

Appendix A

Policies in the East of England Regional Strategy

This Appendix sets out the text of the policies that make up the Regional Strategy for the East of England. It comprises policies contained in the East of England Plan published in 2008, final policies on gypsy and traveller and travelling showpeople accommodation which were inserted into the Plan in July 2009, replacement policies 'ETG2' and 'E5' concerning the development of Thurrock Lakeside which were inserted in January 2010, and relevant parts of the 2005 Milton Keynes and South Midlands Strategy (MKSM).

It should be noted that a High Court ruling in July 2009 ordered that parts of the Regional Strategy (i.e. parts of Policy SS7: Green Belt; Paragraph 2 of Policy LA1: London Arc; Policy LA2: Hemel Hempstead Key Centre for Development and Change; and Policy LA3: Welwyn Garden City and Hatfield Key Centre for Development and Change) should be deleted and referred back to the Secretary of State. Work to revise these policies was stopped in May 2010, and therefore they do not form part of the Regional Strategy. The policies are included below but the relevant parts have been struck-through.

The East of England Plan

POLICY SS1: Achieving Sustainable Development

The strategy seeks to bring about sustainable development by applying:

(1) The guiding principles of the UK Sustainable Development Strategy 2005:

- living within environmental limits;
- ensuring a strong, healthy and just society;
- achieving a sustainable economy;
- promoting good governance; and
- using sound science responsibly.

(2) The elements contributing to the creation of sustainable communities described in Sustainable Communities:

Homes for All:

- active, inclusive and safe in terms of community identity and cohesion, social inclusion and leisure opportunities;
- well run in terms of effective participation, representation and leadership;
- environmentally sensitive;
- well designed and built;
- well connected in terms of good transport services;
- thriving in terms of a flourishing and diverse economy;
- well served in terms of public, private, community and voluntary services; and
- fair for everyone.

Local Development Documents and other strategies relevant to spatial planning within the region should:

- (a) help meet obligations on carbon emissions; and
- (b) adopt a precautionary approach to climate change by avoiding or minimising potential contributions to adverse change and incorporating measures which adapt as far as possible to unavoidable change.

In particular, the spatial strategy seeks to ensure that development:

- maximises the potential for people to form more sustainable relationships between their homes, workplaces, and other concentrations of regularly used services and facilities, and their means of travel between them; and
- respects environmental limits by seeking net environmental gains wherever possible, or at least avoiding harm, or (where harm is justified within an integrated approach to the guiding principles set out above) minimising, mitigating and/or compensating for that harm.

POLICY SS2: Overall Spatial Strategy

In seeking the more sustainable relationships described in Policy SS1 the spatial strategy directs most strategically significant growth to the region's major urban areas where:

- strategic networks connect and public transport accessibility is at its best and has the most scope for improvement; and
- there is the greatest potential to build on existing concentrations of activities and physical and social infrastructure and to use growth as a means of extending and enhancing them efficiently.

Within this context Local Development Documents should develop policies which:

- ensure new development contributes towards the creation of more sustainable communities in accordance with the definition above and, in particular, require that new development contributes to improving quality of life, community cohesion and social inclusion, including by making suitable and timely provision for the needs of the health and social services sectors and primary, secondary, further and higher education particularly in areas of new development and priority areas for regeneration; and
- adopt an approach to the location of major development which prioritises the re-use of previously developed land in and around urban areas to the fullest extent possible while ensuring an adequate supply of land for development consistent with the achievement of a sustainable pattern of growth and the delivery of housing in accordance with Policy H1.

The target is for 60% of development to be on previously developed land.

POLICY SS3: Key Centres for Development and Change

To achieve sustainable development and the aims of Policies SS1 and SS2 new development should be concentrated at the following locations:

Basildon
Bedford / Kempston / Northern Marston Vale
Bury St Edmunds
Cambridge
Chelmsford
Colchester
Great Yarmouth
Harlow
Hatfield and Welwyn GC
Hemel Hempstead
Ipswich
King's Lynn
Lowestoft
Luton / Dunstable / Houghton Regis & Leighton Linlade
Norwich
Peterborough
Southend-on-Sea
Stevenage
Thetford
Thurrock urban area
Watford

POLICY SS4: Towns other than Key Centres and Rural Areas

Local Development Documents should define the approach to development in towns other than those listed in Policy SS3 and in rural areas. Such towns include selected market towns and others with the potential to increase their economic and social sustainability through measures to:

- support urban and rural renaissance;
- secure appropriate amounts of new housing, including affordable housing, local employment and other facilities; and
- improve the town's accessibility, especially by public transport.

Local Development Documents should also consider the potential of other key service centres to accommodate development which is sympathetic to local character and of an appropriate scale and nature in relation to local housing and employment needs.

For other rural settlements they should seek to support the viability of agriculture and other economic activities, diversification of the economy, the provision of housing for local needs and the sustainability of local services.

POLICY SS5: Priority Areas for Regeneration

The priority areas for regeneration are:

- areas with generally weak economic performance and significant areas of deprivation: Essex Thames Gateway; Lowestoft and Great Yarmouth; King's Lynn and West Norfolk; the remote rural areas of Norfolk and Suffolk, and the Fens;
- areas with significant areas of deprivation: Luton/ Dunstable/ Houghton Regis; Bedford/ Kempston; Harlow and the Lee Valley; Haven Gateway (Ipswich/ Harwich/ Colchester/ Clacton); Peterborough; Norwich; and Stevenage.

Local Development Documents and relevant non-statutory plans should set out policies to tackle the problems of economic, social and environmental deprivation in these areas and other places with locally significant regeneration needs.

POLICY SS6: City and Town Centres

Thriving, vibrant and attractive city and town centres are fundamental to the sustainable development of the East of England and should continue to be the focus for investment, environmental enhancement and regeneration.

Local Development Documents, local transport plans, sustainable community strategies and relevant economic, environmental and cultural strategies should:

- define the role (or redefine it where necessary) of each city or town centre and include a strategy to manage change, promote a healthy mix of uses, build upon positive elements of its distinctive character, and support the development and consolidation of the local cultural heritage;
- ensure that land is allocated or can be made available to meet the full range of the city or town centre's identified needs; and
- protect and enhance existing neighbourhood centres and, where the need is established, promote the provision of new centres of an appropriate scale and function to meet local day to day needs.

POLICY SS7: Green Belt

The broad extent of Green Belts in the East of England is appropriate, and should be maintained. However, strategic reviews of Green Belt boundaries are needed in the following areas to meet regional development needs at the most sustainable locations:

- Stevenage, involving land in Stevenage and North Hertfordshire;
- ~~Hemel Hempstead, involving land in Dacorum and probably St Albans District;~~

- Harlow, involving land in Harlow, East Hertfordshire and Epping Forest Districts; and
- ~~Welwyn/Hatfield, involving land in Welwyn Hatfield District and potentially St Albans District.~~

A more local review will be required in Broxbourne.

These reviews will have to satisfy national criteria for Green Belt releases, accord with the spatial strategy, and ensure that sufficient land is identified to avoid the need for further review to meet development needs before 2031. Where reviews cover more than one local authority, they should be undertaken through a joint or co-ordinated approach.

The reviews at Harlow and Stevenage should identify compensating strategic extensions to the Green Belt in East Hertfordshire and North Hertfordshire respectively.

POLICY SS8: The Urban Fringe

Local authorities should work with developers and other agencies to secure the enhancement, effective management and appropriate use of land in the urban fringe through formulating and implementing strategies for urban fringe areas, working across administrative boundaries where appropriate.

Local Development Documents should:

- ensure that new development in or near the urban fringe contributes to enhancing its character and appearance and its recreational and/or biodiversity value and avoids harm to sites of European and international importance for wildlife in particular;
- seek to provide networks of accessible green infrastructure linking urban areas with the countryside; and
- set targets for the provision of green infrastructure for planned urban extensions.

POLICY SS9: The Coast

The strategy for the coast is to adopt an integrated approach that recognises:

- its needs for environmental protection and enhancement;
- the economic and social role of the region's ports, seaside towns and coastal areas important to tourism; and
- predicted sea level rise and the adaptation challenge this presents to coastal communities and decision makers.

Reflecting this approach, local planning authorities and other agencies should seek, through their plans and management strategies:

- the regeneration of coastal towns and communities, reinforcing their local economic and social roles and importance to the wider region; and

- the conservation of the coastal environment and coastal waters, including the natural character, historic environment and tranquillity of undeveloped areas, particularly in the areas of coastline and estuary designated as sites of European or international importance for wildlife.

Local Development Documents should:

- adopt policies which support the restructuring of coastal economies and the provision of jobs to satisfy local needs;
- ensure, in the case of coastal resorts, that:
 - the town centre continues to provide for local and visitor needs;
 - improved linkages are created between the town centre and the main leisure area(s) to secure mutual strengthening of their vitality and viability; and
 - retailing in main leisure area(s) is limited to that necessary to support the vitality and viability of the leisure function without having adverse impacts on the retail function of the town centre.
- ensure that new development is compatible with shoreline management and other longer term flood management plans, so as to avoid constraining effective future flood management or increasing the need for new sea defences;
- protect important coastal environmental assets, if practicable and sustainable without causing adverse impacts elsewhere. If it is not practicable to protect sites and habitats in situ, including sites of European or international importance for wildlife, shoreline management plans and development plans should include proposals for their long-term replacement and the recording of any lost historic assets;
- investigate and pursue opportunities for the creation of new coastal habitats, such as salt marsh and mudflat, in areas identified for managed realignment. New development should not be permitted in such areas.

POLICY E1: Job Growth

The following indicative targets for net growth in jobs for the period 2001-2021 are adopted as reference values for monitoring purposes and guidance for regional and local authorities, EEDA and other delivery agencies in their policy and decision making on employment. Local Development Documents should provide an enabling context to achieve these targets. They may be revised through the review of RSS taking account of the Regional Economic Strategy or testing through development plan document preparation.

Bedford / Mid Beds	27,000
Luton / South Beds	23,000
Bedfordshire & Luton	50,000
Cambridgeshire	75,000

Peterborough	20,000
Essex Thames Gateway (Thurrock / Basildon /Castle Point / Southend-on-Sea / Rochford)	55,000
Essex Haven Gateway (Colchester / Tendring)	20,000
Rest of Essex (Braintree / Brentwood / Chelmsford / Epping Forest / Harlow / Maldon / Uttlesford)	56,000
Essex & Unitaries	131,000
Hertfordshire	68,000
King's Lynn & West Norfolk	5,000
Great Yarmouth	5,000
Breckland	6,000
North Norfolk	4,000
Greater Norwich (Norwich / Broadland / S Norfolk)	35,000
Norfolk	55,000
Suffolk Haven Gateway (Ipswich / Suffolk Coastal / Babergh)	30,000
Waveney	5,000
Rest of Suffolk (Mid Suffolk / St Edmundsbury / Forest Heath)	18,000
Suffolk	53,000
EAST OF ENGLAND	452,000

POLICY E2: Provision of Land for Employment

Local Development Documents should ensure that an adequate range of sites/premises (including sites within mixed-use areas and town/district centres) is allocated to accommodate the full range of sectoral requirements to achieve the indicative job growth targets of Policy E1, or revisions to those targets as allowed in that policy, and the needs of the local economy revealed by up-to-date employment land reviews. Where development proposals and issues cross local authority boundaries this approach should be applied across the whole urban or development area.

Sites of sufficient range, quantity and quality to cater for relevant employment sectors should be provided at appropriate scales in urban areas, market towns and key rural centres at locations which:

- minimise commuting and promote more sustainable communities by achieving a closer relationship between jobs and homes;
- meet the needs of the region's sectors and clusters identified in Policy E3, the Regional Economic Strategy or through Local Development Documents;
- provide appropriately for identified needs for skills-training and education;
- maximise use of public transport;

- minimise loss of, or damage to, environmental and social capital and, where necessary, substitute for any losses and secure positive enhancements. This will often mean giving preference to the re-use of previously developed land and the intensification of development within existing sites over the release of greenfield land; and
- avoid any adverse impact on sites of European or international importance for wildlife.

POLICY E3: Strategic Employment Sites

Local Development Documents should identify readily-serviceable strategic employment sites of the quality and quantity required to meet the needs of business identified through the employment land reviews referred to in Policy E2. Sites should be provided particularly, but not exclusively, at the following regionally strategic locations:

- Bedford, Harlow, Stevenage, Hemel Hempstead and the Luton conurbation – to assist regeneration and ensure growth in key sectors and clusters;
- Thames Gateway, linked to the strategies for the key centres at Basildon, Southend-on-Sea and Thurrock Urban Area;
- Cambridge Sub-Region, to secure its full potential as a centre for world-class research and development;
- Peterborough, to achieve regeneration, attract business activities and key sectors and clusters including environmental services;
- Norwich, to support regeneration and its role in bio-technology;
- Haven Gateway, to support growth and regeneration at Colchester and Ipswich, including the latter's role in ICT, and development associated with port expansion at Harwich and Felixstowe;
- Great Yarmouth and Lowestoft, to support development associated with port expansion, regeneration and economic diversification;
- Hertfordshire, at locations (other than those noted above) where this would support strong, continued growth of mature and emerging clusters and sectors, or support regeneration of the Lee Valley; and
- other key centres of development and change, including Chelmsford, to meet needs identified in Local Development Documents.

POLICY E4: Clusters

Local Development Documents should support the sustainable and dynamic growth of inter-regional and intraregional sectors and business clusters including:

- the life-science regional super-cluster with concentrations in the Cambridge sub-region, Hertfordshire, Cranfield and Norwich;
- the energy cluster on the Norfolk/Suffolk coast;
- the environmental technologies cluster stretching from Essex to Cambridgeshire with a particular focus on Peterborough;

- the motor sports cluster with a focal point at Hethel in Norfolk linking to Cranfield;
- the multimedia cluster from London to Hertfordshire and in Norfolk;
- the ICT cluster in the Cambridge area; and
- the ICT/telecommunications cluster around Ipswich

Local Development Documents should also support and provide guidance for locally important clusters defined by local economic partnerships in collaboration with local authorities and EEDA by:

- ensuring the availability of a sufficient quantity, quality and choice of sites including provision for incubator units, grow-on space and larger facilities for established business clusters;
- addressing accommodation needs close to key institutions, such as universities; and
- addressing the need for user restrictions to secure the use of premises for specific activities.

POLICY E5: Regional Structure of Town Centres (January 2010 revision)

The cities and towns of strategic importance for retail and other town centre purposes are:

- Regional centres: Basildon, Cambridge, Chelmsford, Colchester, Ipswich, Norwich, Peterborough, Southend, Thurrock Lakeside Watford; and
- Major town centres: Bedford, Bury St Edmunds, Great Yarmouth, Harlow, Hemel Hempstead, King's Lynn, Lowestoft, Luton, St Albans, Stevenage, Welwyn Garden City.

Major new retail development and complementary town centre uses should primarily be located in the above centres and be consistent in scale with the size and character of the centre and its role in the regional structure. Development plan documents should only propose higher order provision where need is clearly established and the development would:

- result in a more sustainable pattern of development and movement, including a reduction in the need to travel; and
- have no significant harmful impact on other centres or the transport network.

Any new regional centres are subject to similar considerations and should only be brought forward through a review of this RSS.

Below the level of the centres of regional strategic importance local development documents will identify a network of more local town centres, district centres, neighbourhood centres and village centres.

POLICY E6: Tourism

Local Development Documents should:

- include policies to encourage realistic and sustainable investment in the maintenance, improvement, regeneration, extension and diversification of the region's tourist industry;
- recognise that much tourism potential is based upon the presence of specific local features or assets e.g. the coast and the historic cities of Cambridge and Norwich. Proposals for tourism development should be fully sustainable in terms of their impacts on host communities, local distinctiveness and natural and built environments, including by avoiding adverse impact on sites of national, European or international importance for wildlife; and
- integrate with other plans and strategies for managing tourism, particularly local and regional tourism strategies and visitor management plans, especially those for regenerating seaside resorts and extending employment outside the traditional tourist season.

POLICY E7: The Region's Airports

The roles of Stansted and Luton Airports are outlined in the 2003 Air Transport White Paper. Future development at these airports, including timely provision of infrastructure, surface access strategies and rigorous environmental safeguards, is the responsibility of the relevant airport operator/owner in conjunction with partners. Proposals should be informed by the White Paper and the policies of this RSS, and avoid any adverse impact on sites of European or international importance for wildlife.

Support is given in the White Paper for the expansion of Norwich and Southend Airports to meet local demand and contribute to local economic development, subject to the same conditions as those above.

Land within the boundaries of Stansted Airport should be safeguarded for operational and directly associated airport employment purposes. Employment development not directly related to the Airport's operation should be located at Harlow and other nearby towns, identified through Development Plan Documents in accordance with the RSS spatial strategy. Housing development related to employment growth at the Airport should be located at Harlow and nearby towns.

POLICY H1: Regional Housing Provision 2001 to 2021

Through managing the supply of land for housing in accordance with PPS3, their Local Development Documents, and in determining planning applications local planning authorities should facilitate the delivery of at least 508,000 net additional dwellings over the period 2001 to 2021. Taking account of completions of 105,550 between 2001 and 2006 the minimum regional housing target 2006 to 2021 is 402,540. District allocations should be regarded as minimum targets to be achieved, rather than ceilings which should not be exceeded.

Local planning authorities should plan for delivery of housing for at least 15 years from the date of adoption of the relevant development plan documents. In doing so they should assume that the average annual rate of provision after 2021 will be the same as the rates in this policy for 2006 to 2021 or 2001 to 2021, whichever is the higher.

Appendix A: SEA of the Revocation of the East of England Regional Strategy

When bringing forward land for housing they should take account of:

- the spatial strategy (Policies SS1 to SS9);
- the need for co-ordination and consistency of approach between neighbouring authorities; and
- co-ordination of development with necessary transport and other infrastructure provision, including provision for adequate water supply and waste water treatment, as provided for under Policy WAT 2.

The minimum regional housing provision is distributed as follows:

Area/District	Minimum Dwelling Provision 2001 to 2021 (net increase, with annual rates in bracket)			Comments
	Minimum to build	Of which already built	Minimum still to build	
	April 2001 to March 2021	April 2001 to March 2006	April 2000 to March 2021	
MKSM Strategy Area: Bedford/ Kempston/ Northern Marston Vale	19,500	2,380 (480)	17,120	See footnote ²
MKSM Strategy Area: Luton/ Dunstable/ Houghton Regis together with Leighton Linlade	26,300	4,400 (880)	21,900	
Rest of Bedford BC	1,300	1,020 (200)	280 (20)	
Rest of Mid Beds	11,000	3,120 (620)	7,880 (530)	
Rest of South Beds	1,000	170 (30)	830 (60)	

¹ Due to rounding the annual average rates in brackets may not match the totals. Totals take precedence.

² The total for Bedfordshire and Luton includes 45,800 at two growth locations identified in the Milton Keynes South Midlands Sub-Regional Strategy, Bedford/ Kempston/ Northern Marston Vale and Luton/ Dunstable/ Houghton Regis together with Leighton Linlade. The Sub-Regional Strategy set out targets for housing to be built 2001 to 2006 but monitoring shows actual completions were lower. Policy H1 sets out revised figures for 2006 to 2021 in order to achieve the Sub-Regional Strategy totals for 2001 to 2021, which remain unchanged.

Appendix A: SEA of the Revocation of the East of England Regional Strategy

Bedfordshire & Luton	59,100 (2,220)	11,090 (3,200)	48,010	
Cambridge	19,000	2,300 (460)	16,700 (1,110)	
East Cambs	8,600	3,240 (650)	5,360 (360)	
Fenland	11,000	3,340 (670)	7,660 (510)	
Huntingdonshire	11,200	2,890 (580)	8,310 (550)	
South Cambs	23,500	3,520 (700)	19,980 (1,330)	
Peterborough UA	25,000	3,620 (730)	21,380 (1,420)	
Cambridgeshire & Peterborough	98,300	18,910 (3,780)	79,390 (5,290)	
Basildon	10,700	1,220 (240)	9,480 (630)	Figures include an indicative allowance for 2,200 outside Essex Thames Gateway.
Braintree	7,700	3,360 (670)	4,340 (290)	
Brentwood	3,500	920 (180)	2,580 (170)	
Castle Point	4,000	1,010 (200)	2,990 (200)	
Chelmsford	16,000	3,570 (720)	12,430 (830)	
Colchester	17,100	4,640 (930)	12,460 (830)	
Epping Forest	3,500	1,210 (240)	2,290 (150)	Figures exclude provision in urban extensions to Harlow, which is included within the figures for Harlow.
Harlow	16,000	810 (160)	15,190(1,010)	Figures are for total housing growth at Harlow, including urban extensions in Epping Forest and East Hertfordshire Districts, the split between the districts to be determined through development plan documents.
Maldon	2,400	750 (150)	1,650 (110)	
Rochford	4,600	810 (160)	3,790 (250)	
Tendring	8,500	2,110 (420)	6,390 (430)	
Uttlesford	8,000	1,610 (320)	6,390 (430)	
Southend UA	6,500	2,130 (430)	4,370 (290)	
Thurrock UA	18,500	4,250 (850)	14,250 (950)	Figures apply to the part of the district within Essex Thames Gateway, but does not imply a moratorium on housing development outside Thames Gateway through re-use of previously developed land.
Essex, Thurrock and Southend	127,000 (5,670)	28,380 (6,580)	98,620	Includes Harlow urban extensions in East Hertfordshire.
Broxbourne	5,600	1,950 (390)	3,650 (240)	
Dacorum	12,000	1,860 (370)	10,140 (680)	Figures include provision (the amount to be determined through Development Plan Documents) for any expansion of Hemel

Appendix A: SEA of the Revocation of the East of England Regional Strategy

East Hertfordshire	12,000	2,140 (430)	9,860 (660)	Hempstead within St Albans District Figures exclude provision in urban extensions to Harlow, which is included within the figures for Harlow.
Hertsmere	5,000	1,080 (220)	3,920 (260)	
North Hertfordshire	6,200	1,900 (380)	4,300 (290)	Figures exclude provision for 9,600 as urban extensions to Stevenage included in the Stevenage figure ³ and any urban extensions to Luton, reflecting the Milton Keynes South Midlands Sub-Regional Strategy.
St Albans	7,200	1,830 (370)	5,370 (360)	
Stevenage	16,000	1,570 (310)	14,430 (960)	Figures exclude provision (the amount to be determined through Development Plan Documents) for any expansion of Hemel Hempstead within St Albans District, which is included in the Dacorum total.
Three Rivers	4,000	1,010 (200)	2,990 (200)	Figures include provision for 9,600 outside the Borough boundary in North Hertfordshire
Watford	5,200	1,410 (280)	3,790 (250)	
Welwyn Hatfield	10,000	2,730 (550)	7,270 (480)	Excludes Harlow urban extensions in East Hertfordshire and any urban extensions to Luton, reflecting the Milton Keynes South Midlands Sub-Regional Strategy.
Hertfordshire	83,200	17,480 (3,500)	65,720 (4,380)	
Breckland	15,200	3,460 (690)	11,740 (780)	Figures include 6,000 at Thetford
Great Yarmouth	6,000	1,190 (240)	4,810 (320)	
King's Lynn & W Norfolk	12,000	2,540 (510)	9,460 (630)	Figures for Broadland and South Norfolk include provision related to Norwich as part of the Norwich policy area, for which there is a total of 33,000. District totals for Norwich, Broadland and South Norfolk are indicative only and may be varied by mutual agreement provided they sum to 37,500.
North Norfolk	8,000	1,720 (340)	6,280 (420)	
Norwich	14,100	3,490 (700)	10,610 (710)	
Broadland	12,200	1,680 (340)	10,520 (700)	

³ Great Ashby Park is included in the 16,000 Stevenage total

Appendix A: SEA of the Revocation of the East of England Regional Strategy

South Norfolk	11,200	2,280 (460)	8,920 (590)	
Norfolk	78,700	16,360	62,340	
	(3,270)	(4,160)		
Babergh	5,600	1,340 (270)	4,260 (280)	Figures include about 600 on the edge of Ipswich as part of the Ipswich policy area
Forest Heath	6,400	810 (160)	5,590 (370)	
Ipswich	15,400	2,880 (580)	12,520 (830)	Figures are for Ipswich Borough only. Total in Ipswich Policy Area will be at least 20,00[0] including development in Babergh, Mid Suffolk and Suffolk Coastal.
Mid Suffolk	8,300	1,900 (380)	6,400 (430)	Figures include about 800 on the edge of Ipswich as part of the Ipswich policy area
St Edmundsbury	10,000	1,960 (390)	8,040 (540)	
Suffolk Coastal	10,200	2,560 (510)	7,640 (510)	Figures include about 3,200 on the edge of Ipswich as part of the Ipswich policy area
Waveney	5,800	2,160 (430)	3,640 (240)	
Suffolk	61,700	13,600	48,100	
		(2,720)	(3,210)	
East of England	508,000	105,550	402,450	
		(21,120)	(26,830)	

POLICY H2: Affordable Housing⁴

Within the overall housing requirement in Policy H1, Development Plan Documents should set appropriate targets for affordable housing taking into account:

- the objectives of the RSS;
- local assessments of affordable housing need, as part of strategic housing market assessments,
- the need where appropriate to set specific, separate targets for social rented and intermediate housing;
- evidence of affordability pressures; and
- the Regional Housing Strategy.

⁴ For the purposes of this policy the definition of affordable housing is as in Annex B of PPS3.

At the regional level, delivery should be monitored against the target for some 35% of housing coming forward through planning permissions granted after publication of the RSS to be affordable.

POLICY H3: Provision for Gypsies and Travellers (July 2009 revision)

Local authorities should make provision through Development Plan Documents for at least 1,237 net additional residential pitches for Gypsy and Traveller Caravans by 2011 distributed as follows:

District	Authorised Pitches in January 2006	Minimum Additional Pitches 2006-2011	Minimum Pitches 2011
Bedford	20	25	45
Central Bedfordshire	118	80	198
Luton	20	15	35
Cambridge	0	15	15
East Cambridgeshire	59	35	94
Fenland	183	89	272
Huntingdonshire	20	25	45
South Cambridgeshire	203	69	272
Peterborough	95	30	125
Basildon	112	62	174
Braintree	25	25	50
Brentwood	10	15	25
Castle Point	0	15	15
Chelmsford	35	46	81
Colchester	5	25	30
Epping Forest	94	34	128
Harlow	34	15	49
Maldon	39	15	54
Rochford	3	15	18
Tendring	2	15	17
Uttlesford	37	25	62
Southend	0	15	15
Thurrock	80	44	124
Broxbourne	22	18	40
Dacorum	36	20	56
East Hertfordshire	7	25	32
Hertsmere	35	18	53
North Hertfordshire	6	15	21
St Albans	52	28	80
Stevenage	14	10	24
Three Rivers	11	15	26
Watford	10	10	20
Welwyn Hatfield	51	17	68
Breckland	32	15	47
Broadland	2	15	17
Great Yarmouth	4	15	19
King's Lynn and West Norfolk	93	53	146
North Norfolk	1	15	16
Norwich	18	15	33
South Norfolk	25	28	53
Babergh	0	15	15
Forest Heath	35	18	53

Appendix A: SEA of the Revocation of the East of England Regional Strategy

Ipswich	43	15	58
Mid Suffolk	69	42	111
St Edmundsbury	2	20	22
Suffolk Coastal	0	31	31
Waveney	20	15	35
East of England	1,782	1,237	3,019

Local authorities should achieve the levels of provision required by 2011 as soon as possible through development control decisions and Development Plan Documents. The preparation of joint or co-ordinated Development Plan Documents is encouraged and where they are produced, provision can be redistributed across the areas concerned. Opportunities should be taken to secure provision through major developments.

Beyond 2011 provision should be made for an annual 3%⁵ compound increase in residential pitch provision, equivalent to 1,038 additional pitches between 2011 and 2021, distributed on the basis of districts accommodating the same proportion of the regional requirement as in Policy H3 for 2006–11.

Development Plan Documents should consider the need for rural exception sites and the alteration of Green Belt boundaries, where necessary, to meet the required provision.

Local authorities should work together to establish a network of transit pitches. Provision should be made through Development Plan Documents for an additional 160 transit pitches by 2011, distributed as in the table below. The location and size of sites should be defined following local studies.

County and unitary groupings	Existing Provision (pitches)	Additional Pitches 2006–11	Locational Guidance
Bedford, Central Bedfordshire and Luton	Nil	10	
Cambridgeshire and Peterborough	Nil	40	Cambridge area, Fenland, Huntingdonshire and Peterborough.
Essex, Southend on-Sea, and Thurrock	Nil	30	Distributed network aligned with transport routes and urban centres.
Hertfordshire	15	20	Provision in Southern and Western Hertfordshire, complementing the existing South Mimms site, and in Northern and Eastern Hertfordshire.
Norfolk	18	40	Across Norfolk, including Norwich fringe.

⁵ The 3% annual compound increase in pitches after 2011 should be calculated based on the total number of pitches required by 2011, i.e. the figures in the third column of the table in Policy H3.

Appendix A: SEA of the Revocation of the East of England Regional Strategy

Suffolk	Nil	20	Provision should include the Ipswich/ Felixstowe area.
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POLICY H4: Provision for Travelling Showpeople⁶

Local authorities should make provision through Development Plan Documents for 184 net additional plots for Travelling Showpeople by 2011, distributed as in the table below. Beyond 2011 provision should be made for an annual 1.5%⁷ compound increase in plots, equivalent to 94 additional plots between 2011 and 2021, distributed on the basis of counties and unitaries accommodating the same proportion of the regional requirement as in Policy H4 for 2006–11.

County and unitary groupings	Existing Provision (families)	Additional Pitches 2006–11	Locational Guidance
Bedford, Central Bedfordshire and Luton	27	13	Bedford and elsewhere
Cambridgeshire and Peterborough	54	18	East Cambridgeshire and elsewhere.
Essex, Southend on-Sea and Thurrock	166	103	Needs in Thurrock and also Chelmsford, Basildon and elsewhere. Locations should take account of the wider distribution philosophy in paragraph 5.13.
Hertfordshire	60	20	Needs in Broxbourne and also in East Hertfordshire.
Norfolk	75	21	Norfolk and elsewhere.
Suffolk	20	9	Suffolk Coastal and elsewhere.

Local authorities should work in county and former county groupings with local Travelling Showpeople and the Showmen's Guild to identify the sites required to meet the above needs for inclusion in Development Plan Documents. The preparation of joint or co-ordinated documents is encouraged.

Development Plan Documents should consider the need for rural exception sites and the alteration of Green Belt boundaries, where necessary, to meet the required provision.

⁶ Travelling Showpeople as defined in CLG Circular 04/2007, Planning for Travelling Showpeople, paragraph 15.

⁷ The 1.5% annual compound increase in plots after 2011 should be calculated based on the total number of plots required by 2011: 40 for Bedfordshire and Luton, 72 for Cambridgeshire and Peterborough, 269 for Essex, Southend-on-Sea and Thurrock, 80 for Hertfordshire, 96 for Norfolk and 29 for Suffolk.

POLICY C1: Cultural Development

Local Development Documents and the wider strategies of local authorities should include policies that support and grow the region's cultural assets. In doing this local authorities should:

- take account of the Regional Cultural Strategy and any local cultural and community strategies and liaise with Living East, including in regard to site allocations for cultural facilities; and
- recognise the contribution that cultural sectors can make to regeneration and urban and rural renaissance, particularly in the priority areas for regeneration.

POLICY C2: Provision and Location of Strategic Cultural Facilities

Regionally or nationally significant leisure, sport, recreation, arts, tourism or other cultural facilities should be supported in locations where proposals:

- will enhance existing facilities of regional or national significance or, elsewhere, reflect a sequential approach – with priority to locations in town centres before off-centre or out-of-town locations, and to the use of brownfield land in preference to greenfield sites. Exceptionally the specific attributes of a rural site may make it appropriate for a regionally strategic proposal;
- are designed to enhance the environment and do not adversely affect areas designated for their ecological, landscape or historic value, including sites of European or international importance for nature conservation;
- meet sustainable development objectives as outlined in this RSS;
- maximise opportunities to use means of transport other than the car and use transport networks that have adequate capacity to accommodate passenger and rail freight requirements;
- are well related to regional transport nodes (Policy T5);
- minimise their use of energy and natural resources and impact on public services, and have satisfactory proposals for minimising their long-term use and impact; and
- are of an appropriate scale and impact.

The above criteria may be met by the introduction of measures to ameliorate or mitigate adverse effects. Proposals that meet the above criteria and would benefit a priority area for regeneration should be given particular support.

POLICY T1: Regional Transport Strategy Objectives and Outcomes

To implement the vision and objectives of the Regional Spatial Strategy, the following objectives of this RTS give a clear priority to increase passenger and freight movement by more sustainable modes, while reflecting the functionality required of the region's transport networks:

- to manage travel behaviour and the demand for transport to reduce the rate of road traffic growth and ensure the transport sector makes an appropriate contribution to reducing greenhouse gas emissions;
- to encourage efficient use of existing transport infrastructure;
- to enable the provision of the infrastructure and transport services necessary to support existing communities and development proposed in the spatial strategy;
- to improve access to jobs, services and leisure facilities.

The successful achievement of the objectives will lead to the following outcomes:

- improved journey reliability as a result of tackling congestion;
- increased proportion of the region's movements by public transport, walking and cycling;
- sustainable access to areas of new development and regeneration;
- safe, efficient and sustainable movement between homes and workplaces, education, town centres, health provision and other key destinations;
- increased proportion of freight movement by rail;
- safe, efficient and sustainable movement of passengers and freight to and from the region's international gateways
- economic growth without a concomitant growth in travel;
- improved air quality; and
- reduced greenhouse gas emissions.

POLICY T2: Changing Travel Behaviour

To bring about a significant change in travel behaviour, a reduction in distances travelled and a shift towards greater use of sustainable modes, regional and local authorities, transport providers and other delivery agencies should implement policies to:

- raise awareness of the real costs of unsustainable travel and the benefits and availability of sustainable alternatives;
- encourage the wider implementation of workplace, school and personal travel plans;
- introduce educational programmes for sustainable travel;
- invest in business initiatives, including but not limited to tele-working, and other means of decoupling economic activity from the need for travel;
- investigate ways of providing incentives for more sustainable transport use; and
- raise awareness of the health benefits of travel by non-motorised modes.

POLICY T3: Managing Traffic Demand

Demand management measures for highway use should be pursued to tackle congestion and, as a consequence, provide more reliable journeys. Road pricing may be considered as part of an integrated approach to managing the region's road network and should be consistent with national

technical standards and guidelines. Road pricing schemes or other demand management measures should:

- be matched with provision of sustainable alternatives to private vehicle use, and
- be designed to avoid disadvantaging the region's rural communities and regeneration areas dependent on road access.

POLICY T4: Urban Transport

Within urban areas, including key centres for development and change and appropriate market towns, Local Transport Plans, Local Development Documents and other plans or strategies should identify ways to bring about a shift away from car use to public transport, walking and cycling. This should be achieved through the following types of measures, in combination as appropriate to local circumstances:

- ensuring urban extensions and other major developments are linked from the outset into the existing urban structure through safe, well designed pedestrian and cycling routes and a high standard of public transport;
- capitalising on opportunities provided by new development to achieve area wide improvements in public transport services, footpaths and cycle networks;
- promoting public transport through quality partnerships or other agreements to deliver enhanced services, improved interchange, increased access, higher levels of public visibility, better travel information, and appropriate traffic management measures; and
- improvements to local networks for walking and cycling, including increasing the attractiveness and safety of the public realm.

POLICY T5: Inter Urban Public Transport

Improvements to inter-urban public transport should be focussed on the Regional Transport Nodes:

Basildon, Bedford, Brentwood, Bury St Edmunds, Cambridge, Chelmsford, Colchester, Great Yarmouth, Harlow, Harwich, Welwyn Garden City & Hatfield, Hemel Hempstead, Ipswich, King's Lynn, Lowestoft, Luton/Dunstable, Norwich, Peterborough, St Albans, Southend, Stansted Airport, Stevenage, Thetford, Thurrock and Watford.

The priorities for improvements to inter-urban public transport will be: (i) to facilitate movement between the Regional Transport Nodes; (ii) to facilitate access to London and national networks, and, (iii) within the Regional Transport Nodes, to improve the interchange between modes and the integration of strategic and local networks.

Measures should include:

- improved access, particularly by sustainable local transport, to main line railway stations;
- improvements to rail services to enhance capacity and passenger comfort;

- facilities to support and encourage high quality interurban bus / coach services, particularly east-west links and other situations where rail is not available, co-ordinated with rail and local public transport; and
- strategic park and ride with the aim of reducing car use.

POLICY T6: Strategic and Regional Road Networks

The strategic and regional road networks identified on the key diagram should be improved, managed and maintained in accordance with priorities for the strategic and regional functions of the region's motorway, trunk road and primary route network with the aim of achieving the following outcomes:

- improved journey reliability as a result of tackling congestion
- improved access to key centres for development and change, strategic employment locations and priority areas for regeneration;
- efficient movement of freight which cannot be carried by rail or waterway so as to minimise its impact on the environment and local transport networks;
- improved safety and efficiency of the network;
- mitigation of environmental impacts;
- maintenance of the benefits from managing traffic demand; and
- the effective operation of ports and airports which act as international gateways.

POLICY T7: Transport in Rural Areas

In rural areas priority should be given to providing sustainable access from villages and other rural settlements to market towns and urban areas. Measures should include:

- support for public transport where viable, walking and cycling, to improve accessibility to services;
- innovative approaches to local transport provision including community based transport initiatives, delivering services to remote areas and measures to assist people without use of a vehicle; and
- support for increasing the availability and use of communications technology to reduce dependency on travel.

POLICY T8: Local Roads

Local Authorities should manage the local road network in accordance with their local transport plan objectives to complement the aims of Policies T2 to T7 with the following priorities:

- tackling congestion and its environmental impacts;
- facilitating the provision of safe and efficient public transport, walking and cycling;

- providing efficient vehicular access to locations and activities requiring it, particularly in areas of growth and where regeneration is dependent on improved access; and
- improving safety.

POLICY T9: Walking, Cycling and other Non-Motorised Transport

Provision for walking, cycling and other non-motorised transport should be improved and developed as part of an integrated strategy for achieving the RTS objectives. Pedestrian, cycle and other non-motorised transport networks should be managed and improved to enhance access to work, schools and town centres, and provide access to the countryside, urban greenspace, and recreational opportunities. Support should be given to completing the National Cycle Network in the region by 2010, and to linking it to local cycle networks.

POLICY T10: Freight Movement

Priority should be given to the efficient and sustainable movement of freight, maximising the proportion of freight carried by rail and water where those are the most efficient modes:

- high priority should be given to measures to provide adequate rail freight capability and capacity on routes to the region's major ports of Bathside Bay (Harwich), Felixstowe, London (including Tilbury), and London Gateway;
- provision should be made for at least one strategic rail freight interchange at locations with good access to strategic rail routes and the strategic highway network, unless more suitable locations are identified within London or the South East for all three to four interchanges required to serve the Greater South East;
- existing well-located freight wharves and facilities for rail and water freight interchange should be safeguarded for future use where there is a reasonable prospect of developing them for port operational uses. Improved provision should be made in locations with good road and rail access; and
- previously used rail accessible sites, including those owned by non-railway bodies, should be protected from development for non rail-based uses where there is a reasonable prospect of developing them for rail freight use.

POLICY T11: Access to Ports

Access to the region's ports should be managed and enhanced to support their development and enable them to contribute to national and regional objectives for economic growth and regeneration.

In accordance with Policy T10, a key priority will be to maximise the proportion of freight, particularly longer distance freight, by modes other than road, consistent with commercial viability.

POLICY T12: Access to Airports

Access to the region's airports should be managed and enhanced to support development and enable them to contribute to national and regional objectives for economic growth and regeneration, consistent with the provisions of Policy E7. A key priority is to ensure airport surface access provision reinforces the shift to the more sustainable travel sought by the RTS.

POLICY T13: Public Transport Accessibility

Public transport provision, including demand responsive services, should be improved as part of a package of measures to improve accessibility. Public transport use should be encouraged throughout the region by increasing accessibility to appropriate levels of service of as high a proportion of households as possible, enabling them to access core services (education, employment, health and retail).

POLICY T14: Parking

Parking controls, such as the level of supply or the charges, should be used as part of packages for managing transport demand and influencing travel change, alongside measures to improve public transport accessibility, walking and cycling, and with regard to the need for coordinated approaches in centres which are in competition with each other. Demand-constraining maximum parking standards should be applied to new commercial development. The standards in PPG13 should be treated as maximums, but local authorities may adopt more rigorous standards to reinforce the effects of other measures particularly in regional transport nodes and key centres for development and change.

POLICY T15: Transport Investment Priorities

Investment programmes should be regularly reviewed to ensure they deliver the infrastructure and services necessary to support the RSS. Investment in transport should be prioritised according to its contribution to the RTS objectives and outcomes in Policy T1, the priorities and objectives in Policies T2 to T14, and the transport priorities in the policies for sub-areas and key centres for development and change. Reviews of Local Transport Plans and future prioritisation exercises for transport investment should reflect these priorities. Appendix A lists the regionally significant transport investment currently programmed for the region.

The following areas identified in Figure 4 are likely to come under increasing transport pressure as a result of underlying traffic growth and the development strategy of the RSS:

- the London to Ipswich corridor, including the Chelmsford and Colchester urban areas;
- Haven Gateway, including the Ipswich urban area;
- the London to Huntingdonshire corridor, including the Stevenage area;
- the Cambridge area;
- Essex Thames Gateway, including the London to Southend corridor;
- the Luton Dunstable Houghton Regis area;
- the London to Stansted corridor, including Harlow & access to Stansted Airport;
- Central Hertfordshire; and
- the Norwich area.

Further work in these areas should focus on developing the evidence to establish the interventions needed to address any problems. Partnership working, such as through multi-agency transportation boards, which have been established in a number of areas, is encouraged. The information available from the earlier multi-modal studies and other recent work should be fed into the evidence base.

POLICY ENV1: Green Infrastructure

Areas and networks of green infrastructure should be identified, created, protected, enhanced and managed to ensure an improved and healthy environment is available for present and future communities. Green infrastructure should be developed so as to maximise its biodiversity value and, as part of a package of measures, contribute to achieving carbon neutral development and flood attenuation. In developing green infrastructure opportunities should be taken to develop and enhance networks for walking, cycling and other non-motorised transport.

Local Development Documents should:

- define a multiple hierarchy of green infrastructure, in terms of location, function, size and levels of use, based on analysis of natural, historic, cultural and landscape assets, and the identification of areas where additional green infrastructure is required;
- require the retention of substantial connected networks of green space in urban, urban fringe and adjacent countryside areas to serve the growing communities in key centres for development and change; and
- ensure that policies have regard to the economic and social as well as environmental benefits of green infrastructure assets and protect sites of European or international importance for wildlife.

Assets of regional significance for the retention, provision and enhancement of green infrastructure include:

- the Norfolk and Suffolk Broads; the Norfolk Coast, Suffolk Coast & Heaths, Dedham Vale and Chilterns Areas of Outstanding Natural Beauty; and the Heritage Coasts (shown on the Key Diagram);
- other areas of landscape, ecological and recreational importance, notably the Community Forests (Thames Chase, Marston Vale and Watling Chase), the Brecks, Epping Forest, Hatfield Forest, the Lee Valley Regional Park and areas around the Stour Estuary, and

- strategically significant green infrastructure projects and proposals, such as the Great Fen Project, Wicken Fen Vision, the Milton Keynes to Bedford Waterway Park, and green infrastructure projects around the fringes of Greater London and associated corridors.

POLICY ENV2: Landscape Conservation

In their plans, policies, programmes and proposals planning authorities and other agencies should, in accordance with statutory requirements, afford the highest level of protection to the East of England's nationally designated landscapes (Figure 5) – the Norfolk and Suffolk Broads, the Chilterns, Norfolk Coast, Dedham Vale, and Suffolk Coast and Heaths Areas of Outstanding Natural Beauty (AONBs), and the North Norfolk and Suffolk Heritage Coasts. Within the Broads priority should be given to conserving and enhancing the natural beauty, wildlife and cultural heritage of the area, promoting public enjoyment and the interests of navigation. Within the AONBs priority over other considerations should be given to conserving the natural beauty, wildlife and cultural heritage of each area.

Planning authorities and other agencies should recognise and aim to protect and enhance the diversity and local distinctiveness of the countryside character areas identified on Figure 6 by:

- developing area-wide strategies, based on landscape character assessments, setting long-term goals for landscape change, targeting planning and land management tools and resources to influence that change, and giving priority to those areas subject to most growth and change;
- developing criteria-based policies, informed by the area-wide strategies and landscape character assessments, to ensure all development respects and enhances local landscape character; and
- securing mitigation measures where, in exceptional circumstances, damage to local landscape character is unavoidable.

POLICY ENV3: Biodiversity and Earth Heritage

In their plans, policies, programmes and proposals planning authorities and other agencies should ensure that internationally and nationally designated sites are given the strongest level of protection and that development does not have adverse effects on the integrity of sites of European or international importance for nature conservation. Proper consideration should be given to the potential effects of development on the conservation of habitats and species outside designated sites, and on species protected by law.

Planning authorities and other agencies should ensure that the region's wider biodiversity, earth heritage and natural resources are protected and enriched through the conservation, restoration and re-establishment of key resources by:

- ensuring new development minimises damage to biodiversity and earth heritage resources by avoiding harm to local wildlife sites and, wherever possible, achieving net environmental

- gains in development sites through the retention of existing assets, enhancement measures, and new habitat creation;
- promoting the conservation, enhancement, restoration, re-establishment and good management of habitats and species populations in accordance with East of England regional biodiversity targets (Appendix B) and the priorities in the East of England Regional Biodiversity Map (Figure 7);
 - identifying and safeguarding areas for habitat restoration and re-establishment, in particular large-scale (greater than 200 ha) habitat restoration areas which will deliver human and wildlife benefit;
 - identifying, safeguarding, conserving, and restoring regionally important geological and/or geomorphological sites and promoting their good management;
 - ensuring the appropriate management and further expansion of wildlife corridors important for the migration and dispersal of wildlife;
 - having regard to the need for habitats and species to adapt to climate change; and
 - establishing networks of green infrastructure, maximising their biodiversity value, as provided for under Policy ENV1.

The East of England Regional Assembly and its partners should work with authorities in neighbouring regions on strategic natural resource and biodiversity issues in areas such as the Chilterns, the Wash and Thames Estuary.

POLICY ENV4: Agriculture, Land and Soils

In their plans, policies, programmes and proposals planning authorities and other agencies should:

- promote and encourage the expansion of agri-environment schemes to:
 - increase the landscape, historic and wildlife value of farmland in accordance with regional priorities set out in other policies of this RSS;
 - maintain and enhance the resilience and quality of soils;
 - increase public access;
 - reduce diffuse pollution.
- include policies that respond to the changes taking place in agriculture to address issues such as climate change and consumer demands for higher standards of animal welfare and food safety and the implications of resultant development in the countryside;
- encourage the sustainable use of soil resources and, where soil and land have been degraded, maximise opportunities for restoration to beneficial after-uses including agriculture, woodland, amenity and habitat creation schemes in accordance with regional priorities set out in other policies of this RSS;
- encourage more sustainable use of water resources through winter storage schemes and new wetland creation.

POLICY ENV5: Woodlands

In their plans, policies, programmes and proposals planning authorities and other agencies should seek to achieve an increase in woodland cover by protecting and achieving better management of existing woodland and promoting new planting where consistent with landscape character.

Ancient semi-natural woodland and other woodlands of acknowledged national or regional importance should be identified in Local Development Documents with a strong presumption against development that would result in their loss or deterioration. Aged or veteran trees should be conserved. The nature conservation and recreation value of woodland is recognised, and conversion to other land uses should be resisted unless there are overriding public and ecological benefits. Woodland unavoidably lost to development should be replaced with new woodland of at least equivalent area and composition, preferably in the same landscape unit.

New woodland creation should be targeted at:

- schemes for the restoration of derelict or contaminated land and sites formerly used for mineral-extraction or industry;
- green infrastructure projects associated with areas planned for significant growth;
- the Thames Chase, Watling Chase and Forest of Marston Vale Community Forests, with the aim of increasing their woodland cover to 30% by 2030;
- planting schemes along transport corridors; and
- schemes to expand and link areas of native woodland and create new wet woodland (which is a priority in this region), to meet regional and local BAP targets.

POLICY ENV6: The Historic Environment

In their plans, policies, programmes and proposals local planning authorities and other agencies should identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings, places and landscapes, including historic parks and gardens and those features and sites (and their settings) especially significant in the East of England:

- the historic cities of Cambridge and Norwich;
- an exceptional network of historic market towns;
- a cohesive hierarchy of smaller settlements ranging from nucleated villages, often marked by architecturally significant medieval parish churches, through to a pattern of dispersed hamlets and isolated farms;
- the highly distinctive historic environment of the coastal zone including extensive submerged prehistoric landscapes, ancient salt manufacturing and fishing facilities, relict sea walls, grazing marshes, coastal fortifications, ancient ports and traditional seaside resorts;
- formal planned settlements of the early twentieth century, including the early garden cities, and factory villages;

- conservation areas and listed buildings, including domestic, industrial and religious buildings, and their settings, and significant designed landscapes;
- the rural landscapes of the region, which are highly distinctive and of ancient origin; and
- the wide variety of archaeological monuments, sites and buried deposits which include many scheduled ancient monuments and other nationally important archaeological assets.

POLICY ENV7: Quality in the Built Environment

Local Development Documents should require new development to be of high quality which complements the distinctive character and best qualities of the local area and promotes urban renaissance and regeneration.

New development should:

- provide buildings of an appropriate scale, founded on clear site analysis and urban design principles;
- make efficient use of land;
- in the case of housing development, achieve the highest possible net density appropriate to the character of the locality and public transport accessibility;
- provide a mix of uses and building types where appropriate;
- have regard to the needs and well being of all sectors of the community;
- address crime prevention, community safety and public health;
- promote resource efficiency and more sustainable construction, including maximum use of re-used or recycled materials and of local and traditional materials;
- reduce pollution, including emissions, noise and light pollution; and
- maximise opportunities for the built heritage to contribute to physical, economic and community regeneration.

Conservation-led regeneration should respect the quality and distinctiveness of traditional buildings and the value they lend to an area through their townscape quality, design and use of materials. In their plans, policies, programmes and proposals planning authorities should give consideration to the opportunities presented by the region's industrial, maritime and rural heritage.

POLICY ENG1: Carbon Dioxide Emissions and Energy Performance

Working with regional partners, EERA should consider the performance of the spatial strategy on mitigating and adapting to climate change through its monitoring framework and develop clear yardsticks against which future trends can be measured, which should inform the review of the RSS and the preparation of Local Development Documents.

To meet regional and national targets for reducing climate change emissions, new development should be located and designed to optimise its carbon performance. Local authorities should:

- encourage the supply of energy from decentralised, renewable and low carbon energy sources and through Development Plan Documents set ambitious but viable proportions of the energy supply of new development to be secured from such sources and the development thresholds to which such targets would apply. In the interim, before targets are set in Development Plan Documents, new development of more than 10 dwellings or 1000m² of non-residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources, unless this is not feasible or viable; and
- promote innovation through incentivisation, master planning and development briefs which, particularly in key centres for development and change, seek to maximise opportunities for developments to achieve, and where possible exceed national targets for the consumption of energy. To help realise higher levels of ambition local authorities should encourage energy service companies (ESCOs) and similar energy saving initiatives.

POLICY ENG2: Renewable Energy Targets

The development of new facilities for renewable power generation should be supported, with the aim that by 2010 10% of the region's energy and by 2020 17% of the region's energy should to come from renewable sources. These targets exclude energy from offshore wind, and are subject to meeting European and international obligations to protect wildlife, including migratory birds, and to revision and development through the review of this RSS.

POLICY WAT1: Water Efficiency

The Government will work with the Environment Agency, water companies, OFWAT, and regional stakeholders to ensure that development in the spatial strategy is matched with improvements in water efficiency delivered through a progressive, year on year, reduction in per capita consumption rates. Savings will be monitored against the per capita per day consumption target set out in the Regional Assembly's monitoring framework.

POLICY WAT2: Water Infrastructure

The Environment Agency and water companies should work with OFWAT, EERA and the neighbouring regional assemblies, local authorities, delivery agencies and others to ensure timely provision of the appropriate additional infrastructure for water supply and waste water treatment to cater for the levels of development provided through this plan, whilst meeting surface and groundwater quality standards, and avoiding adverse impact on sites of European or international importance for wildlife.

A co-ordinated approach to plan making should be developed through a programme of water cycle and river cycle studies to address the issues of water supply, water quality, wastewater treatment and flood risk in receiving water courses relating to development proposed in this RSS. Complementing this approach, Local Development Documents should plan to site new development so as to maximise the potential of existing water/waste water treatment infrastructure and minimise the need for new/improved infrastructure.

POLICY WAT3: Integrated Water Management

Local planning authorities should work with partners to ensure their plans, policies, programmes and proposals take account of the environmental consequences of river basin management plans, catchment abstraction management strategies, groundwater vulnerability maps, groundwater source protection zone maps, proposals for water abstraction and storage and the need to avoid adverse impacts on sites of European importance for wildlife. The Environment Agency and water industry should work with local authorities and other partners to develop an integrated approach to the management of the water environment.

POLICY WAT4: Flood Risk Management

Coastal and river flooding is a significant risk in parts of the East of the England. The priorities are to defend existing properties from flooding and locate new development where there is little or no risk of flooding. Local Development Documents should:

- use Strategic Flood Risk Assessments to guide development away from floodplains, other areas at medium or high risk or likely to be at future risk from flooding, and areas where development would increase the risk of flooding elsewhere;
- include policies which identify and protect flood plains and land liable to tidal or coastal flooding from development, based on the Environment Agency's flood maps and Strategic Flood Risk Assessments supplemented by historical and modelled flood risk data, Catchment Flood Management Plans and policies in Shoreline Management Plans and Flood Management Strategies, including 'managed re-alignment' where appropriate;
- only propose departures from the above principles in exceptional cases where suitable land at lower risk of flooding is not available, the benefits of development outweigh the risks from flooding, and appropriate mitigation measures are incorporated; and
- require that sustainable drainage systems are incorporated in all appropriate developments.

Areas of functional floodplain needed for strategic flood storage in the Thames Estuary should be identified and safeguarded by local authorities in their Local Development Documents.

POLICY WM1: Waste Management Objectives

In implementing the overall vision and objectives of the Regional Spatial Strategy waste management policies should be based on the following objectives:

- to ensure timely and adequate provision of the facilities required for the recovery and disposal of the region's waste and for a reducing quantum of wastes imported into the region;
- to minimise the impact of new development, particularly in the key centres of development and change, on regional waste management requirements;
- to minimise the environmental impact of waste management, including impacts arising from the movement of waste, and help secure the recovery and disposal of waste without endangering human health;
- to seek community support and participation in promoting responsible waste behaviour and approaches to management, viewing waste as a resource and maximising re-use, recycling, composting and energy recovery; and
- in determining proposals for planning permission to give weight to the particular locational needs of some types of waste management facility, together with the wider environmental and economic benefits of sustainable waste management.

POLICY WM2: Waste Management Targets

Challenging but achievable targets should be adopted by all authorities and commercial waste producers to minimise waste and provide the basis for implementing the overall aim of recycling, composting and recovering value from waste. The objectives are to eliminate the landfilling of untreated municipal and commercial waste by 2021 and secure at least the following minimum levels of recovery:

- municipal waste – recovery of 50% at 2010 and 70% at 2015;
- commercial and industrial waste – recovery of 72% at 2010 and 75% at 2015;

The targets should be kept under review and extended beyond 2015 through the review of the RSS.

POLICY WM3: Imported Waste

The East of England should plan for a progressive reduction in imported waste. After 2015 provision for the management of imported waste from London should be restricted to the landfill of residual waste that has been subject to the maximum practical level of recovery and treatment, for which landfill is the only practical option.

Through their Waste Development Plan Documents and when considering proposals for waste management facilities, in addition to that arising within their area, local authorities should provide

for an apportionment of waste imported from London for landfill. Allowance should only be made for new non-landfill waste facilities dealing primarily with waste from outside the region where there is a clear benefit, such as the provision of specialist processing or treatment facilities which would not be viable without a wider catchment and which would enable recovery of more locally arising wastes.

Annual tonnages of London's waste (thousand tonnes) to be managed		
Year	2010/11	2015/16
Bedfordshire & Luton	240	120
Cambridgeshire & Peterborough	340	170
Essex & Southend	290	140
Hertfordshire	170	80
Norfolk	110	50
Suffolk	220	110
Thurrock	210	100
East of England	1,570	760

POLICY WM4: Regional Waste Apportionment

In developing policies in their waste Local Development Documents, and when considering proposals for waste management facilities, waste planning authorities should take responsibility for waste arising within their own administrative areas. They should plan for the following quantities of waste (rounded figures), including provision to be made for imported waste in accordance with Policy WM3:

Annual tonnages of London's waste (thousand tonnes) to be managed			
Year	2005/06 -010/11	2010/11 -2015/16	2015/16 -2020/21
Bedfordshire & Luton	1,450	1,460	1,620
Cambridgeshire & Peterborough	2,140	2,190	2,460
Essex & Southend	3,150	2,300	3,670
Hertfordshire	2,220	2,360	2,650
Norfolk	2,090	2,280	2,580
Suffolk	1,870	1,950	2,180
Thurrock	540	510	510
Region	12,680	13,790	15,170

For waste arising in the region no allowance has been made for waste residues from treatment processes. Waste development documents should assess the level of post treatment residues requiring further management and plan to manage these wastes. Collaboration with other areas or between waste planning authorities should be pursued where it provides benefits in land use and sustainability terms.

POLICY WM5: Planning for Waste Management

Local Development Documents should include policies which identify the additional capacity required to manage their apportioned wastes. They should identify sites and areas suitable to accommodate the required facilities, including for the collection, sorting and storage of waste, and its treatment, recycling and disposal and sufficient landfill capacity to meet the anticipated need across the region.

To minimise impacts on growth area objectives for Bedfordshire, the use of potential landfill capacity in the Marston Vale should reduce over time. New landfill development in the Marston Vale should not compromise proposals for environmental regeneration and housing development, and should only be permitted where the waste to be landfilled has been subjected to comprehensive pre-treatment, such that the maximum practicable value has been recovered, and provision is consistent with Bedfordshire's waste apportionment in Policies WM 3 and 4.

POLICY WM6: Waste Management in Development

Development should be designed and constructed to minimise the creation of waste, make maximum use of recycled materials and facilitate the collection, separation, sorting, recycling and recovery of waste arising from the development and surrounding areas, where appropriate. Within major developments provision should be made for waste management facilities to enable the sustainable management of waste through innovative approaches to local waste reduction, recycling and management.

POLICY WM7: Provision for Hazardous Waste and other Regionally Significant Facilities

Through the review of the RSS EERA should consider the need for additional waste management capacity of regional or sub-regional significance and identify the provision required for the management of hazardous waste.

Proposals should take account of:

- the likely arisings and hazardous waste types in the East of England;
- the implications of intra and inter regional movement of hazardous waste;
- the volumes of hazardous waste predicted to arise from previously developed land and opportunities and technologies to increase the treatment of contaminated construction and demolition waste, including soils, on site;
- the possible need for interim measures to manage hazardous waste; and;
- provision for the management of hazardous waste, including treatment and landfill.

Proposals for new facilities should reflect the need for hazardous waste management capacity and considerations of need should carry significant weight when determining planning applications.

POLICY WM8: Actions for Waste Authorities, Waste Companies and Other Partners

When devising and operating waste management strategies, waste disposal and collection authorities and private sector waste companies should take into account the relationship between waste minimisation, waste collection and recycling/composting. Waste collection systems which aim to minimise waste at source should be adopted throughout the region, and separate collections of recyclable and compostable materials introduced. Waste disposal authorities should also adopt best practice, e.g. by ensuring that ‘bring sites’ and household waste recycling sites are widely available. All collection and recycling / composting schemes should be supported by a strong waste minimisation message. The Regional Assembly, EEDA and other partners should work to develop markets for recycled and recovered materials and products and to improve waste data quality.

POLICY M1: Land won Aggregates and Rock

Local Development Documents should identify and safeguard mineral resources to ensure that there are sufficient environmentally acceptable sources, avoiding harm to sites of European and international importance for wildlife in particular, to maintain the following annual average level of supply during the period 2001 to end 2016:

	Land won Sand & Gravel (million tonnes pa)	Land won Rock (million tonnes pa)
Bedfordshire and Luton	1.93	-
Cambridgeshire & Peterborough	2.82	0.3
Essex, Southend and Thurrock	4.55	-
Hertfordshire	1.99	-
Norfolk	2.98	0.2
Suffolk	1.73	-
Region	16.00	0.5

Where a minerals development plan document covers a period beyond 2016, the above figures should be used for the full plan period.

POLICY CSR1: Strategy for the Sub-Region

The vision for the Cambridge Sub-Region to 2021 and beyond is to continue to develop as a centre of excellence and world leader in higher education and research, fostering the dynamism, prosperity and further expansion of the knowledge-based economy spreading outwards from Cambridge. The historic character and setting of Cambridge should be protected and enhanced, together with the character and setting of the market towns and other settlements and the important environmental qualities of the surrounding area.

A comprehensive approach should be adopted to secure the necessary infrastructure, including green infrastructure.

Local Development Documents should provide for development focused on making the most of the development potential of land in the following order of preference:

- in the built-up area of Cambridge, subject to considerations of environmental capacity;
- on the periphery of the built-up area of Cambridge on land released from the Green Belt following the Cambridgeshire and Peterborough Structure Plan 2003 and through the Cambridge Local Plan and development plan documents prepared by the local planning authorities;
- at the new settlement of Northstowe, linked to the guided busway; and
- on land within or on the peripheries of the sub-region's market towns and within key service centres (or on the peripheries of key service centres, mainly limited to existing commitments) where such development would contribute to the social and economic needs of the community and good public transport exists or can be provided.

POLICY CSR2: Employment-Generating Development

Employment land in and close to Cambridge, within boundaries to be defined in local plans/LDDs, should be reserved for development which can demonstrate a clear need to be located in the area to serve local requirements or contribute to the continuing success of the sub-region as a centre of high technology and research.

Employment-related development proposals should demonstrate that they fall into the following categories:

- a) high technology and related industries and services concerned primarily with research and development including development of D1 educational uses and associated sui generis research institutes, which can show a need to be located close to the universities, established research facilities or associated services in the Cambridge area;
- b) other small-scale industries which would contribute to a greater range of local employment opportunities, especially where this takes advantage, or contributes to the development of, particular locally based skills and expertise; and

- c) the provision of office or other development providing essential services to Cambridge as a local or sub-regional centre.

Provision should be made throughout the sub-region for the development and expansion of high-technology clusters.

Local Development Documents and other implementation programmes should identify land in the market towns for employment development where this would improve the local balance of jobs and homes and diversify and strengthen the economies of the towns.

POLICY CSR3: Green Belt

In making provision for housing, employment and all other development a Green Belt should be maintained around Cambridge to define the extent of urban growth in accordance with the purposes of the Cambridge Green Belt which are to:

- preserve the character of Cambridge as a dynamic city with a thriving historic centre;
- maintain and enhance the quality of Cambridge's setting; and
- prevent communities in the environs of Cambridge from merging into one another and with the city.

POLICY CSR4: Transport Infrastructure

New transport infrastructure requirements arising from development in the Cambridge sub-region should build upon the existing high quality public transport systems, high levels of cycling and demand management measures. The aim should be to reduce the need to travel, especially by car and secure the fullest possible use of public transport, cycling and walking. Strategic transport provision should take into account Cambridge's position at the junction of major east-west and north-south routes.

POLICY ETG1: Strategy for the Sub-Region

The strategy aims to achieve transformational development and change throughout Essex Thames Gateway which will:

- substantially increase the numbers of jobs and homes in line with Policies E1 and H1 to bring about a better alignment of homes and workplaces while continuing to recognise and make the most of the area's complementary role in relation to London, especially the emerging development/transport nodes in East London at Stratford and elsewhere;

- give the area a more positive and attractive image building on its strengths and assets, promoting excellence in the design of buildings and public realm and creating townscapes and landscapes of high quality and distinctiveness;
- significantly increase the overall value of the sub-regional economy and the economic conditions, living standards, aspirations, and quality of life of its residents;
- enhance the education and skills base and improve access to higher education; and • protect and enhance the quality of the natural and historic environments, including retaining and making more positive appropriate use of the Green Belt.

POLICY ETG2: Thurrock Key Centre for Development and Change (January 2010 revision)

- (1) The Thurrock Urban Area (from Purfleet in the west to Tilbury/Chadwell St. Mary in the east) is a Key Centre for Development and Change, with the northern part of Lakeside Basin defined as a Regional Centre in terms of Policy E5. Local Development Documents should:
 - promote an urban renaissance, re-using previously developed land and making the best use of the Thames riverside to bring about substantial improvement in the quality of the urban environment;
 - upgrade the image of the area as a leading centre for logistics, and enhance the scale and sustainability of its role in that respect, while also seeking to diversify the employment base;
 - safeguard wharves and quays necessary for the strategic functioning of the Port of London;
 - secure the transformation of the northern part of Lakeside Basin as a town centre conditional upon the measures set out in (2), (3) and (4) below; and
 - develop complementary policies for the regeneration of Grays town centre and other urban centres in the Borough.
- (2) Local Development Documents should guide the regeneration and remodelling of the wider Lakeside Basin and West Thurrock area on sustainable mixed use lines by:
 - i) defining the boundary of the area;
 - ii) providing for a broader employment base through the identification of key strategic employment sites;
 - iii) promoting a high quality built environment and public realm that is more coherent, legible and integrated;
 - iv) protecting and enhancing green infrastructure including the provision of further accessible natural green space to meet local standards;
 - v) promoting a greater mix of uses, including additional residential, office, hotel, and assembly and leisure activities;
 - vi) improving the range of services and facilities;
 - vii) securing more sustainable movement patterns, reduced private motor vehicle dependence and complementary travel demand management measures including an area-wide travel plan;
 - viii) improving local accessibility and connectivity by public transport and pedestrian and cyclist permeability throughout the area including consideration of ways to

- reconnect the north and the south of the area, a new high frequency service rail station in the south, and a personal rapid transport system; and
- ix) providing the necessary improvements to the local and strategic road network.
- (3) The attainment of Regional Centre status for the northern part of Lakeside Basin is conditional upon the adoption of Local Development Documents providing for:
- i) a town centre boundary, with a designated primary shopping area;
 - ii) a greater mix of uses and services including a significant increase in housing and office accommodation and the provision of convenience retail floorspace;
 - iii) an indicative scale of floorspace for each major town centre use;
 - iv) indicative thresholds for new retail floorspace, phased with required infrastructure;
 - v) design and public realm enhancements;
 - vi) improved accessibility for pedestrians and by non-car modes, including the introduction of a car parking charging and management regime; and
 - vii) an implementation plan.
- (4) Retail expansion at the new Regional Centre should be limited to 50,000 m² of net comparison floorspace by 2019 together with an appropriate amount of convenience floorspace to reflect the Borough's population growth. No retail expansion should be approved until the adoption of the appropriate Local Development Documents and the imposition of appropriate conditions and obligations to secure the objectives of paragraphs (2) and (3). Any further strategic retail development beyond the initial 50,000 m² net of comparison retail floorspace at the new Lakeside Regional Centre should be considered through future RSS reviews.

POLICY ETG3: Basildon Key Centre for Development and Change

Local Development Documents for Basildon should:

- facilitate the physical, economic and social regeneration of the original new town together with expansion to create a sustainable and balanced community;
- support Basildon's role as a business hub within the sub-region, building upon its existing strengths as well as opportunities for continued diversification;
- promote regeneration of the town centre to secure a full range of high quality sub-regional services and facilities, including an enhanced retail and leisure offer, new jobs and homes, and the development of a strategic transport interchange.

POLICY ETG4: Southend on Sea Key Centre for Development and Change

Local Development Documents for Southend on Sea should:

- facilitate physical, economic and social regeneration of the urban area including maximising the re-use of previously developed land;
- achieve an urban renaissance of the town centre by establishing it as a focus for cultural and intellectual activities led by the development of a university campus, securing a full range of high quality sub-regional services and facilities, and providing for mixed use development to secure new jobs and homes;
- upgrade strategic and local passenger transport accessibility, including the development of strategic transport interchanges around existing transport nodes; and
- improve surface access to London Southend Airport and support employment uses there that would benefit from an airport location.

POLICY ETG5: Employment-Generating Development

Local Development Documents should provide an enabling context for not less than 55,000 net additional jobs in Essex Thames Gateway during the period 2001-2021, distributed as follows:

Basildon	11,000
Castle Point	2,000
Southend	13,000
Thurrock	26,000
Rochford	3,000
Total	55,000

The local authorities and Thurrock Thames Gateway Development Corporation, supported by regional and local partners, should facilitate these increases in jobs by promoting a competitive sub-regional business environment secured through:

- providing for a range of sites and premises suitable for the needs of existing and future businesses, including the development at London Gateway (a new container port facility with associated business park and rail freight handling facilities) and other sites that will support Thurrock's role as a leading logistics centre;
- providing innovation centres at the key centres for development and change;
- improving opportunities for small and medium enterprises in all economic sectors, especially transport and logistics, environmental technologies, healthcare, tourism and leisure;
- raising skill levels at NVQ Level 2, 3 and 4 to national averages through enhanced provision of further and higher education;
- focusing major retail, leisure and office developments at Basildon, Southend, Lakeside and other centres in need of regeneration and renewal; and
- enhancing use of the River Thames as an asset for business and leisure.

POLICY ETG6: Transport Infrastructure

Proposals for future transport infrastructure improvements should reflect the prioritised schemes in the Thames Gateway South Essex Business Plan for Transport, 2005. Proposals serving the sub-region as a whole should contribute to ensuring high quality links between the key centres.

POLICY ETG7: Implementation and Delivery

The Thames Gateway South Essex Partnership should work with its partners to ensure:

- appropriate guidance and coordination is available to ensure Local Development Documents contribute to meeting the objectives of the RSS, with joint working where appropriate;
- implementation and delivery bodies have appropriate strategies and resources to achieve the objectives in the overall vision for the area in ETG1 and the other Essex Thames Gateway policies; and
- implementation and delivery bodies work closely with local plan making authorities to ensure that the non statutory Essex Thames Gateway policies and plans are supported by and are supportive of Local Development Documents.

POLICY HG1: Strategy for the Sub-Region

The sub-regional strategy aims to achieve transformational development and change throughout Haven Gateway which will:

- develop the diverse economy of the sub-region, including provision for the needs of an expanding tourism sector, support for the establishment and expansion of ICT clusters and recognition of the potential and need for employment growth in the smaller towns;
- support existing and proposed academic, scientific and research institutions;
- regenerate the sub-region to address unemployment, deprivation and social issues;
- provide for major housing growth at the key centres of Colchester and Ipswich.

POLICY HG2: Employment Generating Development

Local Development Documents should provide an enabling context for not less than 50,000 additional jobs in Haven Gateway distributed as in Policy E1.

The local authorities, supported by regional and local partners, should facilitate this increase in jobs by promoting a competitive sub-regional business environment through:

- supporting the maintenance and appropriate expansion of the ports, maritime and related activities, recognising the role they play in making the sub-region a major economic growth point and approved proposals for container handling capacity at Bathside Bay and Felixstowe South;
- promoting the urban areas of Colchester and Ipswich as major centres of employment;
- providing appropriate sites, premises and infrastructure to attract a diverse range of employment to Ipswich, Colchester, Harwich, Felixstowe and Clacton;
- regeneration initiatives in Colchester (St Botolphs, North Station, East and North Colchester and the Garrison), Ipswich Waterfront and Village, Felixstowe (including measures to address its falling status as a resort), Harwich, Clacton, Jaywick and smaller scale projects elsewhere, with a focus on employment diversification and other social aims as well as physical renewal.

POLICY HG3: Transport Infrastructure

Priorities for transport in the sub-region should focus on the urban centres of Colchester and Ipswich and on the strategic infrastructure and services to facilitate access to and from the Haven Ports.

POLICY HG4: Implementation and Delivery

The Haven Gateway Partnership, its partners and other agencies should work to ensure:

- appropriate guidance and co-ordination is available to ensure that Local Development Documents for Haven Gateway make complementary contributions towards meeting the objectives of the RSS, with joint working where appropriate: and
- implementation and delivery bodies have appropriate strategies and resources to achieve the objectives in the overall vision for the area in HG1 and detailed in the other Haven Gateway policies.

POLICY LA1: London Arc

- (1) Within the London Arc the emphasis will be on:
 - (a) retention of long-standing Green Belt restraint, supported by more positive green infrastructure use of neglected areas in accordance with Green Belt purposes; and
 - (b) urban regeneration, including the promotion of greater sustainability within the built-up areas, particularly measures to increase the use of non-car modes of transport.
- (2) ~~Exceptions to the approach in (1) (a) are made at Hemel Hempstead, Welwyn Garden City and Hatfield where strategic Green Belt reviews will be undertaken to~~

~~permit these new towns to develop further as expanded key centres for development and change.~~

- (3) Other towns in the London Arc will retain and develop their existing individual roles within its polycentric settlement pattern, recognising and making as much provision for new development within the built-up area as is compatible with retention and, wherever possible, enhancement of their distinctive characters and identities.
- (4) the local authorities should work with those in Greater London, especially Outer London, and to the north, and those responsible for delivering strategic transport networks, to ensure that:
 - opportunities presented by existing and developing public transport radial routes from London are exploited to support sustainable development at nodal points along these routes, while ensuring that the strategic function of radial routes is not overwhelmed by local movements; and
 - a network-wide approach (particularly critical in the London Arc) is adopted towards increasing opportunities for inter-urban journeys by public transport, in line with the Regional Transport Strategy.

POLICY LA2: Hemel Hempstead Key Centre for Development and Change

~~The strategy for Hemel Hempstead couples growth in housing and employment with transformational physical, social and economic regeneration of the original new town to create an expanded sustainable and balanced community. The main elements of this strategy are:~~

- (1) ~~Overall housing growth of 12,000 in Dacorum by 2021, concentrated mainly at Hemel Hempstead. Brownfield redevelopment opportunities will be maximised but sustainable urban extensions will also be required, to be focused on the edge of the built-up area of Hemel Hempstead. Extension of Hemel Hempstead into St Albans District will probably be required, taking account of constraints and any opportunities arising from decisions on Buncefield and involving preparation of joint or coordinated Development Plan Documents with St Albans DC. Identification of the urban extensions will require a strategic review of the Green Belt that allows scope for continued growth of Hemel Hempstead until at least 2031.~~
- (2) ~~Provision for substantial employment growth over the period to 2021 by:~~
 - ~~capitalising on strategic links to Watford, proposed major development at Brent Cross/Cricklewood and elsewhere in London, Luton and Milton Keynes;~~
 - ~~regenerating the Maylands Industrial Estate;~~
 - ~~reconstruction and potential rationalisation of Buncefield; and~~
 - ~~creating a more attractive and vital town centre, making best use of further regeneration and redevelopment opportunities.~~
- (3) ~~Focused and coordinated action to raise opportunities and expectations and make better provision for local residents in terms of health, education, employment, transport and quality of life.~~

- (4) — Ensuring the strategic transport network is adequate to support the growth of the town and creating the conditions for significantly increased public transport, walking and cycling within and around it.
- (5) — Substantial improvement to the image and quality of the town's built fabric and public realm, including multifunctional green space.

POLICY LA3: Welwyn Garden City and Hatfield Key Centre for Development and Change

Welwyn Garden City and Hatfield are a joint key centre for development and change within the London Arc. The strategy for the towns involves:

- (1) — Overall housing growth of 10,000 by 2021, focused mainly at these towns. Identification of urban extensions will require a strategic review of the Green Belt that allows scope for continued growth until at least 2031. Part of the 10,000 may be in St Albans District if extension of Hatfield to the west emerges as a preferred option, involving preparation of joint or coordinated development plan documents with St Albans DC.

Brownfield redevelopment opportunities will be maximised but sustainable urban extensions will also be required.

- (2) — Provision for substantial employment growth by:
 - capitalising on strategic links to Stevenage and central London;
 - ensuring an adequate supply of employment land by developing new sites and rationalising and regenerating existing ones;
 - making the most of opportunities associated with the University of Hertfordshire;
 - reinforcing the town centre of Welwyn Garden City; and
 - creating a more vital Hatfield town centre.
- (3) — Focused and coordinated action to raise opportunities and expectations and make better provision for local residents in terms of health, education, employment, transport and quality of life.
- (4) — Ensuring the strategic transport network is adequate to support the growth of the towns and creating the conditions for significantly increased use of public transport, walking and cycling.
- (5) — Retention/ reinforcement of the best qualities of Welwyn Garden City and substantial improvements to the image and quality of the two towns' built fabric and public realm, including provision of multi-functional green space and enhanced green infrastructure between Hatfield and St Albans.
- (6) — Additional waste water treatment capacity planned and delivered working with the industry and its regulators.

POLICY LA4: Watford Key Centre for Development and Change

The strategy for this key centre for development and change on the edge of London should focus on continued strong economic performance, continuing regeneration and renewal that makes the most of urban capacity, expansion of higher order services and greater reliance on public transport.

The main elements of this strategy are:

- (1) Continued employment growth with restructuring of employment areas and parts of the town centre to meet the needs of established employment sectors and clusters, including knowledge-based activities and the health sector;
- (2) High quality redevelopment including mixed use schemes with further intensification of land uses where appropriate, coupled with firm defence of existing Green Belt boundaries and improvements to open spaces within the built up area;
- (3) Consolidation and strengthening of the town's role as a regional centre for retail and other higher order services;
- (4) Tackling deprivation;
- (5) Joint approaches to the provision of affordable housing inside and outside the Borough to meet needs as close as possible to where they arise; and
- (6) Better connectivity and more integrated operational planning with the London public transport network and the enhancement of the town as an interchange centre linking the strategic rail network to services serving nearby suburban areas.

POLICY BSE1: Bury St Edmunds Key Centre for Development and Change

Provision should be made for further employment, service and housing development that reflects the role of Bury St Edmunds as an important service centre between Cambridge and Ipswich. Employment growth should be of a scale to minimise the volume of long distance out-commuting from the town.

Priority will be given to the development of vacant and underused land that respects and enhances the historic town centre. Development and transport strategies should promote a shift to non-car modes of travel.

POLICY CH1: Chelmsford Key Centre for Development and Change

The strategy for Chelmsford should:

- provide for substantial growth of housing within an allocation of 16,000 for the District as a whole;
- strengthen the town's role as county town and sub-regional centre for central and northern Essex and centre for primary health care and further and higher education;

- further increase and diversify its employment base, building on strengths in areas such as business and financial services, manufacturing, research and development, and retailing and town centre uses;
- maximise the re-use of previously developed land and provide for sustainable urban extensions; and
- assist the development of more sustainable transport systems within the town, capitalise on and improve its strategic links to London and other regional centres.

POLICY GYL1: Great Yarmouth and Lowestoft Key Centres for Development and Change

The strategy for Great Yarmouth and Lowestoft is to promote the comprehensive regeneration of the two towns, capitalising on their strengths and protecting and enhancing their environmental assets. Local Development Documents and other strategies should pursue this strategy by:

- Promoting radical change in the economy building on the area's established sectors and diversifying into new and emerging sectors including:
 - the renewable energy cluster, building on offshore engineering skills;
 - a more diverse tourism cluster, based on the resort and leisure role of the towns, the proposal for a casino at Great Yarmouth and proximity to the Broads;
 - environmental technologies and the wider environmental economy furthered by establishing a research and teaching centre supported by further and higher educational institutions and others; and
 - port and related activities strengthening links with the rest of Europe.
- Encouraging an urban renaissance by identifying priority areas and projects for brownfield redevelopment to achieve economic, physical and social regeneration in inner urban areas and taking advantage of key waterfront sites. Priority will be given to regeneration projects that can assist in dealing with concentrations of deprivation.
- Delivering at least 11,800 additional dwellings in line with the Policy H1 to support a healthy housing market, assist the regeneration of brownfield sites and meet local affordable housing needs.
- Promoting improvements on key transport corridors into the area and between the towns, together with measures to relieve congestion, improve access to regeneration areas, and enable a significant increase in public transport, walking and cycling.

POLICY HA1: Harlow Key Centre for Development and Change

The strategy for Harlow is:

- (1) To promote the renaissance of the new town through developing its role as a major regional housing growth point, major town centre and strategic employment location

to 2021 and beyond. Regeneration and redevelopment of the existing town and urban extensions will be combined with transport measures and enhancement and conservation of green infrastructure to fulfil this strategy.

- (2) Development Plan Documents should provide for a total of 16,000 additional dwellings between 2001 and 2021, including urban extensions in Epping Forest and East Hertfordshire districts. Additional housing should be provided:
- within the existing area of the town through selective renewal and redevelopment, including mixed use development in the town centre; and
 - through urban extensions to the north, east, and on a smaller scale the south and west.

Joint or co-ordinated Development Plan Documents drawn up by the three district councils, informed by the options appraisal work below, should determine the appropriate distribution between the urban extensions, including the more detailed location and scale of required development. The objective is to put in place a development strategy which promotes Harlow's regeneration, is as sustainable as possible and can be implemented at the required pace. Additional waste water treatment capacity will be required, planned and delivered working with the industry and its regulators.

- (3) The Green Belt will be reviewed to accommodate the urban extensions. New Green Belt boundaries should be drawn so as to maintain its purposes, specifically to maintain the integrity of the principles of the Gibberd Plan and landscape setting of Harlow and the physical and visual separation of the town from smaller settlements to the west and north. The review to the north should provide for an eventual development of at least 10,000 dwellings and possibly significantly more – of a large enough scale to be a model of sustainable development. The review here should test the capacity to achieve the most sustainable size of urban extension in the longer term without the need for a further Green Belt review.
- (4) Local Development Documents should provide for the creation and maintenance of a network of multi-function green spaces within and around the town, taking forward the principles of the Green Infrastructure Plan for Harlow. This network should:
- maintain the principle of 'green wedges' penetrating the urban fabric of the town and urban extensions;
 - provide for enhanced recreational facilities;
 - protect and maintain designated wildlife sites and provide for biodiversity; and
 - contribute to a visually enhanced character and setting to the town.

Opportunities should be taken to retain and enhance attractive existing environmental and historic features within green infrastructure provided in association with urban extensions. The Stort Valley represents a major such opportunity between the town centre and development to the north of Harlow.

- (5) The town centre and employment areas should be developed to:
- enhance Harlow's retail offer and strengthen its position within the regional hierarchy of town centres;
 - enhance the role of Harlow as a key centre for further and higher education and research based institutions;
 - provide for growth of Harlow's established sectors and clusters;

- attract employment related to the growth of Stansted Airport, which does not need to be located there; and
 - assist the growth of small and medium sized enterprises and attract new economic development and innovation.
- (6) The transport priorities for Harlow are:
- achieving a major increase in the use of public transport, walking and cycling;
 - enhancing access between Harlow and London, Stansted and Cambridge,
 - addressing traffic congestion for movements within and across the town without encouraging an increase in car use; and
 - measures to support the town's regeneration and growth and improve access to the strategic highway network from key employment sites.
- (7) The strategy for Harlow should be delivered through a strong partnership approach. As a matter of urgency Harlow, East Hertfordshire and Epping Forest District Councils working with the county transport authorities, the Regional Assembly, the Government Office and Harlow Renaissance should undertake an appraisal of planning and transport options to inform the preparation of joint or coordinated Local Development Documents. This work should establish the planning framework for Harlow and its urban extensions in accordance with this RSS and an implementation strategy to support its regeneration and growth. The Harlow and Stansted Gateway Transport Board, which brings together the local authorities, Highways Agency, BAA, public transport providers and other partners, should scope the transport issues in a comprehensive way and develop an implementation programme, which complements and supports the development strategy.

POLICY KL1: King's Lynn Key Centre for Development and Change

Local Development Documents should make further provision for housing, employment and other development at King's Lynn to achieve an urban renaissance and growth, including provision for 12,000 additional dwellings and 5,000 jobs in the district. Policies should:

- enhance the quality of the urban environment;
- make effective use of previously-developed land;
- provide for an improved range of services in the town;
- support economic development, job growth and the regeneration of communities; and
- provide improved transport choices both within the urban area and between the town and its hinterland.

POLICY NR1: Norwich Key Centre for Development and Change

Norwich should be a regional focus for housing, employment, retail, leisure, cultural and educational development. Particular aims, reflecting its identification as a new growth point, should be to:

- provide for 33,000 net additional dwellings in the Norwich Policy Area (NPA) in the period 2001-2021 facilitated by joint or coordinated Local Development Documents prepared by Norwich, South Norfolk and Broadland;
- achieve a major shift in emphasis across the Norwich Policy Area towards travel by public transport, cycling and walking;
- support and enhance the retail, leisure and cultural role of Norwich through development which complements the outstanding historic heritage of the city centre;
- promote the city as a destination for tourists and visitors and a gateway to the wider rural and coastal areas of the county and the Broads; and
- address the deprivation concentrated in parts of the urban area.

Planning for employment growth should focus on:

- the city centre, particularly media and creative industries, finance and insurance, and information communication technologies;
- Thorpe St Andrew and Longwater, Costessy (business park uses);
- Colney/Cringleford (expansion of the research park reserved for research and development, higher education, and hospital/health related uses);
- Norwich Airport (uses benefiting from an airport-related location); and
- Wymondham/A11 corridor (high-tech development and rail-related uses).

Local delivery arrangements should be adopted to plan and deliver these aims. The broad extent of the Norwich Policy Area, based on that of the previous Structure Plan, should be established in Local Development Documents. Requirements for transport infrastructure arising from development in the Norwich area should be determined having regard to the Norwich Area Transportation Study, which provides a strategy for improving access by all modes of transport across the Norwich policy area.

POLICY PB1: Peterborough Key Centre for Development and Change

The strategy is for growth and regeneration to strengthen Peterborough's role as a major regional centre and focus of the northern part of the London-Stansted-Cambridge-Peterborough Growth Area. Policies should seek to achieve an increase of at least 20,000 additional jobs in the period 2001-2021 together with strong housing growth, sustainable transport improvements and provision of social, community and green infrastructure and should address:

- development of the city centre to provide an improved range of services and facilities including retailing, housing, leisure, cultural and green infrastructure;
- the regeneration of the city centre and inner urban areas so as to realise the potential of the centre's historic heritage and promote quality in the built environment;
- delivery of a significant and sustained increase in housing;
- seeking to attract investment in sectors of the economy with scope for expansion such as knowledge based industries, public administration, retail and leisure services and environmental industries, building on its credentials as an environment city whilst also supporting important existing sectors, such as food processing;

- improving access to locally based further and higher education facilities through a strategy to establish and expand the provision of higher education and work towards the provision of a university; and
- providing improved transport choices within the urban area and between the city and its hinterland.

POLICY SV1: Stevenage Key Centre for Development and Change

The strategy is to deliver a new vision for Stevenage as a regional employment and housing growth point twinned with transformational physical, social and economic regeneration of the original new town to create a self-contained, sustainable and balanced community.

The main elements of this strategy are:

- (1) overall housing growth of 16,000 dwellings within and on the edge of the built-up area by 2021. Local Development Documents should maximise opportunities for brownfield redevelopment within the town but sustainable urban extensions will also be required to the west and north including at least 5,000 dwellings west of Stevenage. The Green Belt review should establish defensible long term boundaries which allow scope for continued growth of the Stevenage built up area until at least 2031;
- (2) provision for strategic employment growth by improving the competitive position of Stevenage and capitalising on its position between London and Cambridge. Measures to achieve this will include retaining and developing existing advanced technology clusters, creating new high quality sites capable of attracting biotechnology and R&D activities, remodelling the town's more outworn employment areas to meet modern requirements, encouraging new enterprise and promoting a regenerated, expanded and more vital town centre;
- (3) raised expectations and opportunities and better provision for local residents in terms of health, training and education, working aspirations and quality of life;
- (4) improved strategic transport infrastructure including creating the conditions for significant increase in public transport usage, walking and cycling within the town and improvements in capacity in key strategic corridors;
- (5) substantial improvement to the image and quality of the town's built fabric and public realm, including the provision of multi-functional green space as an integral part of urban extensions; and
- (6) additional waste water treatment capacity, planned and delivered with the water industry and its regulators.

The strategy for Stevenage should be delivered through a strong partnership approach, including the preparation of joint or co-ordinated development plan documents by Stevenage and North Hertfordshire District Councils to establish the planning framework for the Green Belt review and urban extensions. To facilitate a significant increase in housing delivery as soon as possible, development to the west and north should be brought forward together, rather than sequentially.

POLICY TH1: Thetford Key Centre for Development and Change

Thetford will develop as a key centre for development and change, although on a smaller scale than some of the other key centres, building on its role as an employment and service centre, its links to Norwich, Cambridge, Bury St Edmunds and London, and its position as a gateway to the Brecks. The principal aims for Development Plan Documents supporting Thetford's role as a new growth point are:

- to increase the number of dwellings in and on the edge of the town by 6,000 through maximising sensitive development within the urban area which respects its historic settings and features and through sustainable urban extensions which avoid harm to the Breckland Special Protection Area and/or Breckland Special Areas of Conservation;
- to facilitate growth of a diversified employment base which maintains the town's economic self-containment and reflects its role as a key settlement in the A11 corridor;
- to achieve renaissance of the town centre, securing major improvements in the range and quality of its facilities and townscape while protecting and improving its historic attributes and natural setting; and
- to provide improved transport choices both within the urban area and between the town and its hinterland.

POLICY IMP1: Implementing the RSS

Implementation will be achieved through the private, public and voluntary sectors working in an effective coordinated way and in particular will be secured through:

- high level regional co-ordinating arrangements which will develop and secure the implementation of a region wide implementation plan;
- Local Planning Authorities ensuring early preparation of Local Development Documents; and
- the work of Local Delivery Vehicles and local delivery partnerships.

POLICY IMP2: Monitoring the RSS

Annual monitoring will track the delivery of development and the related components of sustainable communities, focusing particularly on:

- Progress towards delivery of infrastructure necessary to support development and economic success;
- Progress in the delivery of housing and evidence of housing need and housing market conditions, including affordability;
- Progress in the development of the region's economy, in particular the growth of employment and its alignment with housing and population growth; and
- Delivery of the environmental and other objectives of the RSS, in particular with regard to water consumption, waste water and emissions.

The results of such monitoring should be considered through the regional co-ordinating arrangements referred to in Policy IMP1, which will consider any need to review regional budgets and other aspects of implementation.

POLICY IMP3: Review of the RSS

The East of England Regional Assembly should carry out an immediate single issue review on the future of Lakeside Basin consistent with Policy ETG2, for completion by the end of 2009. It should also proceed with its proposals for a review of the RSS to investigate and make provision for the development needs of the region for the 2011 to 2031 period. The review should be started in 2008 and be completed by 2011.

The Milton Keynes & South Midlands Sub-Regional Strategy (relating to the East of England region)

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.

	Sub-Regional Total 2001–2021
Aylesbury	15,000
Bedford, Kempson and Northern Marston Vale	19,500
Corby, Kettering & Wellingborough	34,100
Luton/Dunstable & Houghton Regis (with Leighton Linlade)	26,300
Milton Keynes	44,900
Northampton	30,000
MKSM Growth Town Total	169,800

[All figures are rounded to the nearest 50]

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.

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.

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.

Bedfordshire and Luton - (East of England)

Bedfordshire and Luton Policy 1: Bedford/Kempston/northern Marston Vale

Dwelling provision in the Bedford/Kempston/northern Marston Vale growth area will be as follows:

	2001-2006	2006-2011	2011-2016	2016-2021	2001-2021
Total	3750	5250	5250	5250	19500
Annual average rate	750	1050	1050	1050	975

The proportions of the growth area total to be provided within Bedford Borough and Mid Bedfordshire District should be determined through LDDs. Existing Local Plan allocations suggest that Bedford will provide 16,270 and Mid-Bedfordshire 3,230 of the 19,500 additional dwellings up to 2021.

Achieving these rates of dwelling provision will require an acceleration of the economic performance of the area and delivery of key local infrastructure. If monitoring shows that this is being achieved, it may be appropriate to revise upwards the figures for period 2011-2021. Any such revision should be brought forward and tested as part of a review of this Sub-Regional Strategy.

The levels of development proposed are based on the need to plan for an increase in employment of 11,400 jobs in Bedford Borough and 8,400 jobs in Mid Bedfordshire District in the period to 2021. The forthcoming review of the RSS for the East of England (The East of England Plan) will provide the earliest opportunity for these figures to be reviewed.

Bedfordshire and Luton Policy 2(a): Luton/Dunstable/Houghton Regis and Leighton Linlade

The Local Development Schemes for Luton Borough Council, South Bedfordshire District Council, North Hertfordshire District Council and Aylesbury Vale District Council (in regard to Leighton Linlade) should identify and make provision for the timely preparation of a set of LDDs. These should meet the regeneration, economic growth, infrastructure and housing needs of the Luton/Dunstable/Houghton Regis conurbation, and Leighton Linlade. Provision should be made for joint working where necessary.

The LDDs should review Green Belt boundaries around the Luton/Dunstable/ Houghton Regis conurbation and Leighton Linlade so that in combination sufficient land is made available to meet the land use needs of this Sub-Regional Strategy to 2021. Subject to testing through LDDs, sufficient areas of safeguarded reserve land should also be excluded from the Green Belt to meet needs to 2031. In the case of Luton, Dunstable and Houghton Regis, the review should focus on two areas of search which would exclude the Chilterns AONB: from west of Dunstable to the A6 in the north; and to the east and south east of Luton, south of the A505 and east of the B653. In the case of Leighton Linlade, there should be a comprehensive review of the Green Belt and of all the options for urban extensions. Proposals for compensating Green Belt extensions should be brought forward through the Regional Spatial Strategy for the East of England.

The LDDs and Local Transport Plans for Luton/Dunstable/ Houghton Regis and Leighton Linlade should set firm guidelines for proactive inter-agency approaches that should:

- meet the requirements of Strategic Policy 3;
- develop proposals for enhancing the character of and public access to the surrounding countryside;
- maximise opportunities for recycling redundant and under-used urban land;
- upgrade the qualities of the town centres and the facilities which they offer;
- achieve a better quality of new development throughout the urban area, including strategic improvements to the public realm;
- provide an adequate choice of high-quality employment sites, making a realistic assessment of the prospects for continuing use of older sites and recycling suitable sites for other uses, including housing and mixed-use development;
- reduce the need to travel by private vehicles by integrating land use and transport planning, achieving a step-change in the attractiveness of public transport within the conurbation, implementing park and ride schemes, improving the attractiveness of walking and cycling, and implementing travel demand management measures;
- establish the location, role and broad distribution of uses and transport provision to serve sustainable urban extensions and provide guidance on their phasing and early implementation; and
- review, and if necessary, set new targets for the provision of affordable housing.

Bedfordshire and Luton Policy 2(b): Luton/Dunstable/Houghton Regis and Leighton Linlade

Together, the LDDs for the area should provide for total growth in the period 2001—2021 as follows:

Dwellings (Luton/Dunstable/Houghton Regis)

	2001-2006	2006-2011	2011-2016	2016-2021	2001-2021
Total	3500	6500	8000	8300	26300
Annual average rate	700	1300	1600	1660	1315

The rates to 2011 reflect likely implementation constraints, and include any housing arising from the Luton/ Dunstable/ Houghton Regis/ Leighton Linlade growth area provided in North Hertfordshire or Aylesbury Vale. However, given the urgent importance of raising housing output, LDDs should ensure that these rates can be achieved and consider if and how it would be possible to achieve a faster build up during these years.

The levels of development proposed require a significant increase in employment and will be monitored against an increase in employment of 12,000 jobs in Luton Borough and 600 jobs in South Bedfordshire District in the period to 2021. The forthcoming review of the RSS for the East of England (The East of England Plan) will provide the earliest opportunity for these figures to be reviewed.

Subject to testing through LDDs, land should be safeguarded for a further 15,400 houses and 7,400 jobs in the period 2021-2031, although allowances should be made within these figures for continuing recycling of urban land after 2021. These longer-term figures should be regarded as uncommitted planning assumptions purely for the purpose of the Green Belt reviews and will be subject to further review at an appropriate future date.