South East.

13. Some of the key characteristics of the Sub-Region are:

- there is no dominant focus or urban centre;
- economic growth rates have been high, but uneven, with Milton Keynes and Northampton developing more balanced economies while difficulties in achieving structural changes have held back growth in other centres, particularly Bedford, Corby and Luton;
- there is a need to improve transport and community infrastructure: for example the transport network has weak east-west links, public transport is in need of substantial improvement and there is a need to expand the capacity of health and social care services and higher and further education provision;
- there is a need to diversify the sub-region’s local economies and attract new economic sectors and grow local and Sub-Regional clusters. This should include higher value knowledge-based activities and there is a need to raise the skills of the local workforce to meet these opportunities; and
- the Sub-Region contains environmental assets of national importance (e.g. the Chilterns AONB, as well as features of regional interest (e.g. the Nene and Great Ouse Valleys and Marston Vale and Rockingham Forests), and its countryside and rural settlements have a rich and varied character.
Part A Statement: The Strategy for the Milton Keynes-South Midlands Sub-Region

Figure 1: Milton Keynes & South Midlands Sub-Regional Strategy Spatial Diagram
Section 1: The Spatial Framework

Objectives of the Sub-Regional Strategy

14. The objectives of the Sub-Regional Strategy are:
   • to achieve a major increase in the number of new homes provided in the area, meeting needs for affordable housing and a range of types and sizes of market housing;
   • to provide for a commensurate level of economic growth and developing skills in the workforce, particularly in the high value, knowledge-based sectors;
   • to locate development in the main urban areas to support urban renaissance, regeneration of deprived areas, recycling of land and sustainable patterns of travel;
   • to ensure that development contributes to an improved environment, by requiring high standards of design and sustainable construction, protecting and enhancing environmental assets (including landscape and biodiversity) and providing green space and related infrastructure (green infrastructure);
   • to meet existing infrastructure needs and provide for requirements generated by new development, by investing in new and improved infrastructure, by planning to reduce the need to travel and by creating a shift to more sustainable modes of travel; and
   • to create sustainable communities by ensuring that economic, environmental, social and cultural infrastructure needs are met in step with growth.

Locations for growth

15. To help achieve the above objectives the majority of development in the sub-region will be focused at the following towns:
   • Aylesbury, which should grow through strengthening and extending its traditional role as a county and market town, including urban renaissance of the centre that will allow it to meet the demands of a larger population. In parallel Aylesbury should provide high added value employment opportunities to complement its growing population.
   • Bedford/Kempston/Northern Marston Vale, where the emphasis should be on strengthening the role of this key centre through economic regeneration and growth. Priorities will be urban renaissance, improved economic performance and harnessing the potential of the northern Marston Vale;
Corby, Kettering and Wellingborough, which will grow in a complementary way, while retaining their separate identities. At Corby the emphasis will be on the regeneration of the town centre. At Kettering and Wellingborough the emphasis will be on managing growth and job creation in a sustainable way that realises their potential;

Luton/Dunstable/Houghton Regis, where the emphasis should be on building the principal growth towns into a vibrant, culturally diversified conurbation with a major improvement in the local economy and skills base, and capacity to meet housing need. This should be achieved through economic regeneration across the urban area, making the most of its location close to London and other economic drivers in the South East and its good transport links. Leighton Linslade will absorb a proportion of the growth allocated to Luton/Dunstable/Houghton Regis in a way that complements these aims and makes the most of its location between Luton/Dunstable/ Houghton Regis and Milton Keynes;

Milton Keynes, which will embrace its growth potential to mature as a major regional centre, particularly through the substantial development of its central area, supported by a significantly enhanced public transport system to facilitate and support growth in major development areas;

Northampton, which will continue to grow in stature as an important regional centre with a key emphasis on renaissance of the town centre and major enhancement of the public transport network.

16. At all of these towns growth and development will be underpinned by the more effective use of previously-developed land; the building of a range of high quality housing in sustainable locations; the attraction and provision of a range of good quality jobs; the provision of necessary services in the fields of education and training, health and social care, recreation, and other community activities; and the provision of high quality green infrastructure of all kinds. Underpinning all this will be an integrated approach to accessibility, aiming at reducing dependence on private car use through an improvement in public transport provision (including movement within and between the main centres), walking and cycling.

17. Levels of growth to 2021 will require the commitment of substantial levels of resources to deliver many kinds of necessary strategic infrastructure, both to serve the new developments and to make good a number of existing deficiencies. Appropriate contributions will be required from many sources, both in the private and public sectors. Unless these needs are met it may not be possible to provide the levels of housing and economic growth set out in the Sub-Regional Strategy. This will be an important matter for review by the Regional Assemblies and the delivery bodies.

MKSM Strategic Policy 1: The Spatial Framework – Locations for Growth

The majority of development in the Sub-Region will be focused at the following growth towns. Provision is encouraged to be made from the urban areas including sustainable urban extensions well served by public transport. The figures stated below are for new homes at the main towns only, they do not cover the whole of the administrative area(s) in which the towns are located.

<table>
<thead>
<tr>
<th>Sub-Regional Total 2001-2021</th>
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<tbody>
<tr>
<td>Aylesbury</td>
</tr>
<tr>
<td>Bedford, Kempson and Northern Marston Vale</td>
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<tr>
<td>Corby, Kettering &amp; Wellingborough</td>
</tr>
<tr>
<td>Luton/Dunstable &amp; Houghton Regis (with Leighton Linslade)</td>
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<tr>
<td>Milton Keynes</td>
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<tr>
<td>Northampton</td>
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</tbody>
</table>

**MKSM Growth Town Total** 169,800

[All figures are rounded to the nearest 50]
Other Locations in the Sub-Region

18. Although growth will be focused at the above locations, there will continue to be some development in other parts of the Sub-Region, such as Daventry and Towcester. Some limited reference is made to this within the strategy under Part B Statements, but most will be a matter for local determination through LDDs within overall District allocations. Following further cross-boundary investigation, it will be for future reviews of Regional Spatial Strategies to identify any key areas that may lie just beyond the growth area boundary, but that are sustainable and with the potential to contribute to housing delivery.

Employment

19. Housing growth at the six main towns to 2021 will be monitored against progress in moving towards achieving the following overall net levels of employment growth by the same date:

- Aylesbury Vale District (for Aylesbury growth town) 12,690
- Bedford Borough and Mid Beds District (for Bedford growth town) 19,800
- Corby, Kettering, Wellingborough Boroughs, and East Northants District 43,800
- Luton Borough and South Beds District (for Luton/Dunstable/Houghton Regis growth towns) 12,600
- Milton Keynes Borough (for Milton Keynes growth town) 44,900
- Northampton Borough and South Northants and Daventry Districts 37,200

20. The above employment figures are reference values to be used only for monitoring and reviewing the Sub-Regional Strategy as a whole, not as targets specifically related to individual areas or phases of housing development. The monitoring figures are not intended to be a constraint to economic development and will be subject to review.

21. Monitoring will also complement the Regional Economic Strategies and support their implementation and review.

Growth to 2031

22. Provisional planning assumptions about further levels of housing growth at the above towns in the period 2021-31, are set out below. These are intended to provide a longer term perspective for infrastructure and development planning but are without commitment at this stage and will be subject to future review taking account of such factors as the Barker Review.

- Aylesbury 8,500
- Bedford/Kempston/Northern Marston Vale 10,000
- Corby/Kettering/Wellingborough 28,000
- Luton/Dunstable/Houghton Regis (with Leighton Linslade) 15,400
- Milton Keynes 23,700
- Northampton 17,500

Strategy For Movement

23. The movement needs of the growth area will increase in future, placing further demands on congested roads and inadequate infrastructure. Consistent with the priorities in the Regional Transport Strategies, the strategy for the growth area will involve:

- encouraging shift towards more sustainable modes of travel;
- taking advantage of major improvements to the capacity, quality and accessibility of key public transport facilities;
- increasingly applying demand management approaches to influence travel behaviour and protect the capacity of the strategic highway network; and
- investing in highway improvements to ensure that strategically important movements are carried efficiently.

24. Notwithstanding the priority for reducing the Sub-Region’s dependence on increasing road traffic, and for moving to more sustainable travel patterns, the growth area aspirations will require significant infrastructure investment. If these requirements are not met, additional measures are likely to be required to achieve the levels of housing and economic growth envisaged.

25. The strategic elements of transport infrastructure for the Sub-Region are those that:

- connect the Sub-Region to key urban centres, transport nodes or gateways of a national/European scale – for example to London and Birmingham as urban centres, or the Haven Ports (Felixstowe/Harwich) and London Airports as gateways;
- connect the Sub-Region and its Sub-Areas to nearby urban centres and gateways outside the Sub-Region – for example to Cambridge, Oxford, Birmingham Airport; and
- connect the growth locations and other centres/gateways within the Sub-Region – for example Milton Keynes with Bedford/Kempston.
26. An indication of investment priorities for strategic transport infrastructure and the timescales for implementation are given below in Figure 2. The Part B Statements detail Sub-Area transport infrastructure priorities.

27. The schemes identified in Figure 2 and in the tables in the Part B statements, which indicate transport priorities for the Sub-Areas, have been categorised into ‘committed’, ‘under consideration’ and ‘for future consideration’. 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.

### East-West Rail

28. The growth anticipated in this area means that further proposals for improving public transport will need to be developed and implemented alongside plans for new housing. The Government will support a study by key partners covering transport and growth in this corridor. This study will include examination of the wider and long term private funding options for improving public transport in this corridor. Any decision on the East-West Rail (Western Section) will need to be informed by the outcome of this study.

29. East-West Rail east of Bedford can only be considered in the longer term as one possibility for improving public transport in the Bedford to Cambridge/Stansted corridor. Other passenger transport options need to be considered that may be more feasible.

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### MKSM Strategic Policy 2: The Spatial Framework – Strategic Transport Infrastructure

Strategic communications infrastructure will be improved. The key schemes for implementation and/or development to 2031 are set out in Figure 2 and include:

- improvements to east-west movement by public transport;
- improvements to the A14 including its junction with the M1/ M6 motorway;
- improvements to the A45;
- improvements to the A421;
- improvements to the A428 east-west route;
- modernisation of the West Coast Main Line;
- enhancements to the Midland Main Line including Thameslink 2000;
- widening of the M1 motorway;
- a Northern Bypass to Dunstable;
- improvements to the A418;
- improvements to the A4146.
### MKSM Figure 2: Milton Keynes & South Midlands – Strategic Transport Infrastructure Priorities

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<tr>
<th>Scheme</th>
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*Key: Targeted Programme of Improvements (TPI), Highways Agency (HA), Department for Transport Rail Strategy (DfT), Network Rail (NR), Local Transport Plan Major Scheme (LTP), Local Authority (LA)*

*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.

Figure 2 does not take account of bids put forward by the Regional Assemblies in early 2005 for Community Infrastructure Fund support in 2006/07 and 2007/08.

1. The motorway and trunk road network is now broken down into two categories, roads of predominantly national and international importance (i.e. M1 and A14) and routes of predominantly regional importance (i.e. A5, A421, A43 and A45). On the latter category, decisions on most schemes starting after 2007/08 will take account of advice from the regions.
Section 2: Sustainable Communities

Sustainable Communities for the Sub-Region

30. As a growth area, the Sub-Region will undergo more change and development than many other areas. Change is key to all aspects of sustainable development. It is important, therefore, that the growth area acts as a driver of sustainable development, rather than running counter to it. The strategy provides many opportunities to do this, through the way development is planned and carried out, and through the resources and activity it will bring to the area.

31. In building sustainable communities, the following are key requirements:

- A flourishing local economy to provide jobs and wealth;
- Good quality local public services, including education and training opportunities, health and social care and community services and facilities, especially for leisure;
- A safe, healthy local environment with well-designed public and green space;
- Urban areas that relate well to the surrounding landscape and contribute to maintaining and enhancing environmental assets as a cultural and recreational resource, and as resources for biodiversity;
- Sufficient size, scale and density of development, and of the right layout to support basic amenities in neighbourhoods and minimise the use of resources (including land);
- Neighbourhoods which are designed to minimise crime and anti-social behaviour;
- Good public transport and other transport infrastructure, both within communities and linking to urban, rural and regional centres;
- An urban fabric and individual buildings which can meet different needs over time, which minimise the use of energy, water, and other natural resources, facilitate the reduction, recycling and sustainable management of waste and contribute to improved air and water quality;
- A well-integrated mix of decent homes of different types and tenures to support a range of household sizes, ages and incomes;
- A diverse, vibrant and creative local culture, encouraging pride in the community and cohesion within it;
- A ‘sense of place’;
- Effective engagement and participation by local people, groups and businesses, especially in the planning, design and long-term stewardship of their community, and an active voluntary and community sector; and
- Strong leadership to respond positively to change.

32. These requirements are largely dealt with in national and regional guidance. However, it is important that every aspect of the growth area strategy is focused on delivering them. The following subsections show how this will be approached.

A Flourishing Economy

33. Being at the heart of two key corridors, London-Birmingham and the ‘oxford2cambridge arc’, the Sub-Region is well placed, in a national spatial sense, to build its economic prosperity.

34. The Sub-Region is characterised by a diverse economic structure with a mix of employment sectors, some expanding, some in decline. They all have some form of spatial distribution. For all sectors, the development of learning and skills and the sustainable location of jobs will go hand in hand to drive the sector’s success.

35. Growth Sectors: There are several dynamic employment sectors in the Sub-Region that will be promoted to secure continued growth. Although together the sectors are key to the Sub-Region’s economic prosperity, there will be spatial elements to their growth and retention. The Sub-Region’s growth sectors include:

- High Performance Automotive
- Creative Industries
- Other knowledge-based Industries
- Food and Drink
- Freight and Logistics
- Health and Social Care
- Tourism
- Airport Services

36. Sectors in Transition: Some sectors face structural challenges over the next 30 years but will continue to play an important role in the Sub-Region’s economy:

- Aviation Sector
- Manufacturing Sector
- Primary Industries (Agriculture and Forestry)

37. The three Regional Economic Strategies, prepared by the Regional Development Agencies, will be the principal strategic means of building prosperity through sector development, focused regeneration activity and improving the employment skills, enterprise, high tech communications and innovation base across the Sub-Region and its Sub-Areas. The
42. In order both to address the deficit of the past and to ensure sustainable communities in the future, good quality public services will be provided throughout the Sub-Region. The scale and nature of provision will vary in each area depending on the scale of development, proximity to existing provision and socio-demographic characteristics. The size, scale and density of development should be sufficient, and the layout right, to support basic amenities in the neighbourhood. The costs and land-take implications will vary accordingly. Detailed evaluation of these issues will be necessary by service providers.

Particular emphasis will be placed on the provision of:

**Education and training**

43. The phased provision of primary and secondary education, along with early years and lifelong learning, will be made throughout the Sub-Region, to meet the demands associated with the significant increase in population.

44. Further and higher education resources need to be expanded to serve the increasing education and training needs of the Sub-Region's population, and to provide the increase in skills and qualifications the workforce will need. The effective collaboration of existing institutions is needed to achieve this. Further and higher education provision must be in easily accessible locations and it has a key part to play in the Sub-Region's growth, in the context of increasing its knowledge-based economy, and providing properly resourced university facilities of a scale and excellence befitting a major growth area.

**Health and Social Care**

45. The trend in health and social care is to deliver services as near to the patient's home as possible, reducing the time spent in hospital and promoting independence. At the same time, where hospital care is required, patients are being supported to exercise informed choice from a range of providers in both the public and independent sectors. Over the next thirty years this will require significant changes in the configuration of services. In particular, while secondary and tertiary care will expand, provision should be focused on new and expanded primary and community health and social care facilities.

46. In order to ensure the availability of the trained and specialist staff required, a major expansion of health related training and education will be needed, whether through new institutions or increased provision by existing ones.

**Community Facilities**

47. A full range of community facilities will also be needed throughout the Sub-Region. These include: childcare; community centres; fire and rescue stations; leisure centres; libraries; police stations; social services facilities; and waste and recycling facilities. The scale and nature of provision will vary in each area depending on the scale of development,
proximity to existing provision and socio-demographic characteristics. The costs and land-take implications will vary accordingly. Detailed and early evaluation of these issues will be necessary by service providers.

**Affordable Housing**

48. Development in the Sub-Region should aim to make home ownership more affordable by increasing housing supply of the right type in the right place. The increase in housing supply within the Sub-Region is intended to help accommodate the growing economic success of London and the wider South East and its housing demand. Coupled with this, the provision of affordable housing will be a key element in the development of sustainable communities across the growth area. As with all new housing developments, decisions on the amount of social rented housing and housing for low cost home ownership should reflect assessments of the current and likely future housing needs in the area.

49. One of the main sources of public funding for affordable housing is through the Housing Corporation Approved Development Programme (ADP). Regional Housing Boards (RHBs) identify the priorities used by the Housing Corporation to select bids for funding. In this way the ADP investment is targeted on local and regional investment priorities. The RHBs should reflect this Sub-Regional Strategy when developing their regional housing strategies. Local Delivery Vehicles and local authorities will also work with public and private partners to deliver affordable housing.

**Environment and Green Infrastructure**

50. Advantage needs to be taken of the opportunities of the Sub-Region’s growth to create advances in sustainability. This will involve promoting the highest standards of environmental performance, not only in the design of new buildings but also in masterplanning and managing development. An integrated approach is required in which resource efficiency, including water use, opportunities for use of renewables, waste reduction, emissions reduction, protecting and promoting biodiversity and creating attractive, healthy and safe places to live are considered at the earliest stage. What is achievable at any given location will depend on local circumstances and the scale of development taking place, but innovative solutions need to be encouraged at every level.

51. The Sub-Region’s important environmental and cultural assets, some of which are of national or regional significance, need not only to be protected but also, where appropriate, enhanced. The growth area provides opportunities for this, and for access and management for the benefit of an increased population.

52. The provision of green infrastructure needs to be addressed in planning development throughout the Sub-Region so as to ensure a net gain to meet the needs generated by growth and, where relevant, help to address existing deficiencies. This may take the form of protection, enhancement or extension of existing resources, or the provision of new or replacement facilities. Green infrastructure includes recreational and sports facilities, pathways and routes, natural and historic sites, canals and water spaces, as well as accessible countryside. A network of multi-function green spaces in urban areas, the countryside in and around towns and the wider countryside needs to be established. It will also be important to ensure that the character and diversity of the wider countryside is protected and, wherever possible, enhanced.

**Utilities**

53. The planned growth will result in increased demand for water. 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. Meeting the demand for water, as part of wider regional needs is likely to entail major development outside the Sub-Region, the impacts of which will need to be carefully assessed. Utilities must 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 are not compromised. Progress in providing strategic water infrastructure and managing water resources will need to be monitored as it may affect the rate of growth that can be realised within the Sub-Region.

54. The growth areas will require a strategic approach and investment programme for waste water and surface water drainage management which takes a co-ordinated approach to land drainage, nature conservation, landscape management and open space provision, so that catchment flood risk is not increased and water quality does not deteriorate as a result of the cumulative impacts of development.

55. Utility providers are under an obligation to plan adequately in response to growth and strengthen infrastructure provision as required. However other stakeholders such as the Environment Agency, industry regulators (e.g. OFWAT, OfGEM) and Local Authorities have a significant influence on utility provision. Local Delivery Vehicles should engage with relevant utility providers, and with other key stakeholders if required, as an early priority to ensure that local needs are addressed.
MKSM Strategic Policy 3: Sustainable Communities

Sustainable Communities will be achieved in the Sub-Region through the implementation of development in accordance with the following principles:

- designing attractive cities, towns and public places;
- promoting the highest standards of environmental performance, including all aspects of water resource management;
- ensuring good accessibility and providing better public transport;
- facilitating safe and convenient movement on foot and by cycle;
- reducing reliance on car-based transport;
- maximising the opportunities afforded by growth to facilitate the regeneration of deprived communities;
- protecting, enhancing, and increasing the Sub-Region’s stock of strategic environmental and cultural assets;
- providing green infrastructure for existing and expanding communities, including access to green space that promotes healthy lifestyles and can be used for formal and informal recreation and educational purposes;
- ensuring that the countryside in and around towns is sensitively designed to assimilate urban extensions into the landscape and accommodate links to and from the wider countryside;
- improving skills levels, enterprise, and innovation support;
- ensuring a supply of housing of the right types, sizes and tenure, and providing a step change in both the quantity and quality of affordable housing to meet the needs of the Sub-Region;
- providing 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;
- managing and reducing demand where appropriate (e.g. demand for water);
- taking advantage of development opportunities for different scales of renewable energy in the Sub-Region;
- providing high quality employment land and premises which meets the needs of growing industries;
- maximising the contribution of previously developed land to the Sub-Region’s growth;
- promoting and facilitating community development through the active involvement of the voluntary and community sectors; and
- ensuring improved community safety.
Section 3: Effective Delivery

Mechanisms for implementation

56. A new approach is needed to deliver the growth and sustainable communities aspirations across the Sub-Region. This will require strong partnership working, between Government and others, to deliver the necessary investment.

MKSM Inter-Regional Board

57. An MKSM Inter-Regional Board has been established to ensure that all agencies deliver the investment and policy commitment to meet the objectives, policies and proposals of this Strategy. Chaired by the sponsor Government minister, it brings together local authorities (at political level), along with Government agencies and other key Sub-Regional stakeholders, including the Local Delivery Vehicles (LDVs).

58. Its terms of reference include securing the timely delivery of infrastructure and services necessary for sustainable growth in the Sub-Region. The Board will establish the infrastructure priorities required to deliver the growth area proposals and monitor their implementation. The work of the Board will focus on the cross-regional investment and infrastructure that cannot be secured by LDVs. A key issue for early consideration will be the need for a consistent and effective approach to developer contributions. Coherence will be enhanced if major proposals are dealt with similarly across the Sub-Region, and competition between the component growth areas should be avoided. It will be for the Regional Assemblies to consider what further sub-regional guidance may be required, and to advise the Board accordingly.

Regional Housing Boards

59. Each region has a Regional Housing Board to take forward the Government’s Sustainable Communities agenda and each has responsibility for the preparation and updating of a Regional Housing Strategy. Due to the influence of London, it is already acknowledged that the Boards for London, South East and East of England will need to have particularly close relationships. The Regional Housing Boards for the East of England, East Midlands and South East will need to work in a co-ordinated way in relation to housing issues in the Sub-Region.

Local Delivery Vehicles (LDVs)

60. LDVs will be established to drive the growth of the area using land assembly, investment and planning roles to create confidence and stimulate private investment. An LDV may cover more than one growth location but different models of LDV will be established to reflect local circumstances. Each LDV will be expected to pool powers, resources and expertise and strong partnerships with local authorities and others will ensure local accountability.

61. Each LDV is being established for long-term operation but allows for evolution as times change. There will be a Business Plan for each LDV, guided by this Sub-Regional Strategy and emerging LDDs.

Local Development Documents (LDDs)

62. Putting in place LDDs to define how growth is to be delivered is a key priority. Where growth includes development across administrative boundaries there should be a presumption in favour of preparation of Joint LDDs. Likely locations for this approach in the Sub-Region are:

- Bedford and Mid Bedfordshire (to integrate plans for the northern Marston Vale);
- Luton, South Bedfordshire and North Hertfordshire (to plan for Luton – Dunstable – Houghton Regis and Leighton Linslade), together with Aylesbury Vale in respect of Leighton Linslade;
- Northampton, Daventry and South Northamptonshire (to help co-ordinate the development of the Northampton Implementation Area and address common issues);
- a combination of Corby, Kettering, Wellingborough and East Northamptonshire (to reflect co-ordinate the development of the Northampton Implementation Area and address common issues);
- Milton Keynes, Aylesbury Vale, and Mid-Bedfordshire with reference to the Milton Keynes growth location).

Master Plans/Strategic Development Briefs

63. A masterplanning approach, developed with appropriate consultation and appraisal, will be required for all the sustainable urban extensions and for other major urban developments, sufficient to (a) demonstrate how the overall development will meet the aims of the Sub-Regional Strategy and (b) provide a coherent framework into which any individual phases of development will fit.

Resources for Implementation

Delivery Agencies

64. National, regional and local agencies will be required to deliver the Strategy. The key agencies will be those delivering in the following areas:

- road and rail infrastructure and public transport provision;
- residential and commercial development, including affordable housing;
- regeneration, the economy and enterprise;
• social infrastructure including the emergency services, primary and secondary education, health and social care services and facilities and provision for leisure, culture and arts;
• telecommunications networks;
• water and sewerage infrastructure;
• energy networks – gas, electricity and renewable energy;
• environmental technologies and environmental enhancement; and
• higher and further education and the development of employment skills.

65. Agencies involved in the delivery of the above aspects will be expected to make appropriate contributions to the preparation of LDDs and to the delivery of strategic plans of the Local Delivery Vehicles. Some may be represented on delivery vehicle boards.

Funding

66. The proposals and infrastructure requirements identified in Part A and Part B of this Strategy require substantial long-term investment. The MKSM Study estimated a figure in the region of £8.3bn over a 30-year period. Existing funding routes and bidding mechanisms will need to support the aspirations of this Sub-Regional Strategy and new ones will need to be created as appropriate. Some of the new funding routes/mechanisms will need to be specifically tailored for implementation within this Sub-Region. Central and local Government will work, through the Inter-Regional Board and other available avenues, to secure commitment to the funding for key infrastructure and other investment essential to delivering this Growth Area Strategy in a sustainable fashion.

Targets for Implementation Monitoring and Review

Implementation and Monitoring

67. The Part B Statements for the six growth towns provide guidance on the housing and jobs targets and the key infrastructure proposals that need to be developed in more detail in appropriate LDDs for all the growth towns and taken forward in the strategic plans of the Local Delivery Vehicles.

68. The phasing of the development in the Part B Statements is based on the objective of bringing forward the delivery of housing and employment growth as fast as possible tempered by judgments about what are balanced and achievable development trajectories in terms of factors such as infrastructure provision and the housing market.

69. The Regional Assemblies will monitor progress in achieving the main elements of the Sub-Regional Strategy, as developed in more detail by the LDDs, and as revealed by a range of appropriate indicators, including the following:
• housing completions, including affordable housing;
• net change in jobs totals, including those in defined key sectors;
• commencement/completion of key infrastructure;
• development on previously-developed/green field land;
• changes in skill levels;
• higher and further education delivery indicators;
• health and social care delivery indicators; and
• environment indicators.

Review Timetable and Approach

70. Although formally the Sub-Regional Strategy forms part of three different Regional Spatial Strategies, and has no separate status, it has been published as a single document to help ensure proposals are implemented and monitored in a co-ordinated way by the regional planning bodies, government agencies and others involved. In order to maintain the clarity of focus necessary to increase the cohesion of the Sub-Region and implement these long-term policies the Sub-Regional Strategy will be monitored as a single entity with the results of that monitoring feeding into the Annual Monitoring Report for each region as required by planning legislation. Depending on the location and impact of the issues identified, the regional planning bodies will then decide whether any consequent revisions to one or more RSSs affecting policies in the SRS should be carried out by all three, two or just one of those bodies. Given that Part A of the SRS is part of three different RSSs, any future review will normally need to be carried out jointly by the three regional planning bodies.

MKSM Strategic Policy 4: Effective Delivery

Delivery of the Sub-Regional Strategy will be secured through:
• the Inter-Regional Board;
• establishment of Local Delivery Vehicles covering all of the growth locations to drive the sustainable growth of the Sub-Region;
• preparation of Business Plans by each LDV; and
• early preparation of priority LDDs to guide development in areas of change in accordance with Local Development Schemes.

Progress in achieving resources for the Sub-Region and in implementing the Sub-Regional Strategy will be monitored regularly and reported as part of the Annual Monitoring Reports prepared by the Regional Assemblies.
Part B Statement for Northamptonshire

Statement for Northamptonshire

(East Midlands)

Introduction

119. In accordance with the spatial framework set out in Part A, major areas of new development will be concentrated in Northampton (defined as a Principal Urban Area) and in the neighbouring growth towns of Corby, Kettering and Wellingborough.

120. 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. In other rural settlements new development will be limited to that required for local needs.

MKSM Northamptonshire Policy 1: The Spatial Framework

The majority of development in Northamptonshire should be concentrated in 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 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—2021 should be made at the following annual average rates:

<table>
<thead>
<tr>
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<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Corby*</td>
<td>560</td>
<td>680</td>
<td>1,060</td>
<td>1,060</td>
<td>16,800</td>
</tr>
<tr>
<td>Daventry</td>
<td>540</td>
<td>540</td>
<td>540</td>
<td>540</td>
<td>10,800</td>
</tr>
<tr>
<td>East Northamptonshire</td>
<td>520</td>
<td>520</td>
<td>420</td>
<td>420</td>
<td>9,400</td>
</tr>
<tr>
<td>Kettering</td>
<td>550</td>
<td>810</td>
<td>630</td>
<td>630</td>
<td>13,100</td>
</tr>
<tr>
<td>Northampton*</td>
<td>1,050</td>
<td>1,450</td>
<td>1,750</td>
<td>1,750</td>
<td>30,000</td>
</tr>
<tr>
<td>South Northamptonshire</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>330</td>
<td>6,600</td>
</tr>
<tr>
<td>Wellingborough</td>
<td>595</td>
<td>595</td>
<td>685</td>
<td>685</td>
<td>12,800</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>4,145</td>
<td>4,925</td>
<td>5,415</td>
<td>5,415</td>
<td><strong>99,500</strong></td>
</tr>
</tbody>
</table>

*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.
Principal Urban Area – Northampton

121. 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.

MKSM Northamptonshire Policy 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 2021 as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001-2006</td>
<td>5,250</td>
</tr>
<tr>
<td>2006-2011</td>
<td>7,250</td>
</tr>
<tr>
<td>2011-2016</td>
<td>8,750</td>
</tr>
<tr>
<td>2016-2021</td>
<td>8,750</td>
</tr>
<tr>
<td>Total 2001-2021</td>
<td>30,000</td>
</tr>
</tbody>
</table>

Annual average rate

<table>
<thead>
<tr>
<th>Year</th>
<th>2001-2006</th>
<th>2006-2011</th>
<th>2011-2016</th>
<th>2016-2021</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>1,050</td>
<td>1,450</td>
<td>1,750</td>
<td>1,750</td>
</tr>
<tr>
<td>Total</td>
<td>1,500</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

In examining future growth options the longer-term perspective of the Sub-Regional Strategy (for a further 17,500 dwellings in the decade 2021–31) should be borne in mind as an uncommitted planning assumption, and will be subject to future review.

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 a target.

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

- 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 of the edge of the urban area and the surrounding countryside;
- 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; and
- make appropriate provision for green infrastructure including the suggested River Nene Regional Park which can play an important role as a strategic recreational resource and offer opportunities to protect and enhance landscape character, biodiversity and cultural heritage.
MKSM Northamptonshire Policy 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.

Corby, Kettering and Wellingborough

122. 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.

MKSM Northamptonshire Policy 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 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 in 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

In 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 in 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 in 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 developed with appropriate consultation and appraisal.

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 Figure 7 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.

123. 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 co-ordinated 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 River 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.

**Sub-Regional Centre, the Smaller Towns and Rural Service Centres**

**Sub-Regional Centre: Daventry**

124. 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**

125. 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 within the existing built up areas or in the form of one or more sustainable urban 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

126. 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.

127. 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 co-ordinated 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

128. 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 this document. 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.

129. The list of schemes identified below (Figures 6-8) 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.
### MKSM Figure 6: Northampton Implementation Area

**Key Transport Requirements and Phasing Delivery**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Delivery</th>
<th>Lead Org.</th>
<th>Status*</th>
<th>2002-06</th>
<th>2007-11</th>
<th>2012-16</th>
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<tr>
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</tr>
<tr>
<td>Strategic Bus Corridor Development</td>
<td>LTP</td>
<td>LA</td>
<td>Under consideration</td>
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<tr>
<td>A45 Stanwick to Thrapston</td>
<td>TPI</td>
<td>HA</td>
<td>Under consideration</td>
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<tr>
<td>A43 Northampton to Kettering Dualising</td>
<td>LTP</td>
<td>LA</td>
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<td>Northampton Orbital Schemes</td>
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<td>A45 (M1 Junction 15) A43 to Stanwick</td>
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<tr>
<td>West Coast Main Line Modernisation</td>
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<tr>
<td>Northampton Station Interchange</td>
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<td>South of Northampton Interchange</td>
<td>DEV</td>
<td>NR</td>
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</table>

**Key: Targeted Programme of Improvements**
- Highways Agency
- Department for Transport Rail Strategy
- Network Rail
- Local Transport Plan Major Scheme
- Local Authority
- Developer contributions

*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.*
### MKSM Figure 7: Corby/Kettering/Wellingborough Implementation Area

#### Key Transport Requirements and Phasing Delivery

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Delivery</th>
<th>Lead Org.</th>
<th>Status*</th>
<th>2002-06</th>
<th>2007-11</th>
<th>2012-16</th>
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</tr>
<tr>
<td>Strategic Bus Corridor Development</td>
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<td>LA</td>
<td>Committed</td>
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<tr>
<td>A43 Corby Link Road</td>
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<td>LA</td>
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<tr>
<td>A509 Isham Bypass</td>
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<td>LA</td>
<td>Committed</td>
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<tr>
<td>Midland Road Bridge Wellingborough</td>
<td>GA</td>
<td>LA</td>
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<td>A509 Isham Bypass to Wellingborough</td>
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<td>LA</td>
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<tr>
<td>Wellingborough East Distributor Road</td>
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<tr>
<td>A14 Kettering Bypass Improvement</td>
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<td>HA</td>
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<td><strong>Rail</strong></td>
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<tr>
<td>New Interchange Facilities Wellingborough Station</td>
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<td>LA</td>
<td>Under consideration</td>
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<tr>
<td>New Interchange Facilities Kettering Station</td>
<td>LTP</td>
<td>LA</td>
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<td>Corby to Peterborough or Leicester Rail Reopening</td>
<td>DfT</td>
<td>NR</td>
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<tr>
<td>New Station and Interchange Desborough</td>
<td>DfT</td>
<td>NR</td>
<td>For future consideration</td>
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### Key:

- Targeted Programme of Improvements
- Highways Agency
- Department for Transport Rail Strategy
- Growth Area Funding (ODPM)
- Network Rail
- Local Transport Plan Major Scheme
- Local Authority
- Developer contributions

*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.

---

1 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.
**MKSM Figure 8: Connections beyond the Implementation Area**

**Key Transport Requirements and Phasing Delivery**

<table>
<thead>
<tr>
<th>Scheme</th>
<th>Delivery</th>
<th>Lead Org.</th>
<th>Status*</th>
<th>2002-06</th>
<th>2007-11</th>
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<td>A428 West Haddon Bypass</td>
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<tr>
<td>A5 Towcester Bypass</td>
<td>DEV</td>
<td>LA</td>
<td>For future consideration</td>
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<tr>
<td>A45 Flore-Weedon Bypass</td>
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<tr>
<td>A43 Towcester Roundabouts Grade Separation</td>
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<td>HA</td>
<td>For future consideration</td>
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<td>A43 Blisworth/Tifffield Grade Separation</td>
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Key:  
- Targeted Programme of Improvements (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)

*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.
# Appendix 1 - Planning Policy Guidance, Planning Policy Statements and Mineral Policy Guidance (PPGs, PPSs & MPGs)

<table>
<thead>
<tr>
<th>Planning Policy Guidance</th>
<th>Date</th>
<th>Mineral Policy Guidance</th>
<th>Date</th>
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<tr>
<td>PPS 1 Delivering Sustainable Development</td>
<td>2005</td>
<td>MPG1 General Considerations and the Development Plan System</td>
<td>1996</td>
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<td>PPG 3 Housing</td>
<td>2000</td>
<td>MPG3 Coal Mining and Colliery Spoil Disposal</td>
<td>1999</td>
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<td>PPG 4 Amendments</td>
<td>2005</td>
<td>MPG4 Revocation, Modification, Discontinuation, Prohibition</td>
<td>1997</td>
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<td>PPG 5 Simplified Planning Zones</td>
<td>1992</td>
<td>and Suspension Orders</td>
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<tr>
<td>PPG 8 Telecommunications</td>
<td>2001</td>
<td>MPG7 The Reclamation of Mineral Workings</td>
<td>1996</td>
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<tr>
<td>PPG 10 Planning and Waste Management</td>
<td>1999</td>
<td>Provisions and Procedures</td>
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<tr>
<td>PPS 12 Local Development Frameworks Companion Guide</td>
<td>2004</td>
<td>Order Permission (IDOs) – Conditions</td>
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<td>PPG 14 Development on Unstable Land</td>
<td>1990</td>
<td>MPG11 Control of Noise at Surface Mineral Workings</td>
<td>1993</td>
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<tr>
<td>PPG 16 Archaeology and Planning</td>
<td>1990</td>
<td>MPGS</td>
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<td>PPG 17 Sport and Recreation</td>
<td>2002</td>
<td>MPG15 Silica Sand</td>
<td>1996</td>
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<tr>
<td>PPG 18 Enforcing Planning Control</td>
<td>1991</td>
<td>List correct at time of publication. PPS 6, 9 and 10 (to replace PPG 6, 9 and 10) in preparation. Consultation on MPS 1 (&quot;Planning and Minerals&quot;) recently carried out. Reviews of other MPGs are also planned.</td>
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<td>PPG 19 Outdoor Advertisement Control</td>
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<td>PPG 20 Coastal Planning</td>
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<td>PPG 21 Tourism</td>
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<td>PPS 23 Planning and Pollution Control</td>
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<td>PPG 24 Planning and Noise</td>
<td>1994</td>
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<tr>
<td>PPG 25 Development and Flood Risk</td>
<td>2001</td>
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Appendix 2 – RSS National Core Indicators

Core Indicators for regional planning are set out below. These core indicators are closely aligned with the core indicators for Local Development Frameworks. This is to help ensure a consistent and cost-effective approach to monitoring implementation of key national objectives and targets at the regional and local levels. Note that these indicators may be revised in the light of new Planning Policy Statements and related documents. Please refer to the ODPM website for the latest version of these indicators.

1. Business Development
   a) Amount of land developed for employment by type: by local authority area.
   b) Amount of land developed for employment by type, which is in development and/or regeneration areas, defined in the Regional Spatial Strategy (RSS).
   c) Percentages of 1a by type, which is on previously developed land: by local authority area.
   d) Employment land supply by type: by local authority area.

Explanatory Notes
- Employment land type: defined by Use Class Orders (UCOs) B1b and c, B2 and B8.
- 1a, 1b and 1c: measured in terms of sq m floorspace (gross).
- 1a and 1b gross floorspace should be measured as gross internal floorspace, including all internal areas, but excluding internal walls.
- 1b: depending on the level of detail in the RSS, the precise boundaries of the designated areas may need to be defined in the LDF.
- 1c: comparing (in percentage terms) amount of completed land (sq m gross floorspace) developed for employment upon previously developed land as defined in Annex C of PPG3 (March 2000) against total employment gross floorspace (1a).
- 1d employment land supply is defined as the total amount of land available for employment use measured by site area (hectares).
- Thresholds (where an RPB finds it necessary):
  (i) 1a, 1b and 1c minimum floorspace 1000 sq m and above;
  (ii) 1d minimum site area 0.4 ha.

2. Housing
   a) Housing trajectory showing:
      (i) net additional dwellings over the previous five year period or since the start of the RSS period, whichever is the longer;
      (ii) net additional dwellings for current year;
      (iii) projected net additional dwellings up to the end of the RSS period or over a ten year period from its publication, whichever is the longer;
      (iv) the annual net additional dwelling requirement;
      (v) annual average number of net additional dwellings needed to meet overall housing requirements, having regard to previous years’ performances.
   b) Percentage of new and converted dwellings on previously developed land.
   c) Percentage of new dwellings completed at:
      (i) less than 30 dwellings per hectare;
      (ii) between 30 and 50 dwellings per hectare; and
      (iii) above 50 dwellings per hectare: by local authority area.
   d) Affordable housing completions: by local authority area.

Explanatory Notes
- The definition of dwelling (in line with the 2001 Census) is a self-contained unit of accommodation. Self containment is where all the rooms in a household are behind a door, which only that household can use. Non-self contained household spaces at the same address should be counted together as a single dwelling. Therefore, a dwelling can consist of one self-contained household space or two or more non-self contained spaces at the same address.
- Net additional dwellings are defined as new dwellings completed, plus gains from conversions less losses from conversions, plus gains from change of use less losses from change of use and less demolitions. 2a (ii) should give figures for net additional and gross dwellings. ‘Current’ means the previous financial year which the AMR is reporting upon.
- 2a (iii): projected dwellings relate to the sources of net additional dwellings to meet the requirements in the RSS. These must be based upon firm evidence of the contribution of the various components of housing supply that make up the total allocation. These can include: (a) outstanding planning permissions; (b) adopted allocations (without planning permission) (c) windfall estimates as well as any other dwelling sources, including those identified in urban housing capacity studies.
- 2a (iv): annual net additional dwelling requirement should reflect the annual rate of housing provision required in the RSS.
- 2a (v): this relates to the number of net additional dwellings required over the remaining plan period to meet the overall housing requirement set out in the RSS. It should take into account net additional dwelling completions identified in (i) & (ii) and should be expressed as a residual annual average.
- 2b: comparing (in percentage terms) numbers of
completed dwellings (gross), and through conversions of existing dwellings, provided on previously developed land (as defined in Annex C of PPG3) against total completed dwellings (gross).

- **2c**: (i) total new dwellings (gross) in terms (percentages) of three net density ranges; (ii) net density is defined in Annex C of PPG3 (March 2000).
- **2d**: gross and net additions of affordable housing completed, defined as: (i) wholly funded through registered RSL and or local authorities; (ii) wholly funded through developer contribution; and (iii) funded through a mix of public subsidy and developer contribution.

### 3. Transport

Percentage of completed non-residential development complying with the car-parking standards set out in the Regional Transport Strategy (RTS): by local authority area.

#### Explanatory Notes
- Comparison (in percentage terms) of completed non-residential schemes that comply with RTS parking standards against total numbers of schemes.
- If there are no regionally distinctive standards in an RTS, those set out in PPG13 should be used.
- Type of development: UCOs A, B and D.
- Threshold (where an RPB finds it necessary): minimum floorspace 1,000 sq m.

### 4. Regional Services

- **a)** Amount of completed retail, offices and leisure development respectively: by local authority area.
- **b)** Percentage of completed retail, offices, and leisure development respectively, in town centres.

#### Explanatory Notes
- **4a**: completed development defined by UCOs B1a, A1, A2 and D2.
- Thresholds (where an RPB finds it necessary): A1 minimum 2,500 sq m; A2, B1a and D2 minimum 1000 sq m.
- For office and leisure development, figures should be given as sqm gross internal floorspace. This should include all internal areas but excluding external walls.
- For retail, the net and gross internal floorspace should be given. Net internal area should be measured by the amount of tradeable sales space which customers have access to (excluding areas like storage) in sq m. The difference between gross external area and gross internal floorspace is typically between 2.5% and 5%.

### 5. Minerals

- **a)** The production of primary land won aggregates (tonnes) by minerals planning authority.
- **b)** The production of secondary/recycled aggregates by minerals planning authority.

### 6. Waste

- **a)** Capacity of new waste management facilities, by type and by waste planning authority.
- **b)** Amount of municipal waste arising and managed by: (i) management type; and, (ii) the percentage each management type represents of the total waste managed by waste planning authority.

#### Explanatory Notes
- **6a** 'Capacity' can be measured either in cubic metres or tonnes per annum, depending on the particular waste management facility involved. For example, capacity at landfill sites is traditionally measured in cubic metres, while at waste to energy plants, tonnes per annum are more normally used.
- Capacity of new waste management facilities should be those which have received planning permission and are operable.
- **6b** considering how (in percentage terms) the total amount of municipal waste is dealt with by different management types (e.g. recycling, landfill). Capacity can be measured in either cubic metres or tonnes as above.

### 7. Flood Protection and Water Quality

Number of planning permissions, by local authority area, granted contrary to the advice of the Environment Agency on grounds of:

- (i) flood defence; or
- (ii) water quality.

#### Explanatory Notes
These indicators are proxies for (i) inappropriate development in the flood plain; and (ii) that adversely affecting water quality.
8. Biodiversity

Change in areas and populations of biodiversity importance, including:

(i) Priority Habitats and Species (by type); and
(ii) Areas designated for their intrinsic environmental value including sites of international, national, regional or sub-regional significance.

Explanatory Notes

• Regional targets for biodiversity priorities are compiled by Regional Biodiversity Partnerships, reflecting those in the National Biodiversity Action Plan and those agreed by Local Biodiversity Partnerships at the sub-regional level. Priority habitats and species are found in designated sites and the wider landscape.

• “Change” needs to be considered in terms of impact of completed development management programmes and planning agreements. Measurement includes additions and subtractions to priority habitats and species. They are measured by hectares and numbers respectively.

• Areas of environmental value should be measured in hectares.

9. Renewable Energy

Renewable energy capacity (MW) installed by type: by local authority area.

Explanatory Notes

• Types: defined as energy generated from:
  (a) Bio fuels
  (b) Onshore wind
  (c) Water
  (d) Solar energy
  (e) Geothermal energy

• Outputs should be in megawatts.

• ‘Installed’ means completed and available for operation.
Appendix 3 – Implementation of Policies, Measures and Targets

1. Note that all Local Development Documents will require to be in general conformity with the RSS and therefore all the measures and targets included in Appendix 2 will need to be taken into account even where no Key Indicators are shown. This applies particularly to the Core Objectives listed in Policy 1.

2. Other plans, such as Local Transport Plans, will also need to be consistent with RSS policies.

3. Note that some indicators and targets may be revised, or new indicators and targets added, as targets are refined and the availability of data is tested through the Annual Monitoring process.

Acronyms

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Description</th>
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<tbody>
<tr>
<td>emda</td>
<td>East Midlands Development Agency</td>
</tr>
<tr>
<td>EMRA</td>
<td>East Midlands Regional Assembly (Regional Planning Body)</td>
</tr>
<tr>
<td>GOEM</td>
<td>Government Office for the East Midlands</td>
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<tr>
<td>LDF</td>
<td>Local Development Framework</td>
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<tr>
<td>LSP</td>
<td>Local Strategic Partnership</td>
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<tr>
<td>RSS</td>
<td>Regional Spatial Strategy</td>
</tr>
<tr>
<td>SRA</td>
<td>Strategic Rail Authority (Note that SRA main functions will be transferred to DfT Rail after 2005)</td>
</tr>
<tr>
<td>SSP</td>
<td>Sub-Regional Strategic Partnership</td>
</tr>
</tbody>
</table>

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<thead>
<tr>
<th>Policy No.</th>
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<th>Key Implementation Mechanism</th>
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<th>Key Indicators</th>
<th>Targets</th>
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<tbody>
<tr>
<td>1</td>
<td>Regional Core Objectives</td>
<td>All</td>
<td>EMRA</td>
<td>As appropriate</td>
<td>All</td>
<td>As appropriate</td>
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<td>2</td>
<td>Locational Priorities for Development</td>
<td>Development Plans Local Development Frameworks</td>
<td>Local Authorities</td>
<td>Developers</td>
<td>% new development on PDL</td>
<td>60% new development on PDL</td>
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<td>3</td>
<td>Sustainability Criteria</td>
<td>Development Plans Local Development Frameworks Sustainability Appraisals</td>
<td>Local Authorities</td>
<td>Developers</td>
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<tr>
<td>5</td>
<td>Concentrating Development in Urban Areas</td>
<td>Development Plans Local Development Frameworks Local Transport Plans Economic Development Strategies</td>
<td>Local Authorities</td>
<td>URCs Northants Local Delivery Vehicles (LDVs) emda SSPs Developers</td>
<td>% of region’s new development in PUAs No. of new houses, land and floorspace developed within and outside PUAs % of new development in Northants growth towns</td>
<td>Targets to be developed</td>
</tr>
<tr>
<td>6</td>
<td>Regional Priorities in Rural Areas</td>
<td>Development Plans Local Development Frameworks Local Transport Plans Economic Development Strategies</td>
<td>Local Authorities</td>
<td>emda SSPs Developers Countryside Agency</td>
<td>No. of bus passenger journeys per year in rural areas; Nos. in employment in rural areas Accessibility to essential services in rural areas</td>
<td>Increase in no. of bus passenger journeys from 2001 level. Increase in nos. in employment Improvement in accessibility to services</td>
</tr>
<tr>
<td>Policy No.</td>
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<tr>
<td>b) Lincoln Policy Area</td>
<td>Development Plans, Local Development Frameworks, Local Transport Plans, Economic Development Strategies, Tourism Strategies</td>
<td>Lincolnshire Enterprise Lincs Tourism English Heritage Public Transport Providers Developers</td>
<td>No. of new houses built in Policy Area, % increase in jobs in Policy Area, % increase in retail floorspace in City Centre, Increase provision and use of public transport in Policy Area, Indices of Multiple Deprivation (IMD)</td>
<td>Draft SRS included in draft RSS (Sept 2006), Job creation, new retail floorspace and use of public transport all greater than regional average, IMD shows greater reduction of deprivation than regional average</td>
<td></td>
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<tr>
<td>8</td>
<td>Overcoming Peripherality in the Eastern Sub-Area</td>
<td>Development Plans, Local Development Frameworks, Local Transport Plans</td>
<td>SRA/DfT Rail Highways Agency Public Transport Providers Port Authorities emda Lincolnshire Enterprise</td>
<td>Relevant transport improvements, Access to and use of ICT</td>
<td>Transport schemes implemented, Increased use of ICT in peripheral areas, Access to broadband extended to all areas</td>
<td></td>
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<tr>
<td>9</td>
<td>Regeneration of the Northern Sub-Area</td>
<td>Sub-Regional Strategy Development Plans, Local Development Frameworks, Local Transport Plans, Economic Development Strategies</td>
<td>EMRA emda Derby &amp; Derbyshire Economic Partnership Alliance SSP Environment Agency English Heritage</td>
<td>% change in economic activity and employment rates Indices of Multiple Deprivation (IMD)</td>
<td>Draft SRS included in draft RSS Review (Sept 2006), Higher rate of increase than regional average, IMD shows greater reduction of deprivation than regional average</td>
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<tr>
<td>10</td>
<td>Spatial Priorities for Development in the Peak Sub-Area</td>
<td>Development Plans Local Development Frameworks Local Transport Plans Economic Development Strategies</td>
<td>Peak National Park Authority Other Local Authorities in Sub-area</td>
<td>SRA/DfT Rail Public Transport Providers</td>
<td>Full time employment rates No of new affordable houses built Visitor spending Nos of new jobs created, particularly related to creative industries</td>
<td>Targets to be developed</td>
</tr>
<tr>
<td>11</td>
<td>Spatial Priorities for Development outside the Peak District National Park</td>
<td>Development Plans Local Development Frameworks Local Transport Plans Economic Development Strategies</td>
<td>Local Authorities</td>
<td>emda English Heritage Derby &amp; Derbyshire Economic Partnership</td>
<td>Full time employment rates No of new affordable houses built Visitor spending Nos of new jobs created</td>
<td>Targets to be developed</td>
</tr>
<tr>
<td>12</td>
<td>Managing Tourism and Visitors in the Peak Sub-area</td>
<td>Development Plans Local Development Frameworks Economic Development Strategies Tourism Strategies Countryside Strategies</td>
<td>Peak National Park Authority Other Local Authorities in Sub-area</td>
<td>Countryside Agency Heart of England Tourist Board emda Derby &amp; Derbyshire Economic Partnership</td>
<td>No. of visitors and amount of spend per visitor No. of new visitor attractions in areas immediately outside National Park No. of jobs in tourism related activities</td>
<td>Targets to be developed</td>
</tr>
<tr>
<td>13</td>
<td>Spatial Priorities for Development in the Southern Sub-area</td>
<td>Development Plans Local Development Frameworks Local Transport Plans Economic Development Strategies</td>
<td>Local Authorities in Sub-area Northants LDVs</td>
<td>SRA/DfT Rail Public Transport Providers Forestry Commission emda The Northamptonshire Partnership</td>
<td>Separate arrangements are in place to monitor the MKSM Sub-Regional Strategy</td>
<td>--</td>
</tr>
<tr>
<td>14</td>
<td>The Nottingham—Derby Green Belt</td>
<td>Development Plans Local Development Frameworks</td>
<td>EMRA Local Authorities in Green Belt area</td>
<td>Relevant Local Authorities</td>
<td>--</td>
<td>Draft review completed and agreed by June 2006</td>
</tr>
<tr>
<td>15</td>
<td>Development in the Three Cities Sub-area</td>
<td>Development Plans Local Development Frameworks Local Transport Plans Economic Development Strategies</td>
<td>Local Authorities in Sub-area</td>
<td>emda URCs SSPs</td>
<td>No. of new houses built in Policy Area % increase in jobs in Policy Area % increase in retail floorspace in City Centre Increase provision and use of public transport in Policy Area Indices of Multiple Deprivation (IMD)</td>
<td>Job creation, new retail floorspace and use of public transport all greater than regional average IMD shows greater reduction of deprivation than regional average</td>
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<td>17</td>
<td>Regional Housing Provision</td>
<td>Development Plans, Local Development Frameworks</td>
<td>Local Authorities</td>
<td>EMRA, Developers/Housebuilders Housing Associations</td>
<td>Housing trajectories (See Appendix 2 RSS Core Indicators) Vacant dwellings by tenure</td>
<td>13,700 dpa (new) Reduction on 2001 existing stock vacancy levels by 0.5%</td>
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<tr>
<td>18</td>
<td>Regional Priorities for Affordable Housing</td>
<td>Development Plans, Local Development Frameworks, Regional Housing Strategy, Sub-Regional Housing Action Plans, Local Authority Housing Strategies, Housing Investment Plans</td>
<td>Local Authorities, Regional Housing Board Housing Corporation</td>
<td>Developers/Housebuilders emda, National Housing Federation Housing Associations</td>
<td>Affordable housing completions by LA areas, Ratio of wage rates and housing costs</td>
<td>Regional target for provision: 3,950dpa (indicative benchmark) Local targets set in LDFs</td>
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<td>19</td>
<td>Regional Priorities for Managing the Release of Land for Housing</td>
<td>Development Plans, Local Development Frameworks</td>
<td>Local Authorities</td>
<td>Local Authorities in Adjacent Regions, Developers/Housebuilders, Sub-Regional Housing Groups</td>
<td>Phasing policies in place in LDDs</td>
<td></td>
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<td>20</td>
<td>A Regional Target for Reusing Previously Developed Land and Buildings for Housing</td>
<td>Development Plans, Local Development Frameworks Economic Development Strategies</td>
<td>Local Authorities</td>
<td>emda, Developers/Housebuilders Housing Associations, SSPs</td>
<td>Proportion of housing completions achieved on previously developed land or through conversions</td>
<td>60% by 2021</td>
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<tr>
<td>21</td>
<td>Regional Priority Areas for Regeneration</td>
<td>Development Plans, Local Development Frameworks, Local Transport Plans, Economic Development Strategy, SSP Strategies</td>
<td>Local Authorities, emda, SSPs</td>
<td>Local Transport Authorities</td>
<td>Net change in land and floorspace developed for employment by type, Indices of Multiple Deprivation</td>
<td>Targets set in LDFs Reduce no. of EM local authorities in worst 10% most deprived districts.</td>
</tr>
<tr>
<td>22</td>
<td>Regional Priorities for Employment Land</td>
<td>Development Plans, Local Development Frameworks Economic Development Strategy, SSP Strategies</td>
<td>Local Authorities</td>
<td>emda</td>
<td>Net change in office and industrial land / floorspace and proportion on PDL Employment land supply by type; Private sector view</td>
<td>To meet local needs as set out in SRSs or LDFs</td>
</tr>
<tr>
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<td>23</td>
<td>Regional Priorities for Town Centres and Retail Development</td>
<td>Development Plans Local Development Frameworks Town Centre Strategies SSP Strategies</td>
<td>Local Authorities emda SSPs</td>
<td>Town Centre Partnerships</td>
<td>Amount of completed retail, office and leisure development by local authority area</td>
<td>To meet local needs as set out in LDFs</td>
</tr>
<tr>
<td>24</td>
<td>Regional Priorities for Rural Diversification</td>
<td>Development Plans Local Development Frameworks Regional Economic Strategy SSP Strategies</td>
<td>Local Authorities emda SSPs</td>
<td>Countryside Agency</td>
<td>No. of new business start ups New jobs created</td>
<td>Increase in new business start ups and new jobs</td>
</tr>
<tr>
<td>25</td>
<td>Regional Priorities for Tourism</td>
<td>Development Plans Local Development Frameworks Tourism Strategies SSP Strategies</td>
<td>Local Authorities emda SSPs</td>
<td>Heart of England Tourist Board</td>
<td>No. of new jobs in tourist related activities Visitor spending in region No. of overnight stays in region</td>
<td>15,000 new jobs in tourism by 2008 Visitor spending in region to increase by 2% by 2010 Tourism to contribute 4.5% of region’s GDP by 2010</td>
</tr>
<tr>
<td>26</td>
<td>Regional Priorities for ICT</td>
<td>Development Plans Local Development Frameworks Economic Development Strategies SSP Strategies</td>
<td>Local Authorities SSPs ADIT East Midlands</td>
<td>ICT Providers emda</td>
<td>Proportion of region’s homes and businesses with access to high-speed broadband services Take up of broadband services</td>
<td>Full regional coverage by 2006; 20% businesses trading online by 2010</td>
</tr>
<tr>
<td>27</td>
<td>Protecting and Enhancing the Region’s Natural and Cultural Assets</td>
<td>Development Plans Local Development Frameworks Regional Environment Strategy Regional Cultural Strategy</td>
<td>Local Authorities EMRA Environment Agency English Nature English Heritage Countryside Agency</td>
<td>Wildlife Trusts National Trust Woodland Trusts CPRE</td>
<td>Cases of damage to natural and cultural assets and compensatory measures Improvements in the condition of land classified as Sites of Special Scientific Interest (SSSI)</td>
<td>No net loss of natural or cultural assets 95% of SSSIs in favourable condition by 2010</td>
</tr>
<tr>
<td>28</td>
<td>Priorities for Enhancing the Region’s Biodiversity</td>
<td>Development Plans Local Development Frameworks Local Biodiversity Actions Plans Regional Environment Strategy Action Plans Strategic River Corridors Initiative</td>
<td>Local Authorities EMRA English Nature East Midlands Biodiversity Forum Environment Agency</td>
<td>Wildlife Trusts Woodland Trusts Developers Businesses</td>
<td>Change in areas of biodiversity importance, including: priority habitats and species (by type); and areas designated for their intrinsic value including sites of international, national, regional or sub-regional significance.</td>
<td>To meet Regional Biodiversity Habitat Management and Recreation Targets listed in Appendix 5</td>
</tr>
<tr>
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<td>29</td>
<td>A Regional Target for Increasing Woodland Cover</td>
<td>Development Plans Local Development Frameworks Regional Forestry Framework National Forest and other Forest Initiatives</td>
<td>Local Authorities Forestry Commission English Nature East Midlands Biodiversity Forum</td>
<td>Wildlife Trusts Woodland Trusts Developers Businesses</td>
<td>Area of new woodland created</td>
<td>65,000 hectares by 2021</td>
</tr>
<tr>
<td>30</td>
<td>Priorities for the Management and Enhancement of the Region’s Landscape</td>
<td>Development Plans Local Development Frameworks Landscape Character Assessments</td>
<td>Local Authorities Countryside Agency English Nature</td>
<td>English Heritage Peak District National Park Authority</td>
<td>% of region covered by Landscape Character Assessments</td>
<td>100% of rural areas</td>
</tr>
<tr>
<td>31</td>
<td>Regional Priorities for the Historic Environment</td>
<td>Development Plans Local Development Frameworks Economic Development Strategies Regional Cultural Strategy</td>
<td>Local Authorities English Heritage emda SSPs Regional Heritage Forum</td>
<td></td>
<td>Number of listed buildings at risk</td>
<td>Decrease from 2001 levels</td>
</tr>
<tr>
<td>34</td>
<td>Regional Priorities for Strategic River Corridors</td>
<td>Development Plans Local Development Frameworks Flood Risk Assessments</td>
<td>Local Authorities Environment Agency</td>
<td>English Nature English Heritage Countryside Agency Regional Biodiversity Forum emda SSPs/LSPs Regeneration Companies Wildlife Trusts Sport England Local Sports Partnerships British Waterways Various River Partnership Projects &amp; Initiatives</td>
<td>Environment Agency Water Quality measures Access to urban waterfronts Biodiversity and wildlife habitats</td>
<td>Water quality targets set by Environment Agency Targets to be developed related to urban waterfront areas and protection and restoration of wildlife habitats along river corridors in both urban and rural areas (see also Policy 28)</td>
</tr>
<tr>
<td>Policy No.</td>
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<td>35</td>
<td>Priorities for the Management of the Lincolnshire Coast</td>
<td>Development Plans Local Development Frameworks Coastal Zone Management Plans</td>
<td>Local Authorities Environment Agency</td>
<td>English Nature Biodiversity Forum Countryside Agency</td>
<td>No. of Blue Flag beaches Change in areas of biodiversity importance, including: priority habitats and species (by type); and areas designated for their intrinsic value including sites of international, national, regional or sub-regional significance.</td>
<td>Increase in Blue Flag beaches To meet Regional Biodiversity Habitat Management and Recreation Targets listed in Appendix 5</td>
</tr>
<tr>
<td>36</td>
<td>A Regional Approach to Managing Flood Risk</td>
<td>Development Plans Local Development Frameworks Shoreline Management Plans Catchment Flood Management Plans</td>
<td>Local Authorities Environment Agency</td>
<td>Developers Regional Flood Defence Committees</td>
<td>Planning permissions granted contrary to Environment Agency advice on flood defence grounds Planning permissions granted with Sustainable Urban Drainage Schemes (SuDS) No. properties at 1% flood risk No. strategic flood risk assessments undertaken</td>
<td>Targets to be developed</td>
</tr>
<tr>
<td>38</td>
<td>Regional Waste Strategy</td>
<td>EMRA</td>
<td>Regional Technical Advisory Body for Waste Local Authorities</td>
<td></td>
<td></td>
<td>Strategy in place by June 2005</td>
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<tr>
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<td>39</td>
<td>Regional Priorities for Waste Management</td>
<td>Regional Waste Strategy Waste Management Plans Recycling Plans</td>
<td>Regional Technical Advisory Body for Waste Local Authorities</td>
<td>emda Business Links Waste Industry Voluntary sector</td>
<td>Capacity of waste management facilities by type by WPA Amount of controlled waste arising and managed by management type % of each management type represents of total waste managed by WPA Proportion of waste diverted from landfill</td>
<td>To meet regional targets in Figures 2 &amp; 3 Zero growth in controlled waste by 2016 at the regional level A minimum of 50% of household waste recycled or composted by all Waste Collection Authorities by 2015 Decrease in waste disposed of in landfill to meet national targets</td>
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<td>40</td>
<td>Regional Priorities for Energy Reduction and Efficiency</td>
<td>Development Plans Local Development Frameworks Regional Energy Strategy and Action Plan</td>
<td>Local Authorities emda EMRA Energy Generators</td>
<td>Developers Businesses</td>
<td>Capacity of additional Combined Heat and Power facilities</td>
<td>511 MWe by 2010</td>
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<td>41</td>
<td>Regional Priorities for Renewable Energy</td>
<td>Development Plans Local Development Frameworks Regional Energy Strategy and Action Plan</td>
<td>Local Authorities emda EMRA</td>
<td>Developers</td>
<td>Capacity of additional renewable energy facilities</td>
<td>To meet targets in Appendix 6</td>
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<td>42</td>
<td>Regional Transport Objectives</td>
<td>Regional Transport Strategy Local Transport Plans Development Plans Local Development Frameworks</td>
<td>Local Authorities</td>
<td>SRA/DfT Rail Public Transport Providers</td>
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<td>43</td>
<td>Sub-area Transport Objectives</td>
<td>Local Transport Plans Development Plans Local Development Frameworks</td>
<td>Local Authorities</td>
<td>SRA/DfT Rail Public Transport Providers</td>
<td></td>
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<td>44</td>
<td>Regional Traffic Growth Reduction</td>
<td>Regional Transport Strategy Local Transport Plans Development Plans</td>
<td>Local Authorities Public Transport Providers</td>
<td>EMRA SRA/DfT Rail Highways Agency Developers</td>
<td>Levels of traffic growth Scale of congestion in urban areas and on inter-regional routes</td>
<td>Progressive reduction over time in the rate of traffic growth Reduction in congestion in urban areas and on inter-regional routes</td>
</tr>
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<td>45</td>
<td>Behavioural Change</td>
<td>Regional Transport Strategy&lt;br&gt;Local Transport Plans Development Plans&lt;br&gt;Local Development Frameworks</td>
<td>Local Authorities&lt;br&gt;Public Transport Providers</td>
<td>EMRA&lt;br&gt;SRA/DfT Rail&lt;br&gt;Highways Agency&lt;br&gt;emda</td>
<td>No. of businesses and schools with travel plans&lt;br&gt;% of workforce employed by companies with travel plans&lt;br&gt;% of pupils attending schools with travel plans&lt;br&gt;Journeys made by cycle&lt;br&gt;No. and length of new cycle routes provided</td>
<td>Year on year increase in number of companies, schools and employees covered by travel plans&lt;br&gt;Increase in journeys made by cycle</td>
</tr>
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<td>46</td>
<td>Regional Priorities for Parking Levies and Road User Charging</td>
<td>Regional Transport Strategy&lt;br&gt;Local Transport Plans Development Plans</td>
<td>Local Authorities</td>
<td>EMRA Highways Agency&lt;br&gt;GOEM</td>
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<td>47</td>
<td>Regional Car Parking Standards</td>
<td>Regional Transport Strategy&lt;br&gt;Local Transport Plans Development Plans</td>
<td>Local Authorities&lt;br&gt;Developers</td>
<td>EMRA Highways Agency&lt;br&gt;emda</td>
<td>New non-residential development complying with RTS car-parking standards</td>
<td>To meet standards set out in Appendix 7</td>
</tr>
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<td>48</td>
<td>A Regional Approach to Developing Public Transport Accessibility Criteria</td>
<td>Regional Transport Strategy&lt;br&gt;Local Transport Plans Development Plans</td>
<td>Local Authorities&lt;br&gt;Public Transport Providers</td>
<td>SRA/DfT Rail GOEM&lt;br&gt;EMRA</td>
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<td>49</td>
<td>Regional Heavy Rail Investment Priorities</td>
<td>Regional Transport Strategy&lt;br&gt;Local Transport Plans Route Utilisation Studies</td>
<td>EMRA&lt;br&gt;Local Authorities&lt;br&gt;Public Transport Providers</td>
<td>SRA/DfT Rail&lt;br&gt;Local Authorities&lt;br&gt;GOEM&lt;br&gt;emda&lt;br&gt;LDFs</td>
<td>Punctuality and reliability of services</td>
<td>Punctuality and reliability of rail services improved to at least 85% by 2006 and further improved by 2008</td>
</tr>
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<td>50</td>
<td>Regional Priorities for Bus and Light Rail Services</td>
<td>Regional Transport Strategy&lt;br&gt;Local Transport Plans Development Plans</td>
<td>Local Authorities&lt;br&gt;Public Transport Providers</td>
<td>EMRA</td>
<td>Level of bus and light rail patronage</td>
<td>An increase at the regional level towards the national target of 12% by 2010</td>
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<td>51</td>
<td>Regional Priorities for Integrating Public Transport</td>
<td>Regional Transport Strategy&lt;br&gt;Local Transport Plans Development Plans</td>
<td>Local Authorities&lt;br&gt;Public Transport Providers</td>
<td>EMRA SRA/DfT Rail&lt;br&gt;Local Authorities</td>
<td>Population served by integrated ticketing schemes</td>
<td>Increase in population covered by schemes</td>
</tr>
<tr>
<td>52</td>
<td>Regional Trunk Road Investment Priorities</td>
<td>Regional Transport Strategy&lt;br&gt;Targeted Programme of Improvements&lt;br&gt;Local Transport Plans Development Plans</td>
<td>Highways Agency&lt;br&gt;EMRA</td>
<td>Local Authorities&lt;br&gt;emda</td>
<td>No. of people killed or seriously injured in road accidents&lt;br&gt;Congestion in urban areas and inter-regional routes</td>
<td>A decrease in accidents at the regional level towards the national target of 40% by 2010&lt;br&gt;Reduction of congestion in urban areas and on inter-regional routes</td>
</tr>
</tbody>
</table>
Appendix 4 - Regional Housing Provision

Housing provision figures were not reviewed as part of the RSS Revision, but following consideration of the Panel Report into the Milton Keynes and South Midlands Sub-Regional Spatial Strategy increased figures for Northamptonshire over the 20 year RSS period, have been added.

The annual average housing provision reflects a number of factors, notably the projected increase of 345,000 in the number of households in the East Midlands in the Government's 1996-based household projections up to 2021. The Regional Planning Body's adjustment for over-estimated migration into Leicestershire reduced this figure by 13,000. In addition, an allowance in the period 1996–2021 of 9,300 for the unmet needs of concealed and sharing households has been included. Transactional vacancies in new stock (about 2%) add 7,000 to the requirement, but offset against that is an assumption that vacancies in the existing stock should be reduced by a half per-cent, which will bring 8,600 dwellings back into use. No allowance is made for demolitions, as a one-for-one replacement is assumed. Prospects for economic growth are adjudged to add 4,000 households over and above the level of household increase in the 1996-based projections.

The annual rates of provision should apply to all development plans until such time as the figures are amended as part of the next RSS review, which will take into account the latest official household projections.

While it is intended to provide housing for the Region as a whole broadly in line with the trend of in-migration that underlies the official household projections, account has been taken of the concerns that the projected scale of international migration in Leicestershire may have been over-estimated.

Housing provision for each county is intended to:

- address the issue of out-migration in areas in need of regeneration which will be subject to an integrated set of economic, social, environmental and transport policies and investment programmes; and
- ensure that sufficient housing is provided, in locations that are consistent with the sequential approach, to accommodate in-migration in areas of growing prosperity.

In addition, the following considerations were taken into account:

- increasing out-migration from metropolitan areas, resulting from patterns of travel to work, which mainly impacts upon the south, west and north west fringes of the region. This is a trend which the East Midlands strategy intends to discourage where it gives rise to increasingly unsustainable patterns of commuting;
- broad estimates of labour demand. Housing provision cannot be closely related to labour demand, for a variety of reasons, as housing provision for the region as a whole should reflect its economic prospects; and
- there are areas of the region that have significant constraints on development. These are primarily in rural areas, the most significant being the Peak District National Park, which has its own independently derived housing provision.

**DERBYSHIRE**

In the former coalfield areas, policies to regenerate the area are intended to ensure that population migration into and out of that area is in balance over the guidance period. The contribution of new housing to regeneration has been recognised in the allocation. In the areas adjacent to Sheffield and Manchester, a policy of restraint is needed in order to avoid urban sprawl and support the regeneration policies in urban areas. In the Derby area, it is planned that modest growth experienced in the recent past will continue.

**LEICESTERSHIRE**

The trend based projection, after a reduction in projected international migration, gives rise to a higher level of household growth than any other part of the region. Although local economic development strategies propose the creation of more jobs than trend based economic forecasts suggest, levels of net in-migration are expected to be consistent with labour requirements at the level of housing provision proposed.

**LINCOLNSHIRE**

Lincolnshire has been a consistent area of growth for a number of years. Historically high levels of in-migration have more than balanced a natural decrease of the resident population and helped maintain rural settlements. More recently, employment related in-migrants have contributed to population growth, although there are parts of the area where this has led to higher levels of commuting. The continuation of growth in a way that will increase the self-sufficiency and economic base of the county is sought, although at a rate that would reduce the likelihood of increased commuting and greenfield development in the south of the county.

**NORTHAMPTONSHIRE**

In the recent past, Northamptonshire has been one of the most economically buoyant areas of the UK. Much of this growth has been due to the county's role in accommodating the economic and social pressures of other regions, particularly London and the South East, and the West Midlands. The Milton Keynes and South Midlands Sub-Regional Strategy has examined the potential for accommodating further growth within the county and proposes a package of increased housing growth in selected urban locations supported by infrastructure improvements and new job opportunities.
NOTTINGHAMSHIRE

The economic strength of the South Nottinghamshire area is reflected in the current household projection. In the former coalfield, promotional policies to regenerate the area are intended to ensure that current out-migration is redressed to achieve balance before the end of the RSS period. It is expected that the eastern part of the county will experience some population growth. Therefore a small increase overall in housing provision above trend may be warranted.

PEAK DISTRICT NATIONAL PARK

The requirement for the Peak District National Park is based upon a continuation of existing policies that seek a stable population for the National Park area. With minor exceptions, the provision of newly built housing is exclusively to meet the local need for affordable housing and agricultural dwellings for local needs and this provision will be met within the Park. Further housing is provided where strict environmental and design criteria allow conversion of existing buildings. The housing provision is not regionally significant and only a nominal annual figure for the National Park is considered appropriate.
### Habitat UK Resource Restoration Targets

<table>
<thead>
<tr>
<th>Habitat</th>
<th>UK Resource Restoration Targets</th>
<th>Regional Management/Targets (new sites)</th>
<th>Regional Creation Targets</th>
<th>Regional Priority Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>No. hectares</td>
<td>Year</td>
<td>No. hectares*</td>
</tr>
<tr>
<td>Veteran trees***</td>
<td>Na</td>
<td>n y a</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lowland wood pasture and parkland</td>
<td>20,000</td>
<td>5000</td>
<td>2010</td>
<td>240</td>
</tr>
<tr>
<td>Wet woodland</td>
<td>Na</td>
<td>2500</td>
<td>2010</td>
<td>440</td>
</tr>
<tr>
<td>Upland mixed ash woods</td>
<td>Na</td>
<td>600</td>
<td>2010</td>
<td>75</td>
</tr>
<tr>
<td>Upland oak woodland</td>
<td>70,000-100,000</td>
<td>480</td>
<td>2010</td>
<td>200</td>
</tr>
<tr>
<td>Blanket bog</td>
<td>1,485,000</td>
<td>9100</td>
<td>2015</td>
<td>Na</td>
</tr>
<tr>
<td>Purple moor grass and rush pastures</td>
<td>56,000</td>
<td>400</td>
<td>2005</td>
<td>40</td>
</tr>
<tr>
<td>Upland heathland</td>
<td>&gt;2,000,000</td>
<td>1600</td>
<td>2010</td>
<td>3640</td>
</tr>
<tr>
<td>Lowland heathland</td>
<td>58,000</td>
<td>1000</td>
<td>2005</td>
<td>600</td>
</tr>
<tr>
<td>Lowland calc grassland</td>
<td>33,000-41,000</td>
<td>1200</td>
<td>2010</td>
<td>210</td>
</tr>
<tr>
<td>Lowland dry acid grassland</td>
<td>&lt;30,000</td>
<td>n y a</td>
<td></td>
<td>250</td>
</tr>
<tr>
<td>Lowland hay meadows</td>
<td>&lt;15,000</td>
<td>3000</td>
<td>2010</td>
<td>610</td>
</tr>
<tr>
<td>Cereal field margins</td>
<td>Na</td>
<td>2200km</td>
<td>2010</td>
<td>5000</td>
</tr>
<tr>
<td>Hedgerows</td>
<td>190,000kms</td>
<td>2500km</td>
<td>2010</td>
<td>1700km</td>
</tr>
<tr>
<td>Farmland (other than above)***</td>
<td>Na</td>
<td>n y a</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Grazing marsh</td>
<td>300,000</td>
<td>5000</td>
<td>2005</td>
<td>800</td>
</tr>
<tr>
<td>Fens</td>
<td>Na</td>
<td>500</td>
<td>2005</td>
<td>1000</td>
</tr>
<tr>
<td>Reed beds</td>
<td>5,000</td>
<td>100</td>
<td>2005</td>
<td>300</td>
</tr>
<tr>
<td>Eutrophic standing waters</td>
<td>178,000</td>
<td>n y a</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mesotrophic standing waters</td>
<td>n y a</td>
<td>n y a</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Large rivers***</td>
<td>Na</td>
<td>554km</td>
<td>2005</td>
<td>10km</td>
</tr>
<tr>
<td>Chalk rivers</td>
<td>Na</td>
<td>80km</td>
<td>2010</td>
<td>0</td>
</tr>
<tr>
<td>Saline lagoons</td>
<td>Na</td>
<td>63</td>
<td>2010</td>
<td>15</td>
</tr>
<tr>
<td>Habitat</td>
<td>UK Resource Restoration Targets</td>
<td>Regional Management/Targets (new sites)</td>
<td>Regional Creation Targets</td>
<td>Regional Priority Areas</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>---------------------------------</td>
<td>---------------------------------------</td>
<td>---------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td></td>
<td>No. hectares</td>
<td>Year</td>
<td>No. hectares*</td>
<td>Year</td>
</tr>
<tr>
<td>24 Salt marsh</td>
<td>Na</td>
<td>5000</td>
<td>2010</td>
<td>520</td>
</tr>
<tr>
<td>25 Sand dunes</td>
<td>Na</td>
<td>583</td>
<td>2010</td>
<td>90</td>
</tr>
<tr>
<td>26 Mud flats</td>
<td>Na</td>
<td>38000</td>
<td>2010</td>
<td>2700</td>
</tr>
<tr>
<td>27 Coastal vegetated shingle</td>
<td>Na</td>
<td>42</td>
<td>2005</td>
<td>0</td>
</tr>
<tr>
<td>28 Savellaria reefs</td>
<td>Na</td>
<td>n y a</td>
<td>2005</td>
<td>n y a</td>
</tr>
<tr>
<td>29 Muddy gravels</td>
<td>Na</td>
<td>n y a</td>
<td>2005</td>
<td>n y a</td>
</tr>
<tr>
<td>30 Modiolus beds</td>
<td>Na</td>
<td>n y a</td>
<td>2005</td>
<td>n y a</td>
</tr>
<tr>
<td>31 Sub littoral sands and gravels</td>
<td>Na</td>
<td>n y a</td>
<td>2005</td>
<td>n y a</td>
</tr>
<tr>
<td>32 Urban &amp; post-industrial***</td>
<td>Na</td>
<td>3000</td>
<td>2010</td>
<td>16</td>
</tr>
</tbody>
</table>

Notes:

a) Methodology for new creation targets produced an impractically high result and therefore the existing target stands.

b) Methodology for new creation targets produced a negative result for the period from the existing target until 2020 suggesting that the existing target is more than adequate in relation to the calculated regional resource. Therefore no additional target is required.

The approach adopted in developing the management/restoration target was to recognise that so little semi-natural habitat remains in the region that it should be all managed to achieve a favourable condition.

In developing the creation targets the definition used was the creation of a habitat type in a location where it has never occurred previously or where almost all traces of its previous existence have been lost.

The different dates in the main table repeat the dates given in the national BAP habitat action plans.

Na = Not available and
Nya = Not yet available
The creation figures have been derived from:

- Published sources of information;
- Scaling up from the Local Biodiversity Action Plans;
- From work by the Regional Biodiversity Forum; and
- By considering the Regional proportionate share of the England Biodiversity Action Plan Targets (as calculated by English Nature) adjusted by the Regional Biodiversity Forum.

The creation figures (existing target date – 2020) have been derived from:

- Published sources of information (including the Regional Targets for Biodiversity June 2000, which is due to be revised soon);
- The regional share of nationally important natural areas for each priority habitat was calculated. This value was then applied to the published figures for the total England resource and total England creation target for each priority habitat. These figures were then summed to give the expected total, regional resource. The regional resource expected by the existing target date (i.e. the current restoration/management area added to the creation target for the existing target date) was subtracted from the newly derived figure to give the 2020 creation target.

Not UK BAP priority habitats but local habitats of strategic significance.

List of East Midlands sub-areas
- E Eastern
- N Northern
- P Peak
- S Southern
- T Three Cities

List of East Midlands natural areas
- Ch Charnwood
- CM Coal Measures
- NL N Lincs Coversands & Clay Vales
- DF Derbys Peak Fringe & Lower Derwent
- DP Dark Peak
- Fe Fens
- LC Lincolnshire Coast and Marshes
- LL Lincolnshire and Rutland Limestone
- LW Lincolnshire Wolds
- MC Midland Clay Pastures
- NS Needwood & S Derbys Claylands
- RF Rockingham Forest
- Sh Sherwood
- SM Southern Magnesian Limestone
- SW South-west Peak
- TV Trent Valley and Rises
- WA West Anglian Plain
- WP White Peak
- YW Yardley-Whittlewood Ridge
### Summary of County Area Targets for Electricity Generation from Renewables in the East Midlands for 2010

<table>
<thead>
<tr>
<th>Renewable Energy Technology</th>
<th>Derbyshire</th>
<th>Leicestershire</th>
<th>Lincolnshire</th>
<th>Northamptonshire</th>
<th>Nottinghamshire</th>
<th>Overall Target for 2010</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Capacity (MWe)&lt;sup&gt;3&lt;/sup&gt;</td>
<td>Electricity (GWh/y)&lt;sup&gt;4&lt;/sup&gt;</td>
<td>Capacity (MWe)</td>
<td>Electricity (GWh/y)</td>
<td>Capacity (MWe)</td>
<td>Electricity (GWh/y)</td>
</tr>
<tr>
<td>Offshore Wind</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Onshore Wind</td>
<td>36</td>
<td>94</td>
<td>22</td>
<td>58</td>
<td>42</td>
<td>110</td>
</tr>
<tr>
<td>Marine (Wave/Tidal)</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Biomass - Wet Agric Wastes</td>
<td>1.6</td>
<td>12.7</td>
<td>1.2</td>
<td>9.3</td>
<td>1.1</td>
<td>9.1</td>
</tr>
<tr>
<td>Biomass - Poultry Litter</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Biomass - Energy Crops&lt;sup&gt;6&lt;/sup&gt;</td>
<td>-</td>
<td>-</td>
<td>10</td>
<td>75</td>
<td>20</td>
<td>149</td>
</tr>
<tr>
<td>Hydro</td>
<td>2.8</td>
<td>12.7</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Solar - PV</td>
<td>0.5</td>
<td>0.43</td>
<td>0.4</td>
<td>0.34</td>
<td>0.3</td>
<td>0.26</td>
</tr>
<tr>
<td>Landfill Gas</td>
<td>8.5</td>
<td>71</td>
<td>18</td>
<td>150</td>
<td>7</td>
<td>59</td>
</tr>
<tr>
<td>Anaerobic Digestion</td>
<td>4.2</td>
<td>33.1</td>
<td>3.4</td>
<td>26.9</td>
<td>2.4</td>
<td>18.9</td>
</tr>
<tr>
<td>TOTAL</td>
<td>53.6</td>
<td>223.93</td>
<td>55</td>
<td>319.54</td>
<td>72.8</td>
<td>346.26</td>
</tr>
</tbody>
</table>

**Coal Mine Methane Overall Target for 2010**: 100 700

---

1. County Areas include Unitary Authorities, with figures for Rutland included in the Leicestershire total.
2. Derbyshire figures include a target for the area within the Peak District National Park excluding those areas outside the East Midlands Region. Specific PDNP targets for each technology are set out in the Draft Regional Energy Strategy.
4. Giga Watt – hours per year.
5. For poultry litter a scheme would generally need to have a capacity of above 7MW, and so only one scheme has been shown in the target. Although Northamptonshire has been given as a suitable location for a poultry litter plant, it is debatable in which county area a scheme would best be sited and it may be that developers put forward plans for a scheme in another area. The targets should not be seen to imply that such proposals are inappropriate.
6. Biomass figures include Forestry Residues.
Appendix 7 - Regional Car Parking Standards

1. Introduction

1.1 Existing national planning policy guidance stresses the need for land-use planning policies which reduce the need for travel. However, if such policies are to succeed, they need to be supported by other measures such as transport. In particular, the availability of car parking has a major influence on the choice of means of travel and therefore, appropriate car parking policies are necessary.

1.2 For new developments, PPG13 suggests that maximum levels of car parking provision should be set for broad land-use classes and locations, but it is unlikely to be appropriate in future for development to be provided with as many car parking spaces as there are employees. In this way, reduced levels of parking will act as a demand management tool as part of package of measures designed to influence and encourage more sustainable travel behaviour. PPG13 also states that strategic policies on parking should be included in Regional Planning Guidance and Structure Plans to avoid the destructive potential for competitive provision of parking by neighbouring authorities.

2. Regional Context

2.1 As a first step in following the advice of PPG13, the University of Westminster was commissioned to undertake a study (the East Midlands Joint Car Parking Study) of the three conurbations of Derby, Leicester and Nottingham. The main aim of the study was to investigate the use and need for parking at various types of development. One of the conclusions of the study was that, in general, existing parking provision, particularly for employment uses, was generous.

2.2 As highlighted by the Transport White Paper, employees driving to work and enjoying free parking at their workplace account for a significant proportion of peak hour congestion. Therefore, an important contribution to reducing traffic growth/congestion can be made if local authorities use their development control powers to limit the amount of parking associated with new business premises. With this in mind, a regional working group used the results of the study as a basis for determining a regional approach to producing new restraint-based maximum levels of car parking provision for new employment development.

3. Methodology

3.1 The methodology for deriving the standards for the larger employment developments is set out below. It relates parking provision directly to the number of employees and has five key elements:

(i) Area Differences
There are distinct differences between the characteristics of the cities compared to the towns in the conurbations, and also compared to the free standing rural towns, in particular in relation to opportunities for using alternative modes to the private car. As a result, consideration has been given to different levels of maximum parking provision for city, urban and rural situations. For clarification ‘urban settlements’ are defined as shown in Table A. The ‘cities’ in Table B are defined for these purposes as Derby, Leicester, Northampton and Nottingham.

(ii) Definition of Location
Use has been made of established terminology from PPG6.

(iii) Estimate of Number of Employees
Existing employee density data for each of the three broad employment uses (B1 Office, B2 General Industry/B1 Non-Office, and B8 Warehousing) indicates the following square metre/employee:

<table>
<thead>
<tr>
<th></th>
<th>Out of City Centre</th>
<th>Urban</th>
<th>Rural</th>
<th>Out of Town</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1</td>
<td>14</td>
<td>16</td>
<td>16</td>
<td>16</td>
</tr>
<tr>
<td>B2</td>
<td>30</td>
<td>35</td>
<td>35</td>
<td>35</td>
</tr>
<tr>
<td>B8</td>
<td>78</td>
<td>78</td>
<td>78</td>
<td>78</td>
</tr>
</tbody>
</table>

(iv) Targets for Employees Driving to Work
Based on reducing existing levels of employees driving to work in line with expectations of local transport plans and likely opportunities to transfer to alternative modes, targets for employees driving to work have been set as follows:

<table>
<thead>
<tr>
<th></th>
<th>City</th>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>City/Town Centre</td>
<td>Nil</td>
<td>30%</td>
<td>40%</td>
</tr>
<tr>
<td>Out of City Centre</td>
<td>40%</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Rest of Town</td>
<td>n/a</td>
<td>50%</td>
<td>55%</td>
</tr>
<tr>
<td>Out of Town/City</td>
<td>65%</td>
<td>65%</td>
<td>65%</td>
</tr>
</tbody>
</table>

(v) Utilisation Factor
Research indicates that in some circumstances all employees driving to work do not necessarily use spaces provided for them. This suggests the following utilisation factors:

<table>
<thead>
<tr>
<th></th>
<th>City</th>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town/City Centre</td>
<td>n/a</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Rest of Town/City</td>
<td>35-90%</td>
<td>90%</td>
<td>100%</td>
</tr>
<tr>
<td>Out of Town/City</td>
<td>100%</td>
<td>100%</td>
<td>100%</td>
</tr>
</tbody>
</table>
The combined effects of employee density, targets for employees driving to work and utilisation factors have been used to help derive the maximum levels of parking provision for different areas/locations for the three broad categories of employment development as shown in Table B.

4. Other Developments

4.1 The proposed maximum parking standards for other development uses shown in Table C have been derived from PPG13.

5. Development Below Threshold

5.1 PPG13, paragraph 53, states that for a smaller scale development below the relevant threshold, local authorities should use their discretion in setting the levels of parking appropriate for small developments so as to reflect local circumstances. This approach should not undermine efforts to keep parking levels for new development, generally below the maximum levels set out in Table B.

6. Residential Development

6.1 Local authorities should include in their development plans parking standards that take account of the advice in paragraphs 59 to 62 of PPG3. This says that car parking standards that result, on average, in development with more than 1.5 off street car parking spaces per dwelling are unlikely to reflect the Government’s emphasis on securing sustainable residential environments.

7. Future Steps

7.1 The proposed maximum levels of parking provision represent a significant degree of restraint in locations such as city/town centres where accessibility to public transport is good, but have less of a restraining effect in other locations, such as rural areas, where there are currently less opportunities to consider alternative modes to the car. They are seen as a first stage in an evolving process, as the effects of measures proposed in local transport plans begin to take effect. The methodology for employment development permits further restraint to be applied by simply revising the targets for employees driving to work.

Table A: ‘Urban Settlements’

<table>
<thead>
<tr>
<th>Derbyshire</th>
<th>Leicestershire</th>
<th>Lincolnshire</th>
<th>Northamptonshire</th>
<th>Nottinghamshire</th>
<th>Rutland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Borrowash</td>
<td>Oadby/Wigston</td>
<td>Lincoln</td>
<td>Kettering</td>
<td>Arnold</td>
<td>(none)</td>
</tr>
<tr>
<td>Brimington</td>
<td>Earl Shilton/</td>
<td>Wellingborough</td>
<td>Beeston</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Chesterfield</td>
<td>Barwell</td>
<td>Corby</td>
<td>Carlton</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ilkeston</td>
<td>Hinckley/Burbage</td>
<td>Daventry</td>
<td>Hucknall</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Long Eaton</td>
<td>Loughborough/</td>
<td>Rushden</td>
<td>Stapleford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sandiacre</td>
<td>Shepshed</td>
<td>Brackley</td>
<td>West Bridgford</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Staveley</td>
<td>Towcester</td>
<td></td>
<td>Eastwood</td>
<td>Kimberley</td>
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<tr>
<td></td>
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<td>Mansfield</td>
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<td>Woodhouse</td>
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<td>Warsop</td>
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<td></td>
<td></td>
<td>Sutton-in-Ashfield</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Kirkby-in-Ashfield</td>
<td></td>
</tr>
</tbody>
</table>

Note: The Transport Group of the RPB undertook the classification of settlements as urban.
Table B: Proposed Maximum Parking Provision

New Employment Use (above 2,500 m² gross floor space)

<table>
<thead>
<tr>
<th>Use</th>
<th>Cities</th>
<th>Urban</th>
<th>Rural</th>
</tr>
</thead>
<tbody>
<tr>
<td>B1: Office Use</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Centre/Edge of Centre</td>
<td>1/100m²</td>
<td>1/60m²</td>
<td>1/40m²</td>
</tr>
<tr>
<td>Rest of Town</td>
<td>1/40m²</td>
<td>1/35m²</td>
<td>1/30m²</td>
</tr>
<tr>
<td>Out of Town</td>
<td>1/30m²</td>
<td>1/30m²</td>
<td>1/30m²</td>
</tr>
<tr>
<td>B2: General Industry/B1 non-office</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Centre/Edge of Centre</td>
<td>1/215m²</td>
<td>1/130m²</td>
<td>1/90m²</td>
</tr>
<tr>
<td>Rest of Town</td>
<td>1/85m²</td>
<td>1/80m²</td>
<td>1/65m²</td>
</tr>
<tr>
<td>Out of Town</td>
<td>1/55m²</td>
<td>1/55m²</td>
<td>1/55m²</td>
</tr>
<tr>
<td>B8: Warehousing</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Town Centre/Edge of Centre</td>
<td>1/450m²</td>
<td>1/300m²</td>
<td>1/200m²</td>
</tr>
<tr>
<td>Rest of Town</td>
<td>1/215m²</td>
<td>1/180m²</td>
<td>1/150m²</td>
</tr>
<tr>
<td>Out of Town</td>
<td>1/120m²</td>
<td>1/120m²</td>
<td>1/120m²</td>
</tr>
</tbody>
</table>

Table C: Other Development Uses

<table>
<thead>
<tr>
<th>Use</th>
<th>Maximum Parking Provision</th>
<th>Threshold Above Which Standard Applies (gross floorspace)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Food Retail</td>
<td>1 space per 14 m²</td>
<td>1,000 m²</td>
</tr>
<tr>
<td>Non Food Retail</td>
<td>1 space per 20 m²</td>
<td>1,000 m²</td>
</tr>
<tr>
<td>Cinemas and Conference Facilities</td>
<td>1 space per 5 seats</td>
<td>1,000 m²</td>
</tr>
<tr>
<td>D2 (other than cinemas, conference facilities and stadia)</td>
<td>1 space per 22 m²</td>
<td>1,000 m²</td>
</tr>
<tr>
<td>Higher and Further</td>
<td>1 space per 2 staff +</td>
<td>12,500 m²</td>
</tr>
<tr>
<td>Education</td>
<td>1 space per 15 students (see note 1)</td>
<td>1,500 seats</td>
</tr>
<tr>
<td>Stadia</td>
<td>1 space per 15 seats (see note 2)</td>
<td></td>
</tr>
</tbody>
</table>

Notes:

1. The guideline for students relates to the total number of students attending an educational establishment, rather than full-time equivalent figures.
2. For stadia, sufficient coach parking should be provided to the satisfaction of the local authority and treated separately from car parking. Coach parking should be designed and managed so that it will not be used for car parking.
3. Parking for the disabled should be additional to the guideline. Development proposals should provide adequate parking for disabled motorists, in terms of numbers and design (see Traffic Advice Leaflet 5/95, Parking for Disabled People).
4. For mixed-use development, the gross floorspace given over to each use should be used to calculate the overall total maximum parking figure.
### Appendix 8 - Table 1: Regional Transport Investment Priorities

(Note that the timescale for implementation of schemes is indicative only, representing the most realistic estimate as of February 2005)

<table>
<thead>
<tr>
<th>Investment Priority</th>
<th>RTS Objective</th>
<th>Delivery Mechanism</th>
<th>Lead Organisations(s)</th>
<th>Status</th>
<th>Supporting Documents</th>
<th>Timetable for Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2001/6</td>
</tr>
<tr>
<td>East Coast Mainline Enhancements</td>
<td>1, 4, 6</td>
<td>SRA/DfT Rail</td>
<td>SRA/DfT Rail</td>
<td>Under Investigation</td>
<td>SRA Strategic Plan</td>
<td>2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>Midland Mainline Upgrade (following RUS)</td>
<td>1, 4, 6</td>
<td>SRA/DfT Rail</td>
<td>SRA/DfT Rail</td>
<td>Under Investigation</td>
<td>SRA Strategic Plan</td>
<td>2016/21</td>
</tr>
<tr>
<td>West Coast Mainline Upgrade</td>
<td>1, 4, 6</td>
<td>SRA/DfT Rail</td>
<td>SRA/DfT Rail</td>
<td>Under Investigation / Committed</td>
<td>SRA Strategic Plan</td>
<td>2016/21</td>
</tr>
<tr>
<td>M1 (J 21-30) Improvement</td>
<td>4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Committed</td>
<td>MIMMS/ Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>M1 J19 Improvement</td>
<td>4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Committed</td>
<td>J19 RBS/ Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>A14 (Kettering Bypass) Widening</td>
<td>1, 4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Appraisal</td>
<td>LSM MMS/ MKSM Study/ Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>A14 (M1 to Kettering) Widening</td>
<td>1, 4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Investigation</td>
<td>LSM MMS/ MKSM Study/ Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>A14 (Kettering to Ellington) Widening</td>
<td>1, 4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Investigation</td>
<td>LSM MMS/ MKSM Study/ Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>A38 (Derby Junctions) Improvement</td>
<td>1, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Appraisal</td>
<td>A38 RBS/ Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
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<tr>
<td>A45 (Stanwick-Thrapston) Improvement</td>
<td>1, 4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Investigation</td>
<td>LSM MMS/ MKSM Study</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>A46 (Newark-Widmerpool) Improvement</td>
<td>1, 4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Committed</td>
<td>Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>A453 (M1-Nottingham) Improvement</td>
<td>1, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Committed</td>
<td>A453 MMS/ Ministerial Announcement</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>A628 (Mottram-Tintwistle Bypass), including Glossop Spur</td>
<td>1, 4, 5</td>
<td>TPI/LTP</td>
<td>Highways Agency /Local Authorities</td>
<td>Committed</td>
<td>SPITS/1998 White Paper</td>
<td>2001/6  2006/11  2011/16  2016/21</td>
</tr>
<tr>
<td>Investment Priority</td>
<td>RTS Objective</td>
<td>Delivery Mechanism</td>
<td>Lead Organisation(s)</td>
<td>Status</td>
<td>Supporting Documents</td>
<td>Timetable for Implementation</td>
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<tr>
<td>---------------------</td>
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<tr>
<td>A46/A1 Winthorpe Junction Improvement, Newark</td>
<td>1, 4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Investigation</td>
<td>A46 RMS</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>A46/A607 Junction Grade Separation, Syston</td>
<td>1, 4, 5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Investigation</td>
<td>A46 RMS</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>Improved Surface Access by Public Transport to major airports serving the region</td>
<td>1, 4, 6</td>
<td>SRA/DfT Rail/ LTP/ Private Sector</td>
<td>SRA/DfT Rail/Local Authorities/ TOCs</td>
<td>For Future Consideration</td>
<td>LSM MMS/ A453 MMS/M1 MMS/Airport White Paper</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>A5 Improvements, near Hinckley</td>
<td>5</td>
<td>TPI</td>
<td>Highways Agency</td>
<td>Under Investigation</td>
<td>WEMS</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
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</tbody>
</table>

**Glossary of Terms**

- DfT: Department for Transport
- LTP: Local Transport Plan
- MBU: ‘Making Best Use’ Trunk Road Improvement (<£5m)
- MKSM: Milton Keynes and South Midlands Sub-Regional Strategy
- MMS: Multi Modal Study
- RBS: Road Based Study
- RMS: Route Management Strategy
- RUS: Route Utilisation Study
- SPITS: South Pennines Integrated Transport Strategy
- SRA: Strategic Rail Authority (Note that SRA main functions will be transferred to DfT Rail after 2005)
- TPI: Targeted Programme of Trunk Road Improvements (>£5m)

**Implementation:** Unless otherwise stated implementation means when construction is likely to take place.

**Committed:** Funding agreed in principle, although detailed design and statutory procedures may be outstanding

**Under Appraisal:** MMS/RBS schemes endorsed in principle by Ministers, but not committed

**Under Investigation:** Schemes arising from MMS/RBS or other formal processes, but which have yet to be endorsed or committed

**For Future Consideration:** Other schemes necessary to deliver the RTS, but which have yet to be clearly defined
## Appendix 8 - Table 2: Sub-area Transport Investment Priorities

### Eastern Sub Area

<table>
<thead>
<tr>
<th>Investment Priority</th>
<th>ETS Objective</th>
<th>Sub-area Objective</th>
<th>Delivery Mechanism</th>
<th>Lead Organisation(s)</th>
<th>Status</th>
<th>Supporting Documents</th>
<th>Timetable for Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln Rail Corridor and Station Project</td>
<td>1, 3, 5</td>
<td>E1</td>
<td>LTP</td>
<td>Lincolnshire County Council</td>
<td>For Future Consideration</td>
<td>Feasibility Studies</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>Expansion of Inter-Connect Public Transport Initiative</td>
<td>1, 2, 6</td>
<td>E4, E5</td>
<td>LTP/Bus Operators</td>
<td>Lincolnshire County Council</td>
<td>For Future Consideration</td>
<td>LTP</td>
<td></td>
</tr>
<tr>
<td>Improved Rail Services between Lincoln and other major cities including London</td>
<td>1, 6</td>
<td>E1</td>
<td>SRA/DfT Rail/TOCs</td>
<td>SRA/DfT Rail/Local authorities</td>
<td>Under Appraisal</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved rail services on Skegness line</td>
<td>2, 3, 6</td>
<td>E4, E5, E6</td>
<td>SRA/DfT Rail</td>
<td>SRA/DfT Rail/Local authorities/Community Rail Partnership</td>
<td>Under Investigation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Increased capacity for E-W rail freight movements</td>
<td>4, 6</td>
<td>E3</td>
<td>SRA/DfT Rail/TOCs</td>
<td>SRA/DfT Rail/Local authorities</td>
<td>Under Investigation</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A1073 Spalding - Eye Improvement*</td>
<td>2, 4, 5</td>
<td>E5, E6</td>
<td>LTP</td>
<td>Lincolnshire County Council</td>
<td>Committed</td>
<td>LTP</td>
<td></td>
</tr>
<tr>
<td>A158/CS41 Coastal Access</td>
<td>2, 3, 5</td>
<td>E4, E5, E6</td>
<td>LTP</td>
<td>Lincolnshire County Council</td>
<td>Committed</td>
<td>LTP</td>
<td></td>
</tr>
<tr>
<td>Lincoln Eastern Bypass/Growth Corridor</td>
<td>1, 3, 5</td>
<td>E1</td>
<td>LTP/ERDF</td>
<td>Lincolnshire County Council</td>
<td>For Future Consideration</td>
<td>Feasibility Studies</td>
<td></td>
</tr>
<tr>
<td>Boston Southern Economic Corridor</td>
<td>1, 3, 5</td>
<td>E3, E5</td>
<td>Partnership</td>
<td>Lincolnshire County Council</td>
<td>For Future Consideration</td>
<td>Feasibility Studies</td>
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<tr>
<td>A1133 Collingham Bypass</td>
<td>2, 5</td>
<td>E6</td>
<td>LTP</td>
<td>Nottinghamshire County Council</td>
<td>For Future Consideration</td>
<td>Feasibility Study</td>
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<tr>
<td>A 612 Southwell Bypass</td>
<td>2, 5</td>
<td>E6</td>
<td>LTP</td>
<td>Nottinghamshire County Council</td>
<td>For Future Consideration</td>
<td>Feasibility Study</td>
<td></td>
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<tr>
<td>A606 Oakham Bypass</td>
<td>2, 5</td>
<td>E6</td>
<td>LTP</td>
<td>Rutland County Council</td>
<td>Committed</td>
<td></td>
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</tbody>
</table>

* A1073 Spalding-Eye Improvement is remitted to the region for a start date
### Peak Sub Area

<table>
<thead>
<tr>
<th>Investment Priority</th>
<th>RTS Objective</th>
<th>Sub-area Objective</th>
<th>Delivery Mechanism</th>
<th>Lead Organisation(s)</th>
<th>Status</th>
<th>Supporting Documents</th>
<th>Timetable for Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increasing capacity on the Hope Valley Line</td>
<td>6</td>
<td>P1, P2, P4</td>
<td>LTP/SRA/DfT Rail</td>
<td>Derbyshire CC/SRA/DfT Rail</td>
<td>For Future Consideration</td>
<td></td>
<td>2001/6</td>
</tr>
<tr>
<td>Asbourne Bypass (Derbyshire)</td>
<td>2, 5</td>
<td>P4</td>
<td>LTP</td>
<td>Derbyshire County Council</td>
<td>For Future Consideration</td>
<td>LTP</td>
<td></td>
</tr>
</tbody>
</table>

### Northern Sub Area

<table>
<thead>
<tr>
<th>Investment Priority</th>
<th>RTS Objective</th>
<th>Sub-area Objective</th>
<th>Delivery Mechanism</th>
<th>Lead Organisation(s)</th>
<th>Status</th>
<th>Supporting Documents</th>
<th>Timetable for Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mansfield Public Transport Interchange</td>
<td>1, 5, 6</td>
<td>N1</td>
<td>LTP</td>
<td>Notts CC</td>
<td>For Future Consideration</td>
<td>Feasability Study</td>
<td>2001/6</td>
</tr>
<tr>
<td>Development of Rail Freight Links into MEGZ</td>
<td>3, 5, 6</td>
<td>N2, N3</td>
<td>LTP</td>
<td>Derbyshire CC/MEGZ Ltd</td>
<td>Under Investigation</td>
<td>MIMMS/Coalfields Task Force Report</td>
<td></td>
</tr>
<tr>
<td>A610 Ripley, Codnor, Woodlinkin Improvements</td>
<td>3, 5</td>
<td>N1, N2, N3</td>
<td>LTP</td>
<td>Derbyshire CC</td>
<td>For Future Consideration</td>
<td>LTP</td>
<td></td>
</tr>
<tr>
<td>A617 Pleasley Bypass</td>
<td>5</td>
<td>N3</td>
<td>LTP</td>
<td>Notts CC</td>
<td>Under Appraisal</td>
<td>MIMMS</td>
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</tr>
<tr>
<td>A617 Glapwell Bypass</td>
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<td>N3</td>
<td>LTP</td>
<td>Derbyshire CC</td>
<td>Under Appraisal</td>
<td>MIMMS</td>
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<tr>
<td>Markham Employment Growth Zone (MEGZ)</td>
<td>3, 5</td>
<td>N1, N3</td>
<td>LTP</td>
<td>Derbyshire CC/MEGZ Ltd</td>
<td>Committed</td>
<td>Coalfields Task Force Report</td>
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## Southern Sub Area

<table>
<thead>
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<th>Investment Priority</th>
<th>RTS Objective</th>
<th>Sub-area Objective(s)</th>
<th>Delivery Mechanism</th>
<th>Lead Organisation(s)</th>
<th>Status</th>
<th>Supporting Documents</th>
<th>Timetable for Implementation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvement Rail Services from Northampton to London</td>
<td>1, 3, 4, 5, 6</td>
<td>S1, S2, S3</td>
<td>SRA/DfT Rail/LDV/Private Sector</td>
<td>SRA/DfT Rail/LDV/TOCs/Local Authorities</td>
<td>Under Investigation</td>
<td>MKSM Study/LSM MMS</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>Improved Rail Services from Corby to London</td>
<td>1, 3, 4, 5, 6</td>
<td>S1, S2, S3</td>
<td>SRA/DfT Rail/LDV/Private Sector</td>
<td>SRA/DfT Rail/TOCs</td>
<td>For Future Consideration</td>
<td>MKSM Study/LSM MMS</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>Improved Northampton/Bedford/Cambridge Public Transport Links</td>
<td>1, 4, 5, 6</td>
<td>S1, S2</td>
<td>LDV/LTP/Private Sector</td>
<td>LDV/TOCs/Local Authorities</td>
<td>Under Investigation</td>
<td>MKSM Study</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>Development of new and existing intermodal freight terminals</td>
<td>1, 4, 5</td>
<td>S4, S5</td>
<td>LTP/Private Sector</td>
<td>SRA/DfT Rail/Freight Industry/Local Authorities</td>
<td>Under Investigation</td>
<td>EM Freight Study</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>A43 Corby Link Road</td>
<td>1, 3</td>
<td>S1, S3</td>
<td>LTP</td>
<td>Northants CC</td>
<td>Committed</td>
<td>LTP/MKSM Study</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>A509 Isham Bypass</td>
<td>1, 5</td>
<td>S1</td>
<td>LTP</td>
<td>Northants CC</td>
<td>Committed</td>
<td>LTP/MKSM Study</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>A509 Isham to Wellingborough</td>
<td>1, 5</td>
<td>S1</td>
<td>LTP</td>
<td>Northants CC</td>
<td>Under Investigation</td>
<td>LTP/MKSM Study</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
</tr>
<tr>
<td>Midland Road Bridge Wellingborough</td>
<td>1</td>
<td>S1</td>
<td>Growth Area Funding</td>
<td>Northants CC</td>
<td>Committed</td>
<td>MKSM Study</td>
<td>2001/6 2006/11 2011/16 2016/21</td>
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### Three Cities Sub Area

<table>
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<tr>
<th>Investment Priority</th>
<th>RTS Objective</th>
<th>Lead Organisations</th>
<th>Status</th>
<th>Supporting Documents</th>
<th>Timetable for Implementation</th>
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<tbody>
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<td>1, 5, 6</td>
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<td>East Midlands Parkway Station</td>
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<td>Midland Mainline</td>
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<td>Nottingham Light Rail Extensions</td>
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<tr>
<td>Development of Public Transport In Leicester</td>
<td>1, 3, 5, 6</td>
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<td>Leicester City Council/Leicestershire CC</td>
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<tr>
<td>Development of new Park and Ride Schemes in the M1 Corridor</td>
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<td>LTP's</td>
<td>Local Authorities/Highways Agency</td>
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<tr>
<td>Improved Rail Passenger Services between 3 Cities and with other major cities including London</td>
<td>1, 3, 4, 5, 6</td>
<td>T2, T6</td>
<td>SRA/DfT Rail</td>
<td>For Future Consideration</td>
<td>M1 MMS/RUS</td>
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<tr>
<td>Development of major inter-modal freight terminal for 3 Cities and NEMA</td>
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<td>T5, T4, T6</td>
<td>LTP's/SRA/DfT Rail/Private Sector</td>
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<td>EM Freight Study/Development</td>
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<td>Development of an Inland Port at Colwick (Notts)</td>
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<tr>
<td>Extension of Robin Hood Line to Bingham</td>
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<td>Notts CC/Nottingham City/ Derbyshire CC</td>
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<td>New Station at Ilkeston</td>
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<td>Derbyshire CC</td>
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<td>Rail Station Master-plans in Derby, Leicester &amp; Nottingham</td>
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<td>LTP’s</td>
<td>Local Authorities/SRA/DFT Rail</td>
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<th>Delivery Mechanism</th>
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<td>Kegworth Bypass (Leicestershire)</td>
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### Glossary of Terms

**Committed:** Funding agreed in principle, although detailed design and statutory procedures may be outstanding.

**Under Appraisal:** MMS/RBS schemes endorsed in principle by Ministers, but not committed.

**Under Investigation:** Schemes arising from MMS/RBS or other formal processes, but which have yet to be endorsed or committed.

**For Future Consideration:** Other schemes necessary to deliver the RTS, but which have yet to be clearly defined.

*Kegworth Bypass is now included as part of the M1 (J21-30) Improvement.*