

## Appendix A

### Policies in the East Midlands Regional Strategy

This Appendix sets out the text of the policies that make up the Regional Strategy for the East Midlands. It comprises policies contained in The East Midlands Regional Plan published in March 2009.

#### The East Midlands Regional Plan

##### **POLICY 1: Regional Core Objectives**

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

- a) To ensure that the existing housing stock and new affordable and market housing address need and extend choice in all communities in the region.
- b) To reduce social exclusion through:
  - the regeneration of disadvantaged areas,
  - the reduction of inequalities in the location and distribution of employment, housing, health and other community facilities and services, and by;
  - responding positively to the diverse needs of different communities.
- c) To protect and enhance the environmental quality of urban and rural settlements to make them safe, attractive, clean and crime free places to live, work and invest in, through promoting:
  - 'green infrastructure';
  - enhancement of the 'urban fringe';
  - involvement of Crime and Disorder Reduction Partnerships; and
  - high quality design which reflects local distinctiveness.
- d) To improve the health and mental, physical and spiritual well being of the Region's residents through improvements in:
  - air quality;
  - 'affordable warmth';
  - the availability of good quality housing; and
  - access to health, cultural, leisure and recreation facilities and services.
- e) To improve economic prosperity, employment opportunities and regional competitiveness through:
  - the improvement of access to labour and markets; and

- ensuring that sufficient good quality land and premises are available to support economic activity in sectors targeted for growth by the Regional Economic Strategy.
- f) To improve accessibility to jobs, homes and services through the:
- promotion and integration of opportunities for walking and cycling;
  - promotion of the use of high quality public transport; and
  - encouragement of patterns of new development that reduce the need to travel especially by car.
- g) To protect and enhance the environment through the:
- protection, enhancement, sensitive use and management of the Region's natural cultural and historic assets, giving particular attention to designated sites of international importance;
  - avoidance of significant harm and securing adequate mitigation or compensation for any unavoidable damage;
  - reducing the amount of waste produced and increasing the amount recycled or otherwise beneficially managed; and
  - recognition of the limits to the capacity of the environment to accept further development without irreversible damage.
- h) To achieve a 'step change' increase in the level of the Region's biodiversity through:
- the management and extension of habitats, both to secure net gains in biodiversity and to facilitate species migration to allow the biosphere to adapt to climate change; and
  - ensuring that no net loss of priority habitats or species is allowed to occur.
- i) To reduce the causes of climate change by minimising emissions of CO<sub>2</sub> in order to meet the national target through:
- maximising 'resource efficiency' and the level of renewable energy generation;
  - making best use of existing infrastructure;
  - promoting sustainable design and construction; and
  - ensuring that new development, particularly major traffic generating uses, is located so as to reduce the need to travel, especially by private car.
- j) To reduce the impacts of climate change, in particular the risk of damage to life and property from flooding and sea level change and the decline in water quality and resources. This will be achieved through the location, design and construction of new development in ways that include:
- reducing the build up of heat island effects in urban areas;
  - providing carbon sinks; and
  - providing sustainable drainage and managing flood water.

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

### **POLICY 2: Promoting Better Design**

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

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

### **POLICY 3: Distribution of New Development**

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

- a) new development will be concentrated primarily in and adjoining the Region's five Principal Urban Areas (PUAs), the built up areas centred on Derby, Leicester, Lincoln, Northampton and Nottingham;
- b) significant levels of new development should also be located in the three growth towns of Corby, Kettering and Wellingborough;

- c) appropriate development of a lesser scale should be located in the Sub-Regional Centres (SRCs), i.e. in the:
- Eastern Sub-area: Boston, Grantham and Spalding;
  - Northern Sub-area: Chesterfield, Mansfield-Ashfield, Newark and Worksop;
  - Southern Sub-area: Daventry;
  - Three Cities Sub-area: Coalville, Hinckley, Hucknall, Ilkeston, Loughborough, Market Harborough, Melton Mowbray and Swadlincote;
- d) The development needs of other settlements and rural areas should also be provided for. New development in these areas should contribute to:
- maintaining the distinctive character and vitality of rural communities;
  - shortening journeys and facilitating access to jobs and services;
  - strengthening rural enterprise and linkages between settlements and their hinterlands; and
  - respecting the quality of tranquillity, where that is recognised in planning documents;

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

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

#### **POLICY 4: Development in the Eastern Sub-area**

Development in the Eastern Sub-area should:

- significantly strengthen the role of Lincoln as one of the Region's five Principal Urban Areas in accordance with the policies and proposals in the Lincoln Policy Area SRS in Section 4.4<sup>1</sup>;
- ensure that the agreed Growth Point Programmes of Delivery at Lincoln and Grantham are achieved both in overall numbers of dwellings and in the agreed phasing of development;
- consolidate and where appropriate strengthen the Sub-Regional Centres of Boston, Grantham and Spalding;

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<sup>1</sup> Section 4.4 is on pages 151 – 166 of the East Midlands Regional Plan.

- maintain and enhance the roles of the defined Main and Small Towns as locally significant service and employment centres through the protection of existing retail and community facilities, and sustainably located new housing and local employment generating development;
- regenerate the towns of Gainsborough, Mablethorpe and Skegness;
- strengthen the role of the food production and distribution industry;
- continue to promote sustainable tourism in historic settlements, including Lincoln and Stamford, and consolidate and diversify the holiday industry at existing coastal settlements, particularly Skegness and Mablethorpe;
- promote sustainable patterns of development in those parts of the Sub-area bordering major urban areas in other regions, in particular Peterborough;
- protect the landscape and natural beauty of the Lincolnshire Wolds AONB;
- protect and enhance the natural and historic environment of the coastal margin including the Wash and Humber Estuary Special Protection Areas, and the Saltfleetby-Theddlethorpe Dunes Special Area of Conservation; and
- protect and enhance the Rutland Water Special Protection Area and Grimsthorpe and Baston Fen Special Areas of Conservation.

#### **POLICY 5: Strategy for Lincolnshire Coast**

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

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

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

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

### **POLICY 6: Overcoming Peripherality in the Eastern Sub-area**

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

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

### **POLICY 7: Regeneration of the Northern Sub-area**

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

- ensuring that the agreed Growth Point Programme of Delivery at Newark is achieved both in overall numbers of dwellings and in the agreed phasing of development;
- significantly strengthening the Sub-Regional Centres of Mansfield-Ashfield, Chesterfield, and Worksop by providing new jobs, houses, services and facilities in and around their urban areas;
- providing jobs and services in and around other settlements that are accessible to a wider area or service particular concentrations of need;
- establishing a sustainable relationship with the Nottingham-Derby and Sheffield-Doncaster-Rotherham areas, in particular to manage the pressures for development unrelated to the Sub-area's needs;
- promoting environmental enhancement as a fundamental part of the regeneration of the Sub-area;
- protecting and enhancing the natural and historic assets of the Sub-area, in particular the Birklands & Bilhaugh Special Area of Conservation; and
- implementing the policies and proposals in the Northern SRS in Section 4.3<sup>2</sup>.

### **POLICY 8: Spatial Priorities in and around the Peak Sub-area**

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

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<sup>2</sup> Section 4.3 is on pages 140 – 150 of the East Midlands Regional Plan.

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

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

#### **POLICY 9: Spatial Priorities outside the Peak District National Park**

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

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

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

#### **POLICY 10: Managing Tourism and Visitors in the Peak Sub-area**

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

Local Authorities and other relevant public bodies in areas adjacent to the National Park should encourage and promote tourism opportunities that could ease pressures on the Park itself, providing this would not increase pressure on areas of biodiversity

interest. Coordinated approaches and inter-regional efforts may be needed to support required habitat and access management measures in the South Pennine Moors and Peak District Dales designated nature conservation sites of international importance.

### **POLICY 11: Development in the Southern Sub-area**

Development should be concentrated in, or in planned extensions to, existing urban areas in accordance with the policies and proposals in Section 4.1<sup>3</sup> below and the following spatial priorities:

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

### **POLICY 12: Development in the Three Cities Sub-area**

Development should support the continued growth and regeneration of Derby, Leicester and Nottingham, and maintain and strengthen the economic, commercial and cultural roles of all three cities in accordance with the policies and proposals in Section 4.2<sup>4</sup> below. This will be achieved by ensuring that the agreed Growth Point

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<sup>3</sup> Section 4.1 is on pages 116 – 126 of the East Midlands Regional Plan.

<sup>4</sup> Section 4.2 is on pages 127 – 139 of the East Midlands Regional Plan.

Programme of Delivery for the 3 Cities and 3 Counties is achieved both in overall numbers of dwellings and in the agreed phasing of development and that provision is made for:

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

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

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

### **POLICY 13a: Regional Housing Provision (excluding Northamptonshire)**

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

	<b>Annual Apportionment From 2006</b>	<b>Total Housing Provision 2006-2026</b>
<b>Central Lincolnshire HMA</b>	<b>2,030</b>	<b>40,600</b>
Lincoln PUA <sup>1</sup>	990	19,800
N Kesteven <sup>2</sup>	560	11,200
West Lindsey <sup>2</sup>	480	9,600
<b>Coastal Lincolnshire HMA</b>	<b>870</b>	<b>8,700</b>
Boston <sup>3</sup>	270	2,700
East Lindsey <sup>3</sup>	600	6,000
<b>Peterborough Partial HMA</b>	<b>1,370</b>	<b>24,000</b>
Rutland	150	3,000
S Holland <sup>3</sup>	540	7,400
S Kesteven	680	13,600
<b>Nottingham Outer HMA</b>	<b>1,830</b>	<b>36,600</b>
Ashfield	560	11,200
Mansfield	530	10,600
Newark & Sherwood	740	14,800
<b>Northern (Sheffield/Rotherham) HMA</b>	<b>1,510</b>	<b>30,200</b>
Bolsover	400	8,000
Chesterfield	380	7,600
NE Derbyshire	380	7,600
Bassetlaw	350	7,000
<b>Peak, Dales &amp; Park HMA</b>	<b>500</b>	<b>10,000</b>
Derbyshire Dales <sup>4</sup>	200	4,000
High Peak <sup>4</sup>	300	6,000
PDNPA	-	-
<b>Derby HMA</b>	<b>1,830</b>	<b>36,600</b>
Derby	720	14,400
AmberValley	510	10,200
S Derbyshire	600	12,000
<b>Leicester &amp; Leicestershire HMA</b>	<b>4,020</b>	<b>80,400</b>
Leicester	1,280	25,600
Blaby	380	7,600
Charnwood	790	15,800
Harborough	350	7,000
Hinckley & Bosworth	450	9,000

	<b>Annual Apportionment From 2006</b>	<b>Total Housing Provision 2006-2026</b>
Melton	170	3,400
NW Leics	510	10,200
Oadby & Wigston	90	1,800
<b>Nottingham Core HMA</b>	<b>2,850</b>	<b>57,000</b>
Erewash	360	7,200
Nottingham	1,000	20,000
Broxtowe	340	6,800
Gedling	400	8,000
Rushcliffe	750	15,000
<b>East Midlands Total (excluding Northamptonshire)</b>	<b>16,810</b>	<b>324,100</b>

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

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

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

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

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

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

### **POLICY 13b: Housing Provision (Northamptonshire)**

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

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

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

### **POLICY 14: Regional Priorities for Affordable Housing**

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

Central Lincolnshire HMA: 11,800

Coastal Lincolnshire HMA: 3,600

Peterborough Partial HMA: 8,400

Nottingham Outer HMA: 9,200

Northern (Sheffield/Rotherham) HMA: 10,000

Peak, Dales & Park HMA: 6,100

Derby HMA: 12,100

Leicester & Leicestershire HMA: 26,500

Nottingham Core HMA: 17,100

North Northamptonshire HMA: 14,300

West Northamptonshire HMA: 17,900

East Midlands Region: 137,000

### **POLICY 15: Regional Priorities for Affordable Housing in Rural Areas**

New housing in rural areas should contribute to :

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

Local authorities and housing providers should use all available policy mechanisms to provide affordable homes in rural areas, including those listed in paragraph 3.1.14<sup>5</sup>.

### **POLICY 16: Regional Priorities for Provision for Gypsies, Travellers and Travelling Showpeople**

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

Local Development Frameworks should make provision for the minimum additional pitch requirements set out in Appendix 2<sup>6</sup>, taking account of the need arising from future growth beyond 2012 as set out in paragraph 3.1.18<sup>7</sup>. Allowance for redistribution of provision, where identified as appropriate by the relevant GTAA, could be enabled by the preparation of joint or co-ordinated LDFs.

### **POLICY 17: Regional Priorities for Managing the Release of Land for Housing**

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

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

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

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<sup>5</sup> Paragraph 3.1.14 is on pages 45 and 46 of the East Midlands Regional Plan.

<sup>6</sup> Appendix 2 is on pages 168 and 169 of the East Midlands Regional Plan.

<sup>7</sup> Paragraph 3.1.18 is on page 47 of the East Midlands Regional Plan.

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

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

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

### **POLICY 18: Regional Priorities for the Economy**

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

### **POLICY 19: Regional Priorities for Regeneration**

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

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

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

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

### **POLICY 20: Regional Priorities for Employment Land**

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

These allocations will:

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

### **POLICY 21: Strategic Distribution**

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

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

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

Consideration should be given to the following criteria:

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

### **POLICY 22: Regional Priorities for Town Centre and Retail Development**

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

Local Planning Authorities should:

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

### **POLICY 23: Regional Priorities for Casino Development**

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

### **POLICY 24: Regional Priorities for Rural Diversification**

Local Authorities, emda and Sub-Regional Strategic Partnerships (SSPs) should work together to promote the continued diversification and further development of the rural economy, where this is consistent with a sustainable pattern of

development and the environmentally sound management of the countryside. Local development documents should develop the policy according to local circumstance but particular consideration should be given to:

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

### **POLICY 25: Regional Priorities for ICT**

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

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

### **POLICY 26: Protecting and Enhancing the Regional Natural and Cultural Heritage**

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

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

climate change, and an increase in the quantity of environmental assets generally; and

- the Region's best and most versatile agricultural land should be protected from permanent loss or damage.

### **POLICY 27: Regional Priorities for the Historic Environment**

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

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

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

### **POLICY 28: Regional Priorities for Environmental and Green Infrastructure**

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

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

- assess the capacity of existing Environment Infrastructure to accommodate change in order to inform decisions on the scale, location and phasing of new development. Account should be taken of current deficits and likely future demands, including those likely to result from climate change, to identify any further needs or constraints;

- select appropriate indicators and targets to monitor the condition of Environmental Infrastructure and to ensure that its capacity to accommodate change is not breached;
- ensure that the provision and design of new Environmental Infrastructure is considered and its delivery planned through environmental capacity analysis at the same time as other infrastructure requirements;
- within Local Development Frameworks develop ‘green infrastructure plans’ based on character assessments of existing natural, cultural and landscape assets and the identification of new assets required to meet the needs of existing and expanding communities;
- increase access to green space that can be used for formal and informal recreation, educational purposes and to promote healthy lifestyles, without increasing pressures on sensitive sites, especially those designated under the European Habitats Directive; and
- identify delivery and funding mechanisms for the creation and future management of Green Infrastructure, including from the planning system and other funding sources such as EU funded Environmental Stewardship Schemes.

### **POLICY 29: Priorities for Enhancing the Region’s Biodiversity**

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

- achievement of the East Midlands regional contribution towards the UK Biodiversity Action Plan targets as set out in Appendix 3<sup>8</sup>;
- establishment of large scale habitat creation projects in the biodiversity conservation and enhancement areas illustrated in Diagram 6<sup>9</sup>;
- establishment of a regional project to promote the re-creation of key wildlife habitats in each Natural Area in the East Midlands;
- creating, protecting and enhancing networks of semi-natural green spaces in urban areas;
- creating, protecting and enhancing features of the landscape which act as corridors and ‘stepping stones’, essential for the migration and dispersal of wildlife;
- development and implementation of mechanisms to ensure that development results in no net loss of BAP habitats and species, particularly for restricted

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<sup>8</sup> Appendix 3 is on pages 170 and 171 of the East Midlands Regional Plan.

<sup>9</sup> Diagram 6 is on page 67 of the East Midlands Regional Plan.

habitats with special environmental requirements, and that net gain is achieved; and

- development and maintenance of appropriate data to monitor and report on regional targets, BAPs and BCAs/BEAs.

### **POLICY 30: Regional Priorities for Managing and Increasing Woodland Cover**

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

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

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

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

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

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

### **POLICY 31: Priorities for the Management and Enhancement of the Region's Landscape**

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

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

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

### **POLICY 32: A Regional Approach to Water Resources and Water Quality**

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

- take water related issues into account at an early stage in the process of identifying land for development and in the phasing and implementation of development, e.g by undertaking water-cycle studies;
- ensure timely provision of appropriate additional infrastructure for water supply and wastewater treatment to cater for the levels of development provided for in this plan, whilst meeting surface and groundwater quality standards and avoiding adverse impacts on designated sites of nature conservation of international importance;
- assess the scope for reducing leakage of public water supply from current levels;

- promote improvements in water efficiency in new development and in regeneration to achieve a regional target of 25% (equivalent to an average saving of about 35 litres per person per day);
- reduce unsustainable abstraction from watercourses and aquifers to sustainable levels;
- protect and improve water quality and reduce the risk of pollution especially to vulnerable groundwater;
- make provision for the development of new water resources where this represents the most sustainable solution to meeting identified water resource requirements, taking account of predictions of future climate change;
- use sustainable drainage techniques wherever practical to help mitigate diffuse pollution and support groundwater recharge. These will be required where development is upstream of a designated nature conservation site of international importance or to improve water quality, where the need is demonstrated through water cycle studies;
- support water conservation measures such as winter storage reservoirs on agricultural land; and
- ensure that sewage treatment capacity is sufficient to meet the needs of development and that, where necessary improvements are in place so that development does not compromise the quality of discharged effluent.

### **POLICY 33: Regional Priorities for Strategic River Corridors**

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

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

### **POLICY 34: Priorities for the Management of the Lincolnshire Coast**

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

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

### **POLICY 35: A Regional Approach to Managing Flood Risk**

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

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

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

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

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

### **POLICY 36: Regional Priorities for Air Quality**

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

- contribute to reducing air pollution in the region;
- consider the potential effects of new developments and increased traffic levels on air quality; and

- consider the potential impacts of new developments and increased traffic levels on internationally designated nature conservation sites, and adopt mitigation measures to address these impacts.

### **POLICY 37: Regional Priorities for Minerals**

Local Development Frameworks should:

- identify sufficient environmentally acceptable sources to maintain an appropriate supply of aggregates and other minerals of regional or national significance;
- indicate areas within which sites needed for land-won, minerals should be safeguarded from development that would sterilise future exploitation, including those required to maintain historic buildings and monuments or new construction that reflects local character;
- identify and safeguard opportunities for the transportation of minerals by rail, water or pipeline, where appropriate to do so, including the maintenance of existing railhead and wharfage facilities, the provision of new facilities, and the safeguarding of access to them;
- seek to apply the aggregates apportionment figures set out in Figure 1<sup>10</sup>;
- make provision for a progressive reduction in the proportion and amounts of aggregates and other land-won minerals from the Peak District National Park and Lincolnshire Wolds AONB;
- identify and where necessary safeguard sites suitable for facilities for the recycling, reprocessing and transfer of materials including construction and demolition wastes; and
- identify any likely adverse impact on habitats and propose mitigation, which may include creation of habitats elsewhere. The proposed uses to which former mineral extraction sites should be put, including opportunities for the creation of priority habitats, should be set out.

### **POLICY 38: Regional Priorities for Waste Management**

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

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<sup>10</sup> Figure 1 is on page 79 of the East Midlands Regional Plan.

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

Waste Planning Authorities, with the exception of the Peak District National Park Authority, should make provision in their Waste Development Frameworks for waste management capacity equal to the amount of waste generated and requiring management in their areas, using the apportionment data set out in Appendix 4<sup>11</sup>, subject to further research and analysis as part of the annual monitoring process and recognition of the particular operational and locational requirements of individual waste process technologies.

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

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

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

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

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

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

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

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<sup>11</sup> Appendix 4 is on pages 172 – 178 of the East Midlands Regional Plan.

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

### **POLICY 39: Regional Priorities for Energy Reduction and Efficiency**

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

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

### **POLICY 40: Regional Priorities for Low Carbon Energy Generation**

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

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

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

- safeguard sites for access to significant reserves of coal mine methane;
- identify suitable sites for CHP plants well related to existing or proposed development and encourage their provision in large scale schemes;
- consider safeguarding former power station and colliery sites for low carbon energy generation;
- support the development of distributed local energy generation networks; and
- develop policies and proposals to achieve the indicative regional targets for renewable energy set out in Appendix 5<sup>12</sup>.

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

- landscape and visual impact, informed by local Landscape Character Assessments;

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<sup>12</sup> Appendix 5 is on page 179 of the East Midlands Regional Plan.

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

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

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

#### **POLICY 41: Regional Priorities for Culture, Sport and Recreation**

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

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

Local Authorities should also work with County based Sport Partnerships, Sport England and other relevant bodies to ensure that there is adequate provision of sports and recreational facilities consistent with the priorities for urban and rural areas outlined in Policy 3, and the relevant Sub-area policies under Section 2.4<sup>13</sup>. Where appropriate, there should be joint working across administrative borders to ensure that identified need is met in the most effective manner. Particular attention should be given to ensuring the Region maximises the benefits arising from the London 2012 Olympics.

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<sup>13</sup> Section 2.4 is on pages 25 – 28 of the East Midlands Regional Plan.

### **POLICY 42: Regional Priorities for Tourism**

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

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

### **POLICY 43: Regional Transport Objectives**

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

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

### **POLICY 44: Sub-area Transport Objectives**

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

- i) Eastern Sub-area

- E1 To develop the transport infrastructure, public transport and services needed to support Lincoln's role as one of the Region's five Principal Urban Areas in a sustainable manner.
- E2 To develop opportunities for modal switch away from road based transport in the nationally important food and drink sector.
- E3 To make better use of the opportunities offered by existing ports, in particular Boston, for all freight movements, and improving linkages to major ports in adjacent Regions such as Grimsby, Immingham and Felixstowe.
- E4 To improve access to the Lincolnshire Coast, particularly by public transport.
- E5 To reduce peripherality, particularly to the east of the A15, and overcoming rural isolation for those without access to a private car.
- E6 To reduce the number of fatal and serious road traffic accidents.

ii) Northern Sub-area

- N1 To develop the transport infrastructure, public transport, and services needed to improve sustainable access from traditional communities to jobs and services in adjacent urban centres such as Chesterfield, Mansfield-Ashfield, Newark and Worksop.
- N2 To make best use of the existing rail infrastructure and proximity to the strategic road network to develop new opportunities for local jobs in the storage and distribution sector.
- N3 To reduce congestion and improve safety along the M1 corridor.
- N4 To overcome the problems of rural isolation for those without access to a private car.
- N5 To improve surface access, particularly by public transport, to Robin Hood Airport near Doncaster.

iii) Peak Sub-area

- P1 To develop opportunities for modal shift away from road based transport including for the quarrying and aggregates sector.
- P2 To overcome the problems of rural isolation for those without access to a private car, particularly in the National Park itself.
- P3 To improve transport linkages to the North West Region and the rest of the East Midlands, particularly by public transport, whilst having due regard to the statutory purposes of the Peak District National Park.

iv) Southern Sub-area

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

- S2 To develop the transport infrastructure and services needed to support Northampton's role as one of the Region's five Principal Urban Areas in a sustainable manner.
- S3 To develop the transport infrastructure and services needed to support the regeneration of Corby as a place to both live and work in a sustainable manner.
- S4 To develop opportunities for modal switch away from road based transport in the nationally important freight distribution sector.
- S5 To improve access to the East Coast Ports of Felixstowe and Harwich, particularly by rail.

v) Three Cities Sub-area

- T1 To reduce the use of the car in and around Nottingham, Derby and Leicester and promote a step change increase in the quality and quantity of local public transport provision, and facilities to encourage walking and cycling.
- T2 To improve public transport services between Derby, Leicester and Nottingham and to London, the rest of the East Midlands, and other key national cities such as Birmingham, Leeds, Manchester and Sheffield.
- T3 To develop the sustainable transport infrastructure and services needed to improve access to jobs and services from deprived inner urban areas and outer estates, and also to identified Regeneration Zones.
- T4 To improve public transport surface access to East Midlands Airport.
- T5 To develop opportunities for modal switch away from road based transport in the manufacturing, retail and freight distribution sectors.
- T6 To reduce congestion and improve safety along the M1 corridor and the highway network generally.

### **POLICY 45: Regional Approach to Traffic Growth Reduction**

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

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

### **POLICY 46: A Regional Approach to Behavioural Change**

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

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

### **POLICY 47: Regional Priorities for Parking Levies and Road User Charging**

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

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

### **POLICY 48: Regional Car Parking Standards**

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

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

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

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

#### **POLICY 49: A Regional Approach to Improving Public Transport Accessibility**

Local Authorities and service operators should promote improvements in public transport accessibility by using the Regional Public Transport Network defined in Diagram 7<sup>14</sup> in order to:

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

#### **POLICY 50: Regional Heavy Rail Priorities**

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

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

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<sup>14</sup> Diagram 7 is on page 105 of the East Midlands Regional Plan.

### **POLICY 51: Regional Priorities for Bus and Light Rail Services**

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

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

### **POLICY 52: Regional Priorities for Integrating Public Transport**

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

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

### **POLICY 53: Regional Trunk Road Priorities**

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

- work to progress the identification and implementation of trunk road investment priorities subject to full and detailed appraisal;

- ensure that any additional trunk road schemes are consistent with RTS Objectives (Policy 43); and
- ensure that all highway capacity is managed effectively to reduce congestion and improve safety.

#### **POLICY 54: Regional Major Highway Priorities**

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

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

#### **POLICY 55: Implementation of the Regional Freight Strategy**

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

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

#### **POLICY 56: Regional Priorities for Air Transport**

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

- provide for the further operational expansion of EMA within its boundaries and access improvements, subject to rigorous assessment of the full range of impacts;

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

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

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

### **POLICY 57: Regional Priorities for Implementation, Monitoring and Review**

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

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

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

The Regional Planning Body will ensure that the Regional Plan is kept under review. A review should be undertaken at least once every five years. Earlier or partial reviews may

also be appropriate, based on information derived from the Annual Monitoring Report or developments in national or regional policy.

### **POLICY MKSM SRS Northamptonshire 1: The Spatial Framework**

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

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

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

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

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

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

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

## **POLICY MKSM SRS Northamptonshire 2: Northampton Implementation Area**

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

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

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

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

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

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

- meet all the principles for creating sustainable communities set out in MKSM SRS Policy 3;
- provide for housing growth using both greenfield land and previously developed land, but maximising opportunities for recycling redundant and under-used urban land especially at nodal sites and on good-quality public transport routes;
- provide an adequate choice of high-quality employment sites for targeted office and high-value knowledge-based industries and for existing key sectors, making a realistic assessment of the prospects for continuing use of older sites and including an appropriate degree of mixed use on suitable sites, both new and existing;
- reduce the need to travel by integrating land use and transport planning, reviewing the need for new orbital and other roads, achieving a step change in the attractiveness of public transport within the urban area, implementing town-wide park and ride schemes, comprehensively improving the attractiveness of walking and cycling, and implementing demand management measures;
- provide for suitable urban extensions (without reference to local authority boundaries) clearly linked, where appropriate, with the completion of any key items of necessary associated infrastructure;
- identify an appropriate number of existing and possible future District Centres (urban hubs) to form sustainable sub-centres for shopping and for the provision of commercial and social services, giving an emphasis to regeneration needs and opportunities for urban renaissance where relevant;
- achieve a better quality of new development throughout the urban area, including strategic improvements to the public realm and sympathetic design at the countryside in and around towns ;
- review, and if necessary, set new targets for the provision of affordable housing within the area of the LDD;
- consider the opportunity for the further development of higher education facilities in Northampton;
- provide for additional primary health and social care services within existing primary care outlets, in bespoke new healthcare centres within the sustainable urban extensions and within new and expanded community hospitals
- expand, reconfigure and modernise secondary healthcare facilities as required to ensure sufficient capacity;
- make appropriate provision for green infrastructure including the Nene Valley Regional Park which will play an important role as a strategic recreational resource and offer opportunities to protect and enhance landscape character, biodiversity and cultural heritage.

### **POLICY MKSM SRS Northamptonshire 3: Northampton Central Area**

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

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

#### **POLICY MKSM SRS Northamptonshire 4: Corby, Kettering and Wellingborough**

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

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

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

#### **Growth Locations**

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

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

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

All new sustainable urban extensions will require a masterplanning approach.

### **Environment and green infrastructure**

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

### **Transport**

New development should be planned to take account of the committed transport investment and with further consideration of other transport provision indicated in MKSM Figure 3<sup>15</sup> and other initiatives, so as to facilitate a significant modal shift towards public transport use, particularly in relation to urban extensions. The new station proposal at Corby and associated train service changes will need to be reassessed in due course, as the town develops further, and will be subject to the usual appraisal and affordability criteria. High quality public transport services should be provided between and within each of the linked growth towns so as to connect key centres of housing, employment and service activities.

### **Employment**

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

### **Corby/Kettering/and Wellingborough Central Areas**

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

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<sup>15</sup> MKSM Figure 3 is on pages 125 and 126 of the East Midlands Regional Plan.

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

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

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

### **Social Infrastructure**

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

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

## **POLICY Three Cities SRS 1: Definition of Principal Urban Areas**

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

### Leicester Principal Urban Area

- City of Leicester
- Oadby
- Wigston
- South Wigston
- Birstall
- Thurmaston
- Scraptoft
- Thurnby and Bushby

- Glen Parva
- Braunstone
- Leicester Forest East
- Kirby Muxloe
- Glenfield

#### Nottingham Principal Urban Area

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

#### Derby Principal Urban area

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

### **POLICY Three Cities SRS 2: Su-Regional Priorities for Green Belt Areas**

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

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

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

### **POLICY Three Cities SRS 3: Housing Provision**

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

**DERBY HMA TOTAL:**

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

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

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

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

**LEICESTER AND LEICESTERSHIRE HMA TOTAL:**

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

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

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

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

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

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

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

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

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

**NOTTINGHAM CORE HMA AND HUCKNALL TOTAL:**

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

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

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

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

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

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

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

### **POLICY Three Cities SRS 4: Employment Land**

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

- the housing distribution set out in Three Cities SRS Policy 3, in particular the sustainable urban extensions;
- supporting the regeneration of the city centres, including large scale office developments, leisure and retail;
- the need to provide for the regeneration of deprived communities;
- the needs of high technology sectors, and to support Science City proposals;
- the need to serve the airport related development requirements of East Midlands Airport;

- the need to promote local employment opportunities that will reduce out commuting; and
- opportunities to address the green infrastructure deficit in the Sub-area.

### **POLICY Three Cities SRS 5: Green Infrastructure and National Forest**

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

Strategic priorities include:

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

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

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

### **POLICY Northern SRS 1: Sub-Regional Development Priorities**

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

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

Chesterfield is confined to Chesterfield.

Newark includes Newark and Balderton.

Worksop includes Worksop, Shireoaks and Rhodesia.

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

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

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

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

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

## **POLICY Northern SRS 2: Supporting the roles of Town and Village Centres**

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

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

### **POLICY Northern SRS 3: Sub-Regional Employment Regeneration Priorities**

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

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

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

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

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

### **POLICY Northern SRS 4: Enhancing Green Infrastructure Through Development**

Local Development Frameworks and other strategies will, when identifying the location and nature of development or infrastructure provision, ensure that consideration is given to where the greatest public benefit would be gained through the enhancement of Green Infrastructure. For this purpose, the multiple benefits identified in the East Midlands Public Benefit Analysis project, the key strategic

environmental opportunities set out in the Northern Coalfields Environmental Study and other relevant work should be used. Green Infrastructure Plans will be used where possible to achieve this.

### **POLICY Northern SRS 5: Sherwood Forest Regional Park**

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

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

### **POLICY Lincoln Policy Area SRS 1: Spatial Priorities for the Lincoln Policy Area**

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

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

- promote the priority re-use of suitable previously developed land within existing settlements;
- facilitate mixed use development; and
- protect and enhance the dominance and approach views of Lincoln Cathedral on the skyline.

### **POLICY Lincoln Policy Area SRS 2: Site Selection in the Lincoln Policy Area**

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

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

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

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

### **POLICY Lincoln Policy Area SRS 3: Protection of Lincoln's Urban Fringe**

Local Development Frameworks should ensure the protection of Lincoln's urban fringe through the designation of Green Wedges in and around Lincoln in order to:

- protect the historic setting of the city from inappropriate development on its urban fringes;
- protect structurally important areas of open land that influence the form and direction of urban development, prevent coalescence and maintain the physical identity of adjacent settlements; and
- ensure that open areas of land extend outwards from Lincoln to preserve links with the open countryside.

#### **POLICY Lincoln Policy Area SRS 4: Housing Provision**

Within the context set by Policy 13a, Local Development Frameworks should make provision for about 25,170 new dwellings in the Lincoln Policy Area (LPA) over the period 2006 to 2026, of which 19,800 should be provided in and adjoining the Lincoln PUA.

The figure for the Lincoln PUA includes completions, commitments, urban capacity and potential urban extensions in those parts of the Lincoln PUA that lie in North Kesteven and West Lindsey.

#### **POLICY Lincoln Policy Area SRS 5: Employment Density**

Local Development Frameworks should ensure that higher density employment-generating new development should be located within Central Lincoln or, if no suitable sites are available, within the remainder of the existing built up area of Lincoln and at North Hykeham or within any new sustainable urban extensions.

#### **POLICY Lincoln Policy Area SRS 6: Tourism Culture and Education**

Local Development Frameworks, economic, community and other strategies should encourage and promote the role of Lincoln as a centre for tourist, cultural and educational development.

Local Development Frameworks should facilitate land use development either serving or expanding these functions consistent with amenity, traffic, environmental and heritage considerations.

#### **POLICY Lincoln Policy Area SRS 7: Deprivation and Exclusion**

Local Development Frameworks, community, economic, housing and other strategies should seek the development of more sustainable communities by:

- maximising the opportunities afforded by growth to facilitate the regeneration of deprived communities;
- improving skills levels, enterprise and innovation support;
- ensuring a supply of housing of the right types, sizes and tenure that meets the quantitative and qualitative need for affordable housing throughout the policy area;
- providing the social (i.e. primary, secondary, further and higher education, health and social care) infrastructure to meet additional needs;
- promoting and facilitating community development through the active involvement of the voluntary sector and community sectors;

- ensuring improved community safety; and
- promoting adequate, equitable and easily accessible sport and recreation facilities.

### **POLICY Lincoln Policy Area SRS 8: Flood Risk and Water Management**

Local Authorities, the Environment Agency, Internal Drainage Boards and other relevant bodies should adopt a strategic approach to sustainable water and flood risk management throughout the Lincoln Policy Area, including coordinated infrastructure provision.

Local Development Frameworks should take account of the best available information on flood risk (including climate change) and apply it in making decisions on the location and design of new development, and ensure that such development makes a positive contribution to flood risk management.

### **POLICY Lincoln Policy Area SRS 9: Sub-Regional Country Park**

Local Development Frameworks, community strategies and other relevant strategies should actively promote the development of a Sub-Regional Country Park serving the Lincoln Policy Area. The Sub-Regional Country Park will be based upon the existing Whisby Nature Park, the Whisby/North Hykeham complex of former gravel pits, linking with Hartsholme Park. Opportunities should also be sought to promote greenways linking the complex with other informal recreation areas in the vicinity.

### **POLICY Lincoln Policy Area SRS 10: Lincoln Cathedral**

Development which would adversely affect the dominance and approach views of Lincoln Cathedral on the skyline will not be permitted.

### **POLICY Lincoln Policy Area SRS 11: Sub-Regional Transport Priorities**

Successive Local Transport Plans, Local Development Frameworks, economic, community and other strategies should consistently seek to:

- improve the management of traffic, protect the environment and promote efficient and convenient movement by various modes of transport;
- reduce the negative impacts of through traffic, particularly heavy goods vehicles, in the centre of Lincoln;
- develop transport infrastructure schemes, including eastern and southern bypasses, parts of which will provide access to new urban extensions and would enhance safety and local amenity;

- encourage and develop movement by public transport, cycling and walking as part of an overall strategy designed to increase sustainability and widen transport choice;
- increase accessibility for all sections of the community;
- minimise additional travel requirements;
- create a safer, healthier and more attractive environment; and
- manage vehicular parking (including potential park and ride) in a way that recognises differing urban and rural need whilst facilitating more sustainable patterns of movement.