

East of England Plan

Draft revision to the Regional Spatial Strategy (RSS) for the East of England



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December 2004

Organisations involved in producing this document include:

Confederation of British Industry, Council for the Protection of Rural England, Countryside Agency, East of England Arts, East of England Development Agency, East of England Regional Assembly, county, district and borough councils, East of England Tourist Board, English Heritage, English Nature, Environment Agency, Health Development Agency, Highways Agency, House Builders Federation, Housing Corporation, Local Economic Partnerships, Strategic Rail Authority, Sustainable Transport for the East of England Region (STEER), waste and aggregate industry.

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foreword

It gives me great pleasure to introduce the first East of England Plan. It sets out a draft regional strategy for planning and development in the region to the year 2021. It has been prepared by the East of England Regional Assembly following extensive consultation with a wide variety of organisations and people around the region and beyond and I would like to thank all of those who have contributed to its preparation.

The East of England Plan is formally a draft 'Regional Spatial Strategy' (RSS) and, once finalised, it will provide the statutory framework for local authorities to produce more detailed local development plans and local transport plans for their areas. The RSS has a key role in contributing to the sustainable development of the region and it will have a bearing on many aspects of our – and future generations' – lives. It aims to improve the quality of life for all who live in, work in or visit the region and it sets out proposals for where we will work and live, how we will move about the region, and much more. In particular, a key aim of the RSS is to plan for the future economic growth of the region and for the regeneration needs of less prosperous areas. Our economic aspirations for the East of England underpin much of the new housing provision identified in the Plan and we will be closely monitoring it to ensure its aims are met.

However, it will be difficult to implement the RSS unless there is significant investment in social, environmental and physical infrastructure. We strongly urge Government to recognise this, not only in responding positively to the Assembly's recent bid for infrastructure investment, but also developing new and innovative ways to fund the necessary infrastructure provision to underpin the sustainable development of the region, and addressing localised impacts of growth.

The RSS has been submitted to Government and is now published for public consultation. It will then be tested at an Examination in Public (EiP) led by an independent Panel appointed by the Secretary of State. Given its importance and the impact it will have on the future development of the East of England, I would urge you to read the RSS and let us have your response by 16 March 2005 – details of how to do this are included in this document and can be found on the Assembly's website at www.eera.gov.uk.



Sue Sida-Lockett
Chair
East of England Regional Assembly

1 introduction

This document sets out the East of England Plan, a draft spatial strategy to guide development in the East of England for at least the next 20 years – housing, economic development, the environment, transport, sport and recreation, waste development, mineral extraction and much more.

The Plan is formally a draft revision to the Regional Spatial Strategy for the East of England or RSS for short. It will cover Bedfordshire, Luton, Cambridgeshire, Peterborough, Hertfordshire, Essex, Southend-on-Sea, Thurrock, Norfolk and Suffolk.

We've prepared the draft strategy following an extensive round of consultation in autumn 2002. You have a chance to influence the strategy by commenting on this draft RSS.

You can send us your comments via the on-line questionnaire at www.eera.gov.uk or by e-mail or post – full details are given at the end of this introduction.

The deadline for comment is 16th March 2005.

Haven't we already got a strategy?

Yes, but it needs review. The East of England is a relatively new region. It was previously divided between two, East Anglia and the South East, both of which had their own regional planning strategies. The regional boundary has changed and we need a new strategy to cover the whole of the new region (although parts of the previous strategies are still relevant and have been carried forward). We also need to update the strategy to meet changing circumstances and to reflect more recent information.

Proposals for development in parts of Bedfordshire and Luton, however, are being prepared as part of a separate process through the Milton Keynes South Midlands strategy. Further information on this can be found in chapter 5.

Why do we need a strategy?

To provide a framework for local authorities to produce more detailed development plans and local transport plans for their areas, and to provide an overview of many issues that have implications across the region (such as land use and transport infrastructure). It is also needed to inform other strategies and plans that have a bearing on land-use activities, including those for economic development, education, health, rural development, housing and culture.

The draft RSS is concerned only with regional and sub-regional planning issues. Wherever possible it has, therefore, tried to avoid repeating national planning policy. A list of relevant national policy documents is included in Appendix A.



Who has written this document?

It has been produced by the East of England Regional Assembly (EERA), which is a voluntary association comprising all 54 county, unitary and district/borough councils in the region as well as a wide cross-section of stakeholders. EERA was given the task of producing the draft RSS because it is the regional planning body. It has done so through a range of task groups with representatives of the many organisations listed on the cover page.

How will my response be used?

All responses will be taken into account in the preparation of the final version of the RSS. Your response will also be used to help determine the matters that will be discussed and tested at a Examination in Public (EIP) before a Panel appointed by the Secretary of State. The Panel will identify a list of matters and invite participants to attend the EIP. There will be an opportunity to comment on both the matters and attendance at the EIP before these are finalised. Once the Examination is completed the Panel will produce a report for the Secretary of State who will then publish proposed changes to the draft RSS. The final version of the RSS will then be published.

What is the timetable?

8 December 2004 – publication of draft RSS for consultation

16 March 2005 – deadline for consultation response

13 September 2005 – EIP starts

Early 2006 – Publication of Panel Report

Mid 2006 – Secretary of State publishes proposed changes to draft RSS followed by 8 week consultation

Late 2006 – Publication of East of England Plan

How to respond to the draft East of England Plan

- respond on-line at www.eera.gov.uk
- e-mail the response form to planning@eera.gov.uk (the response form can be downloaded at www.eera.gov.uk)
- complete the response form included with this document and either fax to the Panel Secretary c/o EERA on 01284 729 447 or post to the Panel Secretary c/o EERA (RSS) at Flempton House, Flempton, Bury St Edmunds, Suffolk IP28 6EG

Further information

The existing regional spatial strategy comprises RPG6 – East Anglia (Cambridgeshire, Norfolk and Suffolk), RPG9 – South East (includes Bedfordshire, Luton, Essex, Southend-on-Sea, Thurrock and Hertfordshire), RPG9(a) and RPG9(b) (Thames Gateway and River Thames respectively as they apply to Essex, Southend-on-Sea and Thurrock).

All references in this document to 'existing' or 'current' RSS refer to either RPG6, 9, 9a or 9b. Government advice on the preparation of regional spatial strategies is contained in Planning Policy Statement 11 (PPS11) – Regional Spatial Strategies.

2 background context

Introduction

- 2.1 The East of England is one of a group of North West European regions which border the North Sea. London, a city of global importance, is to the south of the region and the South East and East Midlands regions to the west. There are strong relationships with these regions, especially London, and the region provides a major link between the UK and the rest of the world through the ports of Felixstowe, Harwich and Tilbury, international airports at Stansted and Luton and regional airports at Norwich and Southend-on-Sea. The East of England in its European context can be seen in the map at the back of this document.
- 2.2 The East of England is one of the largest of the English regions at just over 19,000 square kilometres. It extends from the fringes of London in the south to the North Norfolk coast. It is mainly low-lying with parts at or below sea-level. It is a region of diverse landscapes with a rich built environment and archaeological heritage, extensive sites of national heritage importance and ecological and landscape value, including the Chiltern Hills, the Broads, wetlands, fens and heritage coast.
- 2.3 Nearly 5½ million people live in the East of England. There are no major conurbations but the region has many historic towns and cities, and centres of academic and cultural heritage as well as a network of county and market towns and villages. About a quarter of England's market towns are located in the East of England.
- 2.4 The largest urban areas are Southend and Castle Point, with a population of 250,000 and Luton/Dunstable/Houghton Regis with a population of 230,000. Basildon, Cambridge, Chelmsford, Colchester, Ipswich, Norwich and Peterborough all have populations between 100,000 and 200,000 and Bedford (including Kempston) is fast approaching a population of 100,000. The majority of the region's larger towns (over 25,000 population) are located along the region's southern fringes in Hertfordshire and South Essex. By contrast the more rural and coastal areas are more sparsely populated and a pattern of small towns, villages and hamlets predominates. There are more than 1,800 parishes across the region and 43% of people live in rural areas¹.

The key drivers of change

- 2.5 The strategy for the future development of the East of England needs to take account of the key factors that are likely to drive the scale and location of development over the next 20 or 30 years. The influence that the draft RSS has over these factors varies.
- 2.6 Delivering sustainable development – draft RSS must continue to be based on the principles of sustainable development and its four dimensions identified in the UK's Strategy for Sustainable Development ('A better quality of life, a strategy for sustainable development' 1999)
- social progress which recognises the needs of everybody
 - effective protection of the environment
 - prudent use of natural resources
 - the maintenance of high and stable levels of economic growth and employment.

¹ As defined by the Countryside Agency's classification of urban and rural local authorities

- 2.7** Aspirations for sustainable development underpin the draft RSS vision for the East of England, the objectives and its spatial strategy. Draft RSS has been subject to sustainability appraisal throughout its preparation and this has been adapted to meet, as far as possible, the requirements of the EU Directive on strategic environmental assessment (SEA). A sustainability appraisal SEA report has been published separately. This has been adapted to meet as far as possible the requirements of the EU Directive on Strategic Environmental Assessment (SEA). A Sustainability Appraisal report has been published separately.
- 2.8** The environment – the region’s environment is a key asset, to be conserved and enhanced; it is a major contributor to its character and economy (see map 9.2 in Environment Chapter). The quality of the regional environment plays a significant role in attracting inward investment and attracts a large number of tourists who enjoy the region’s unique environmental qualities and contribute to the local economy. The region also contains a high proportion of the country’s best and most versatile agricultural land. There is significant scope for agricultural production to contribute to sustainable food production, energy crops and industrial feedstocks whilst protecting and enhancing landscape character and biodiversity.
- 2.9** Climate change – climate change will be inevitable over the period of this strategy and for many years into the future. It will impact on existing development and natural resources and must influence our decisions about the location of future development. Areas now at risk from flooding will become more vulnerable and there will be new areas at risk. Sea level rise in the region may be between 22 and 82 centimetres above the current level by 2080. This has significant implications for coastal and low-lying areas. Water is likely to become scarcer in the summer months adding to the supply-demand issues already faced in this driest of the English regions. Changes in biodiversity may occur in response to climate change. Climate change is also likely to cause disruption in international trade and the region’s vulnerability to this needs to be reduced.
- 2.10** The economy – over 2½ million people are employed in 250,000 businesses in the East of England and it has one of the strongest regional economies in the UK. It contributes over £80 billion (over 10%) to the national economy. The region’s economy is diverse with the southern part considerably influenced by its proximity to London. But economic performance varies and other parts of the region have performed less well and are falling behind the stronger performers. This has led to relatively high levels of unemployment, long distance commuting, unsustainable patterns of development and movement, and social deprivation. The region needs to address the quantity and quality of economic activity.
- 2.11** People – the East of England’s population has grown rapidly over the last few decades driven by inward migration from the rest of the UK, principally from London. People have moved here for a variety of reasons such as job opportunities, because relatively low house prices make commuting to London a viable proposition, for the quality of the environment and to retire. Meeting our aspirations for the region’s economy means that pressures for population growth and housing will continue. The draft RSS needs to ensure that these pressures are accommodated in a sustainable way.

- 2.12 As indicated in policy SS13, the draft RSS provides for an additional 478,000 dwellings in the region between 2001 and 2021. It is estimated that these dwellings will house an extra 462,900 households equating to an increase of 648,000 in the total population of the region by 2021. These estimates assume that the relationship between dwellings and households in the region will be the same in 2021 as at the 2001 census. In addition it is expected that household size in the region will continue its long-term decline over the next 20 years (from an average of 2.38 persons per household in 2001 to 2.24 persons per household in 2021). This decline is mainly the result of an ageing population living in smaller households as children leave home and partners die, but also due to the increased tendency for more younger and middle-aged adults to live in single adult households (with or without children).
- 2.13 A significant proportion of the growth in households and population will be as a consequence of indigenous or natural growth within the existing population: 59% of household growth will come from the formation of new households within the existing population, particularly by young people as they grow to adulthood, and 18% of the population growth will come from the continued excess of births over deaths in the region as a whole. The remaining growth is projected to come from the balance of net migration into the region.
- 2.14 It is not possible to predict the exact sources of future migration but if recent trends continue, the major gross flows into the region will come from London (approximately 40% of all in-migrants), from overseas (20%) and from the South East region (15%). In net terms, the pattern is somewhat different, since there is a net outflow of migrants from the East of England to all British regions except London.
- 2.15 Meeting housing needs – ensuring everyone has the right to a decent home is a national priority. Ensuring there is sufficient affordable housing to meet regional needs is a key objective.
- 2.16 Transport – the transport network is strongly radial. Although there is some provision for orbital road movement the orbital rail network is poor. The links to London remain very important, particularly in the south of the region with large numbers commuting into London on a regular basis. Much of both the road and rail network is heavily congested and while there is a significant infrastructure deficit, there is a need to encourage travel by means other than the private car and reduce the need to travel. The multi-centred nature of the region provides generally good accessibility, although for movement between centres this is very dependent on the car. The rural parts of the region present particular difficulties for transport policy. On average people living in the East of England travel further to work than in any other region in the country, with a higher proportion than the average travelling by both car and rail. There are heavy freight movements through the region particularly from the Haven Ports.
- 2.17 Inter-regional relationships – the region has strong linkages with adjoining regions. It has a particularly close geographic and functional relationship with London. Migration from London into the region has been a key driver of past population growth and although the Plan for London (GLA – 2004) seeks to encourage a high proportion of its expected population to remain in the capital, it is unlikely that it can accommodate all its population pressures. A net outflow of people from London to surrounding regions, including the East of England, is likely to continue.
- 2.18 Other areas of the region also have cross-boundary linkages, for example Bedfordshire/Luton relating to Milton Keynes South Midlands, and Peterborough relating to the East Midlands.

- 2.19 Where these relationships have an impact on the spatial strategy for specific areas of the region, they are addressed through policies in chapter 5 'sub-regional and sub-area policies'.

National and European planning policy

- 2.20 National and regional planning within the UK and other European States is being shaped by the emphasis placed on regional planning as a consequence of the European Spatial Development Perspective (ESDP, 1999). This provides a European framework for achieving balanced and sustainable development across the European Union.
- 2.21 The key themes of the ESDP are reflected in draft RSS objectives and policies. These are to:
- address spatial development disparities. This is a vital part of the core spatial strategy for the East of England which, in particular, addresses the need for regeneration of areas with weak economic performance and high deprivation and to give priority to social inclusion needs
 - ensure balanced development through a "polycentric" settlement pattern and to ensure a new urban-rural relationship. Many parts of the region already exhibit a pattern of strong sub-regional centres surrounded by smaller towns with more local functions. Where this is not the case, the draft RSS strategy attempts to address it
 - secure equal access to infrastructure and knowledge – improving opportunities for all to access jobs, services and leisure facilities is an objective of the regional transport strategy
 - ensure sustainable development, prudent management and protection of the natural and cultural heritage. Again these are key objectives of draft RSS.
- 2.22 Although account has been taken of national policies, draft RSS has endeavoured to avoid repeating national policy except where it is necessary for context. The draft RSS role is to provide guidance on how and where national policies apply in the East of England and to include only policies that are regionally or sub-regionally specific.
- 2.23 The Government's Sustainable Communities Plan (ODPM 2002) has been a key influence on this draft RSS. The Plan sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. Its aims include tackling housing supply issues in the South East and East of England through accelerating the rate of supply and increasing the amount of affordable housing. The Sustainable Communities Plan identifies four 'growth areas' of which three (Thames Gateway, the London-Stansted-Cambridge-Peterborough corridor and Milton Keynes South Midlands) lie partially within the East of England. The implications of the Plan are addressed in this draft RSS. In the London-Stansted-Cambridge-Peterborough growth area, the provision (by 2016) of about 26,800 additional dwellings above current provision in existing RSS, closely relates to the Government's expressed aspiration for an additional 35,000 to 40,000 dwellings in that period.

- 2.24 Draft RSS has been prepared on the assumption that the region's airports are expanded to the capacity of their existing runways. The Aviation White Paper was published in mid-December 2003 and proposes an additional runway at Stansted by 2011/12. The White Paper notes the position EERA had then reached in finalising draft RSS and notes that 'planning for a second runway at Stansted will require more detailed consideration of airport development and transport issues beyond what will be possible in draft RSS. This may require a limited review of the draft RPG14.' The draft RSS remains based on the proposition of maximum use of existing runways.

Relationship to other regional strategies

- 2.25 Draft RSS is one of a series of regional strategies that have been, or are being, developed in the East of England. Figure 1 overleaf sets out the relationships between the principal regional strategies.
- 2.26 Proposals for development in those parts of Bedfordshire and Luton which lie within the Milton Keynes South Midlands growth area are set out in a separate sub-regional strategy (see chapter 5 for more information).
- 2.27 EERA and partners are preparing an Integrated Regional Strategy (IRS EERA 2004), which will draw together the key messages, themes and linkages from these regional strategies. The Regional Sustainable Development Framework is at the heart of the IRS. There are also a number of other regional strategies, such as the Regional Woodland Strategy and the Regional Tourism Strategy, which are important in themselves but do not have the same cross-cutting importance as those shown in the diagram. All these strategies have been taken into account, where appropriate, in the preparation of draft RSS.

Plan, monitor and manage

- 2.28 Plan, monitor and manage is an approach that, simply put, covers the making of sensible plans for an area, monitoring what is happening, and taking steps to address any problems that arise and/or reviewing the original plans.
- 2.29 The strategy in draft RSS has adopted this plan, monitor and manage approach. The objectives set out broad targets for the delivery of sustainable development in the region. The strategy is shaped by those objectives, influenced by an analysis of other factors. These include progress against the existing RSS, forecasts of population and employment growth, policy aspirations for changes in quality of life, and the result of public consultation in the preparation of this document. Chapter 11 'implementation and delivery', sets out how the draft RSS objectives will be monitored, along with specific targets for policies where appropriate and delivery mechanisms.



Figure 1



- EERA – East of England Regional Assembly
- EEDA – East of England Development Agency
- EEEF – East of England Environment Forum
- RCC – Regional Cultural Consortium
- SDRT – Sustainable Development Round Table

3 vision and objectives

Introduction

- 3.1 In this chapter we set out our vision and objectives for the East of England. We have drawn on the following to help us define them:
- the Regional Sustainable Development Framework for the East of England. This provides a common framework for all strategies within the region and is designed to ensure they are all consistent with the principles of sustainable development
 - regional policy as set out in the current Regional Spatial Strategy (RPG6 – East Anglia and RPG9 – South East)
 - the Regional Economic Strategy (RES – EEDA 2001) which provides the complementary economic strategy for the RSS
 - the views of a wide range of organisations and individuals expressed during the preparation of this document.

Vision for the East of England

- 3.2 The spatial planning vision for the East of England is to sustain and improve the quality of life for all people who live in, work in, or visit the region, by developing a more sustainable, prosperous and outward-looking region, while respecting its diversity and enhancing its assets.

Objectives

- 3.3 Setting clear and specific objectives for meeting the vision (and hence improving quality of life) is important because it is against these that the performance of the regional strategy will be measured. Our objectives are as follows (in no particular order)
- 1 increase prosperity and employment growth to meet identified employment needs of the region, and achieve a more sustainable balance between workers and jobs
 - 2 improve social inclusion and access to employment and services and leisure and tourist facilities among those who are disadvantaged
 - 3 maintain and enhance cultural diversity while addressing the distinctive needs of different parts of the region
 - 4 increase the regeneration and renewal of disadvantaged areas
 - 5 deliver more integrated patterns of land use, movement, activity and development, including employment and housing
 - 6 sustain and enhance the vitality and viability of town centres
 - 7 make more use of previously developed land and existing buildings, and use land more efficiently, in meeting future development needs
 - 8 meet the region's identified housing needs, and in particular provide sufficient affordable housing
 - 9 protect and enhance the built and historic environment and encourage good quality design and use of sustainable construction methods for all new development



- 10 protect and enhance the natural environment, including its biodiversity and landscape character
- 11 minimise the demand for use of resources, particularly water, energy supplies, minerals, aggregates, and other natural resources, whether finite or renewable, by encouraging efficient use, re-use, or use of recycled alternatives, and trying to meet needs with minimum impact
- 12 minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choice of modes
- 13 ensure that infrastructure programmes, whether for transport, utilities or social infrastructure, will meet current deficiencies and development requirements; and that the responsible agencies commit the resources needed to implement these programmes and co-ordinate delivery with development
- 14 minimise the risk of flooding.

A spatial strategy to deliver the objectives

- 3.4** The objectives are a set of desired outcomes to guide and measure the performance of the regional strategy. There can be tension between objectives, depending on the approach taken to satisfy each one. Draft RSS must deliver a spatial strategy that provides the best balance between the objectives taken as a whole. Focusing on satisfying one objective to the exclusion of the others will not achieve the vision for the East of England.
- 3.5** The spatial strategy is set out in the following chapters. It needs to be remembered that draft RSS focuses on the land-use implications of sustainable development, and achieving the vision also depends on complementary policy set out in other regional strategies and the work of a wide range of other bodies (e.g. education, social services, Strategic Rail Authority and highways). Any restriction on opportunities for development as a consequence of the policies in the draft RSS are to protect interests of acknowledged importance and in order to deliver the environmental and sustainability objectives of the strategy for the benefit of the region as a whole.
- 3.6** Draft RSS is organised as follows:
- a core spatial strategy for the region (chapter 4)
 - policies relating to particular sub-regions and sub-areas (chapter 5)
 - policies relating to specific topics and activities, that apply throughout the East of England (chapters 6-10)
 - proposals for implementing the policies and for measuring how successful the strategy is in meeting its objectives (chapter 11).

Using the East of England Plan

It is important to note that draft RSS should be read as a whole, as the policies interrelate. Decisions about future development must have due regard to all relevant policies of the draft RSS. The fact that a particular policy may specifically support or encourage a certain type of development does not alter this.

4 core spatial strategy

Context

- 4.1 This chapter sets out strategic policies and proposals for the future of the region. Chapter 5 develops it further, setting out policies for sub-regions and sub-areas. Further chapters address specific topics in detail.
- 4.2 The spatial strategy starts with a significant inheritance from existing Regional Spatial Strategy (RPG6):
- in the northern part of the region, major change in the Cambridge sub-region, to achieve a more sustainable balance between job growth and housing development
 - a matching focus on other key regional centres (Norwich, Peterborough and Ipswich) and other regionally significant towns (Bury St Edmunds and King's Lynn) to provide economic and urban development
 - priority for the economic regeneration of Great Yarmouth and Lowestoft, for localised pockets of deprivation in all the above centres and the rural areas and market towns.
- 4.3 In the southern part of the region, existing Regional Spatial Strategy (RPG9) establishes two major policy proposals:
- consideration of major growth pressures and potential in the Stansted/M11 area, and around Milton Keynes (immediately outside but affecting the region)
 - national and regional priority for regeneration of the Thames Gateway (RPG9 extended this in south Essex up to Southend-on-Sea) and the definition of additional 'priority areas for economic regeneration' at Luton/Dunstable, Harlow and the Lee Valley, and the Harwich/Clacton area.
- 4.4 Beyond this, RPG9 gave only general guidance for a sustainable balance between economic growth and housing and services development.

Draft RSS Options Consultation Process

- 4.5 This draft RSS provides an opportunity to monitor progress and sharpen regional spatial strategy. The Options Consultation Document published in September 2002, outlined three scenarios for future policy (in addition to continuing the status quo):
- focusing on the strongest economies, i.e. Cambridge and the Stansted/M11 area, and on the region's relationships with London and Milton Keynes. This amounted to a southern-focused strategy to maximise economic development
 - focusing on regional centres, i.e. more widely-spread, implicitly more northern oriented development. This would offer slightly lower economic development prospects, but greater focus on regional redistribution and regeneration
 - a major new settlement, to deliver a centralised, high quality development, and relieve development pressure on most other areas.

- 4.6 Full details of the options consultation process, the representations made, and responses to them, are contained in the RSS Pre-submission Consultation Statement, published separately (December 2004).
- 4.7 With regard to the spatial strategy, the outcome of the process was to suggest a staged transition. Draft RSS strategy therefore is to continue the existing RSS Strategy in the first 5-10 years, in recognition of local development plans now being completed. Thereafter, the strategy will gradually change. It seeks to recognise and make sensible provision for the stronger southern economies, while focusing greater attention on key regional centres and weaker economies. It also seeks to support the development and regeneration of rural areas, mainly by focus on market towns. This is not a continuation of the status quo. It involves higher development rates, to offset past under-provision, a focus on remedying the region-wide infrastructure deficit, and a greater focus on sustainable development, regeneration, and renewal of urban areas and key towns throughout the region.
- 4.8 There was some support for the concept of a major new settlement approach, but on balance, the problems – particularly of implementation and timing, and of resources diversion from other areas – appeared to outweigh the potential benefits. However, there may be instances at sub-regional level where the development of smaller new settlements is appropriate, e.g. as demonstrated by the Cambridge sub-regional strategy.
- 4.9 The spatial strategy embodies several key policy principles:
- fostering and developing European and inter-regional links. The region has its own global, European, and inter-regional links, e.g. via inward-investment, transport and communications, trading links and key employment clusters. It is also a conduit for links between the rest of the UK and Europe, e.g. via rail and road links to London, the Channel Tunnel, Stansted and Luton airports, the East Coast ports
 - recognising the impact of London's 'world city' role, both positive, i.e. in terms of its role as the national and regional powerhouse, directly or indirectly employing a significant proportion of the region's population and contributing to regional prosperity e.g. via incomes and the housing market, and negative, i.e. via in-migration, out-commuting, congestion of rail, road and air routes, high housing pressures, pressurised environments and exports of refuse to landfill sites. The region must maintain pressure on London to minimise and mitigate these impacts, while making sensible provision for overall needs in both the national and regional interest
 - addressing the relationship with Milton Keynes and the South Midlands. Rapid growth at Milton Keynes has been beneficial by increasing housing, job, and cultural opportunities, but it has also had adverse effects, attracting prosperity away from Luton/Dunstable and Bedford, and creating adverse commuting trends. The strategy seeks to build on and redress the balance of this relationship, while integrating with the sub-regional strategy for the Milton Keynes and South Midlands area. This proposes focal points for growth and regeneration focused on Bedford/Kempston/Marston Vale and the Luton/ Dunstable/Houghton Regis conurbation. It also proposes major growth outside the East of England, around Milton Keynes, Aylesbury, Northampton, and Corby/Kettering/Wellingborough

- addressing the issues of major economic growth focused on Stansted Airport and the M11 corridor, and the need for regeneration, mainly at Harlow but also in the Lee Valley area. The strategy is to strike a balance here, ensuring that growth and change delivers regeneration first, before allowing more general growth and development in other areas. Both stages must respect the natural, social, and urban environments, in a largely rural area of small towns and open countryside. Draft RSS was largely prepared before publication of the Government's Aviation White Paper and rests on acceptance of the principle of allowing for maximum use of the existing single runway at Stansted. However, key studies on which draft RSS relies¹ have allowed for the contingency of an additional runway at Stansted. Much of this work has in turn indicated that in terms of urbanisation impacts, there is only a marginal increase in development needs between 'maximum use' and one additional runway. Thus draft RSS spatial strategy is robust and, while a limited early review may be needed to investigate and reflect the full impacts of the Government's proposals for Stansted, the key principles of draft RSS are sound and do not require immediate reconsideration
- the 'London Arc' addresses the strongest dilemma for regional strategy – protection of green belt areas, versus the need to allow sustainable development in key London fringe towns and to redress unsustainable commuting patterns by creating a closer relationship between homes and jobs. The strategy proposes selective green belt reviews around key towns, primarily those with regeneration needs and/or offering the greatest potential for sustainable development, based on public transport and management of travel demand
- a major role for key centres throughout the region. These include the more free-standing cities and towns such as Norwich, Ipswich, Peterborough, Cambridge, King's Lynn, Bury St Edmunds and Colchester, and linkages with regeneration policy for Bedford, and London Arc towns such as Chelmsford, Stevenage, and Watford
- a reaffirmation of the importance of all the regeneration areas proposed in existing regional spatial strategy (RPGs 6 and 9) plus Bedford/Kempston, which has been shown to have regionally significant regeneration needs, and Colchester, Stevenage and parts of Cambridge and St Edmundsbury where, despite overall economic buoyancy, there are pockets of deprivation. The needs of these areas are not always solely economic, so the emphasis has been broadened to include social, environmental and economic regeneration.

4.10 Generic policies covering the full range of sustainability issues i.e. economic, environmental and social/cultural issues address policy needs throughout the region. This is not to diminish the importance of these policies. The aim is to ensure that effective policy guidance is given for all areas, whether explicitly named or not.

4.11 Draft RSS delivers this strategy by three policy strands:

- generic policies are set out in the remainder of this chapter
- policies for specific sub-regions and sub-areas – those where change is needed – are set out in chapter 5 'sub-regional and sub-area policies'

¹ The London-South Midlands Multi-Modal Study (2003) and the original London-Stansted-Cambridge Sub-Regional Study (2002) both assumed the possibility of an additional runway at Stansted for the purposes of traffic and other modelling. The Stansted/M11 Corridor Development Options Study (2003) was explicitly tasked with investigating the urbanisation consequences of Stansted expansion with one, two or three additional runways, to inform EERA and other partners of their implications. These contingencies were aimed at ensuring that the studies were robust, and do not in anyway imply that EERA or other parties at the relevant times supported the case for additional runways at Stansted.

- further policies, designed to deliver the full range of sustainable economic, social, and environmental policy to all areas, are set out in topic chapters. Notable in this group are:
 - the Regional Transport Strategy, which is included in its entirety in draft RSS, to ensure and emphasise the links between spatial and transport policy; and
 - the housing chapter which, in conjunction with Policy SS13 of this chapter, articulates the draft RSS housing requirement and district level housing figures. An important feature of the spatial strategy is that the housing requirement represents an increase of approximately 15% over existing regional spatial strategy (RPG6/9) provisions and that the aim is to ensure the majority of the increase in housing supply is affordable and key worker housing.

4.12 The spatial strategy is shown in diagrammatic form on the Key Diagram at the back of the document.

Generic spatial policies

4.13 The starting point for the regional spatial strategy is the aim to achieve sustainable development.

Policy SS1: achieving sustainable development

The spatial strategy aims to achieve a sustainable relationship between jobs, homes and services at the strategic and local level. It requires a sequential approach to the location of major development as a core component of sustainable development. Conserving the region's environment, quality of life, local character and natural resources, whilst adapting to climate change, together with tackling the problems of social inclusion and deprivation are also key strands in achieving sustainable development.

In most instances development will be focused in or adjacent to major urban areas where there is good public transport accessibility and where strategic networks (rail, road, bus) connect. In more rural areas, development will be focused on market towns which have good public transport accessibility to key urban areas. By locating housing, jobs and services in close proximity the need for long-distance commuting will be reduced.

local development documents will first consider the reuse of land and buildings within urban areas, then extensions to those areas, and finally other locations where there is good accessibility to public transport, or where proposed development can contribute to improving public transport access. In some sub-regional circumstances development of new settlements may be required. Areas where this is most likely are identified in chapter 5 'sub-regional and sub-area policies'.

This approach will be complemented by measures to deliver an 'urban renaissance' to provide a high quality urban experience (some of which measures will not be land-use related). The demand for transport and other services will be managed to make the best use of existing infrastructure,

rather than relying upon major new infrastructure investment. Despite this, there will still need to be significant investment in infrastructure because parts of the region already have deficits that need to be rectified. The key locations for growth are likely to need significant infrastructure investment, along with improving and maintaining the rail and road corridors that link these areas with each other and with key centres outside the region and the UK.

The core strategy sets out a framework within which the regional economy can grow in a sustainable way, in order to maintain and enhance prosperity. It is also committed to facilitating regeneration and social inclusion.

Spatial implications

4.14 Realising this strategy has the following spatial implications for the region:

- continued protection of areas designated for their intrinsic built or natural environmental importance
- maintenance of the broad extent of development restraint offered by the green belts, but allowing reviews to support the growth of selected key urban areas
- support for the economy across the region, but particularly focusing on areas with particular need for regeneration
- maintaining the vitality and viability of market towns as focal points for access to employment, services and facilities for their surrounding rural areas, and as focal points for affordable housing
- supporting the economic and social well-being of rural villages and the countryside by improving access to employment, services and facilities, allowing for further provision of affordable housing and encouraging economic diversification
- taking into account the region's diversity and addressing its different needs by providing sub-regional guidance and policies for specific areas
- guided by these overall principles, enabling the implementation of the Government's Sustainable Communities Plan growth area proposals.

Headline targets

4.15 The Draft RSS vision requires that, within the overall environmental constraints of the region, growth is led by improvements in quality of life and prosperity rather than, for example, increases in housing. This requires pursuit of the following set of headline targets:

- that the Region should seek to achieve regional economic aspirations set out in the Regional Economic Strategy taking account of the statement of synergy between the RES and RSS, as set out in the RES taking account of the statement of synergy between the RES and draft RSS, as set out in the RES

- that the region should meet the housing needs of all sections of the community. This means meeting the needs arising from the natural change in the existing resident population and ensuring that the region provides sufficient additional housing to allow for a realistic level of in-migration from other regions (mainly London) to deliver the wider needs of London, the East of England, and the South East based on continuing to meet the present levels of in-migration. This target is subject to the caveat that London and the South East must implement corresponding policies to accommodate such pressures, by means of a matching approach to in-migration into the South East region, and increased housing supply within London to meet a higher proportion of the capital's overall needs. EERA notes that the Draft London Plan aims to accommodate London's growth within its own boundaries and that the Examination in Public Panel Report proposes increasing the housing provision target within London to meet this aim
- increasing the provision of affordable housing from the present level of approximately 10-12% of total housing supply, to at least 30% of total housing supply.

4.16 In general terms the strategy means that:

- no area (by historic county) will have a rate of growth lower than present RSS rates². This will ensure that all parts of the region receive a level of development sufficient to sustain their present level of economic activity and services
- most areas, especially those identified in the Government's Sustainable Communities Plan as potential growth areas, will accommodate higher growth rates than at present. In some areas, this is needed to ensure that housing development keeps pace with economic growth. In others, significant economic impetus is needed, to deliver regeneration rather than housing-led growth, and to lift development rates from their present levels. Significant infrastructure investment will also be needed in some areas
- positive action is needed to address the needs of priority regeneration areas (Thames Gateway/ South Essex, Bedford/Kempston, Luton/ Dunstable/Houghton Regis, Harlow and the Lee Valley, parts of the Haven Gateway, Great Yarmouth/Lowestoft) and other areas with regionally significant regeneration needs
- overall, the strong relationship, particularly in the south of the region, with London and the South East, needs to be recognised. A world city on the doorstep is an opportunity to be exploited, but brings issues to be resolved. In addition the relationships between the west of the region with the South East, especially with Milton Keynes, and between the north-west of the region (Peterborough) and East Midlands need to be addressed.

Spatial Strategy policies

Policy SS2: overall approach to the spatial strategy

In order to achieve a close correlation between homes, jobs and community facilities, urban areas will be the main focus for development and redevelopment in the region. The key centres on which development and change will be focussed are (in alphabetical, not priority order):

² This premise is based on historic county areas (i.e. including Unitary local authority areas), as used as the basis for policies in existing RSS (RPG6 and RPG9).

Basildon, Bedford, Bury St Edmunds, Cambridge, Chelmsford, Colchester, Great Yarmouth, Harlow, Hemel Hempstead, Ipswich, King's Lynn, Lowestoft, Luton/Dunstable, Norwich, Peterborough, Southend-on-Sea, Stansted/M11 corridor towns (as set out in Stansted/M11 sub-regional strategy), Stevenage, Thurrock, Watford.

The nature of development and change in these areas will vary according to their capacity and policy situation, and differing balances will be struck between urban concentration and urban expansion according to sub-regional circumstances.

A sequential approach to the location of new development will be adopted to deliver the quality of life improvements set out in the vision. Certain locations have been identified for major development and/or regeneration. Specific guidance on these locations is set out in chapter 5 'sub-regional and sub-area policies'. Where required, these sub-regions set out a local interpretation of the sequential approach, taking into account the characteristics of the sub-region.

There are other areas where specific sub-regional policies are not proposed. The regional policy for those areas is set out in Policies SS3 (Development in and adjoining urban areas) and SS9 (Development in rural areas).

Other types of development not covered by Policies SS3 and SS9 will also follow the sequential approach, unless covered by specific policy in this RSS.

Local development documents will adopt an appropriate community strategy approach, and will be required to demonstrate how they have applied the sequential approach.

Local development documents will ensure a balanced and deliverable supply of land for employment, housing, and supporting services, by encouraging the change of use of land where alternative development would represent a more sustainable land-use and allow for proposals that would make more efficient use of vacant and underused land and property.

An early review of the RSS will be undertaken to investigate the longer-term need for a large new settlement within the region. The review will consider:

- the need for a large new settlement as a development of the urban concentration approach, including its timing in relation to development needs before 2021 and post-2021
- the role(s) such a settlement would need to perform in relation to spatial, economic, social, and environmental criteria
- the possible locations for a large new settlement
- implementation mechanisms.



Supporting text

- 4.17 The region's cities, towns and market towns provide its key focal points for multi/inter-modal transport, retail, commercial, cultural, tourism, and administrative services. They provide direct access and interchange between a variety of public transport modes to a large range of destinations. They are also a focus for improving the interchange facilities required in order to strengthen the regional public transport network. The proposed strategy for urban concentration is the most sustainable approach for development up to 2021. Detailed and comprehensive studies will be undertaken at the earliest opportunity to identify strategic options for the period beyond 2021, to inform the next review of the RSS. An early review of the RSS will consider the need for a large new settlement (a sustainable new town with a target size of about 25,000 dwellings and all associated infrastructure, facilities and services) as a development of the spatial strategy post-2021. This will be undertaken as part of the review proposed in policy SS13.
- 4.18 Community strategies are designed to look at the role and function of a settlement in a long-term context and identify opportunities for enhancing its development in a sustainable way, including the relationship between land-use and transport. Particular areas of focus will be:
- the role of the town and its centre as a focus for activity
 - regeneration opportunities and provision for economic needs
 - the need for a balance between people, jobs and services locally
 - the preservation and enhancement of historic identity
 - the protection and enhancement of settings and 'gateways' to the settlement
 - physical and social infrastructure requirements
 - the re-use of land and buildings including, in particular, under-used and derelict land
 - the provision of appropriate open space, sport and recreation use including the potential for the use of the area surrounding the settlement for formal and informal recreation.

Policy SS3: development in and adjoining urban areas

Local development documents may make provision for development in or adjacent to urban areas where the scale and location of the release:

- 1 will not adversely affect the need to make maximum use of previously developed land and buildings and efforts to deliver sub-regional urban renaissance in accordance with the sequential approach and phased release of land, and

2 if greenfield, represents the most sustainable option by virtue of:

- existing access to good quality public transport, or where the development can assist new public transport provision
- utilising existing physical and social infrastructure
- having good access to housing, jobs, schools, shopping and leisure facilities
- avoidance of adverse impact on environmental assets such as nature conservation and landscape character, historic features, mineral reserves, water resources and air quality.

Greenfield land releases should be appropriate in scale to the adjoining urban area. Significant urban extensions should be large enough to provide a sustainable form of development, in relation to employment, public transport provision, and social, health, education, and community facilities provision.

Where urban areas adjoin local authority boundaries or are administered by more than one local development document, local authorities will need to co-operate to develop strategies, establish needs and ensure the sequential approach is implemented. Co-ordinated and complementary strategies should be considered where urban areas are closely clustered.

Supporting text

- 4.19** Given the significant amount of development needed and the amount of urban land available, it is likely that strategic greenfield sites will need to be identified to meet some sub-regional needs. Where development has to take place outside of urban areas it must represent the most sustainable option, having regard to economic, environmental, social and natural resource considerations.
- 4.20** This policy focuses major greenfield development on the key locations defined by policy SS2 (Overall approach to the spatial strategy), subject to the criteria given. Its application needs to be seen within the context of draft RSS as a whole.

Policy SS4: use of previously developed land and buildings

At least 60% of all new development in the region will take place in or using previously used land or buildings. Local development documents will identify and allocate suitable previously developed land and buildings for new development with a view to contributing to this target.

EERA will co-ordinate a programme of urban capacity studies and maintain consistency of approach by keeping methodology under review.

Supporting text

- 4.21 The re-use of previously developed land and buildings in sustainable locations in urban areas offers the opportunity to maintain and improve the quality of life in urban areas. It also means that the amount of greenfield land taken for development is minimised. Local development documents will energetically pursue the re-use of previously developed land and buildings, including the managed release of sites in accordance with the guidance given in policies H3 and E3.
- 4.22 National policy requires priority to be given to the re-use of previously developed land and buildings in meeting new development needs. The national target is that 60% of additional housing should be provided in this way by 2008.
- 4.23 Draft RSS inherits two targets – 60% of all development for the former RPG9 area, and 50% (dwellings only) for the former RPG6 area. For the region as a whole it is expected that, over the period to 2021, 60% of new development will be built on previously developed land and through conversions. Within this, it is expected that at least 60% of new dwellings will also be built on previously developed land or through conversions. The region achieved this target in terms of housing development between 1996 and 2002 although local circumstances meant that the proportion varied within the region, from just over 40% in Norfolk to over 80% in Southend-on-Sea. It is a challenging target given the rate of growth proposed for the East of England and its relative lack of older urban development compared to other regions. Performance against this target will be monitored via EERA's Annual Monitoring Reports.
- 4.24 Brownfield development needs to be allocated and planned carefully, to ensure that it is an appropriate sustainable option, as it can in some instances be unsustainable (e.g. remote locations with poor public transport access) or can adversely affect other important interests (e.g. loss of amenity/open space and biodiversity).

Policy SS5: town centres

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

Within the context of a community strategy approach, local development documents, supported by transport plans and economic, environmental and cultural strategies, will:

- include a strategy for each town centre to promote successful mixed use economies, manage change, refocus where necessary and support cultural heritage
- protect and enhance existing neighbourhood centres and, where a need is established, promote new provision of an appropriate scale and function to meet local day to day needs
- ensure land is allocated to meet the full range of identified needs.

Where urban areas are administered by more than one local development document, local authorities will co-operate to develop strategies, establish needs and ensure the sequential approach is implemented. Co-ordinated and complementary strategies should be considered where towns are closely clustered.

Supporting text

- 4.25 The East of England is not dominated by any major conurbations but has a region-wide network of mainly medium and small town centres which are vital elements of the regional economy and are at the heart of economic, residential, cultural, tourism, and all other aspects of service provision and social interaction. They serve not only their immediate urban areas but wider hinterlands. In areas with weaker economies, a successful retail sector is of particular importance to regeneration. In addition, there is a general need to support, enhance and develop the role of all centres. The public sector and related agencies will be expected to support this strategy by locating new facilities (e.g. healthcare, education, offices) in appropriate centres.
- 4.26 Urban areas and retail catchments do not respect local authority boundaries. Local authorities will co-operate to develop strategies to ensure that centres are protected and enhanced, and new provision is located appropriately.
- 4.27 Transport plans, community strategies and economic strategies all play a vital role in ensuring economic, environmental and social success of town centres. It is essential that these strategies recognise their role in contributing to town centre regeneration and renaissance.

Policy SS6: transport strategy

Transport delivery agencies will improve accessibility and support the economic and spatial development of the region. This will be done through:

- reducing the need, and hence demand, for travel
- an improved range of public transport provision to, from and within the Regional Interchange Centres (Basildon, Bedford, Cambridge, Chelmsford, Colchester, Harlow, King's Lynn, Luton/Dunstable, Ipswich, Norwich, Peterborough, Stansted, Stevenage, Southend, Thurrock and Watford)
- small scale local improvements designed to encourage walking and cycling, improve public transport services and ease movement to and within local centres
- maintenance, management and improvement of a multi-modal strategic transport network (see map 8.2 in chapter 8).

Supporting text

- 4.28 Transport policy has three themes:
- improving accessibility to jobs, services and leisure/tourist activities
 - serving the regional spatial strategy by seeking to reduce the need to travel, while also addressing problems of congestion, economic regeneration and further housing growth as well as strategic movement to neighbouring regions, ports and airports
 - minimising environmental damage and improving safety and security.

- 4.29 As well as identifying Regional Interchange Centres as the main focus for improved public transport interchange, the transport strategy describes an inter-modal strategic network where improved public transport service provision and ease of movement is sought. In addition, objectives are set for public transport accessibility, car parking standards and increasing the proportion of freight carried by rail and water.
- 4.30 The Regional Transport Strategy develops investment priorities that support these themes. Over the period to 2021 these show prioritisation of policies to: achieve modal shift away from road-based transport towards public transport; increase the priority and funding to smaller more local improvements; and invest in demand management.
- 4.31 Chapter 8 presents the full Regional Transport Strategy.

Policy SS7: green belt

The broad extent of green belts in the East of England is considered to be appropriate, and will be maintained. Around some urban areas, however, reviews of green belt boundaries are needed as part of an appraisal to identify the most sustainable locations for new development in line with the sub-regional strategies (see chapter 5) and to respond to the Government's Sustainable Communities Plan. Reviews will therefore be undertaken in the following general locations:

- Thames Gateway South Essex
- Harlow, the Upper Lee Valley and Bishop's Stortford
- around Stevenage.

These reviews will have to satisfy the national criteria for green belt releases and accord with the spatial strategy as set out in this RSS. These reviews will identify and provide opportunities for a positive vision of the role of rural areas between settlements. Where the reviews cover more than one local authority area, the expectation is that they will be undertaken through a joint approach. Reviews will ensure that sufficient land is identified to avoid further green belt review before 2031.

No further review of the Cambridge Green Belt is needed up to 2021.

In order to maintain the broad extent of green belts in the region, reviews will consider if compensating additions to the green belts are needed. These will have to satisfy the national criteria for designation, and complement the delivery of the spatial strategy as set out in this RSS. Such extensions will be proposed in local development documents or in future reviews of the RSS. Authorities will prepare co-ordinated and complementary strategies for green belt additions where land removed from the green belt affects more than one administrative area or cannot be replaced within the same district.

Supporting text

- 4.32** Some parts of the region have green belt designations designed to constrain urbanisation, prevent coalescence, safeguard the countryside, preserve the setting of historic towns, and assist urban regeneration. However, green belts, while assisting urban concentration, have led to dispersal of development, which in some cases has led to unsustainable travel patterns. Where there is conflict between green belt and sustainable patterns of development and movement, strategic reviews of green belt boundaries could be justified.
- 4.33** The Government's Sustainable Communities Plan has indicated the need for a number of growth areas in the East of England. Several areas affected by this statement, particularly Thames Gateway South Essex, Luton/Dunstable/Houghton Regis, Harlow, Stevenage and other parts of Hertfordshire are constrained by green belt. Reviews of the green belt will be needed in these areas to enable the wider growth needs to be achieved. The implications for Luton/Dunstable/Houghton Regis area are being addressed through the separate Milton Keynes South Midlands process (see chapter 5 'sub-regional and sub-area policies'). The sub-regional strategies set out in chapter 5 contain policies on the amount of new development to be accommodated in these growth areas. The review of green belt boundaries will need to ensure that sufficient land (taking into account sites within the urban areas) is available to deliver these strategies, and to ensure that the revised boundaries do not need to be reviewed again before 2031.
- 4.34** In order to maintain the broad extent of green belts in the region, limited extensions may be justified. These will need to satisfy the purposes of the green belt set out in national guidance (summarised in the first paragraph above). They will also need to complement the spatial strategy of this draft RSS. Where an extension to the green belt cannot be made in the same administrative district in which land is to be removed from the green belt, the compensating addition must be properly related to the area to be released, i.e. in the closest possible proximity to the land taken out of the green belt consistent with satisfying national criteria for designation and consistent with the spatial strategy.
- 4.35** Strategic alterations to the Cambridge Green Belt were approved in 2003 and detailed boundaries will be set through reviews of local development documents. Although these alterations will be progressed for the period up to 2016, they provide sufficient reserve land to accommodate additional development up to 2021. There is therefore no need for a further review.
- 4.36** Where land is released from the green belt for development, substantial interventions may be needed, particularly in the Sustainable Communities Plan growth areas, to protect and improve the landscape, and to secure improvements to the quality of adjoining/nearby green belt (e.g. by landscape/biodiversity enhancement and public access/recreation provision) to mitigate the impacts of development. Green belt reviews should apply policy ENV1 (Environmental infrastructure) to ensure the positive use and management of green belt countryside areas.

Policy SS8: land in the urban fringe

Local authorities, developers and other agencies will work together to secure the enhancement, effective management and appropriate use of land in the urban fringe through formulating and implementing strategies for urban fringe areas, where appropriate, at sub-regional scale.

Local development documents will:

- ensure that new development contributes to enhancing the character, appearance, recreational and biodiversity value of the urban fringe
- seek to provide connected networks of accessible green space linking urban areas with the countryside
- set targets for the provision of green space for planned urban extensions.

Supporting text

- 4.37** The East of England contains considerable areas of urban fringe, which is defined as the intermediary area between the urban area and open countryside or the fringe of an adjoining urban area. It is often characterised by downgraded and under-used agricultural land and fragmented ownership, but can offer scope for positive environmental improvements.
- 4.38** Some parts of the urban fringe will be used to accommodate extensions to urban areas, in accordance with policies SS1 and SS2. Where this happens, it will be important to develop complementary strategies for the positive management of the adjoining countryside to ensure that the development is successfully absorbed in landscape terms, that the needs of residents for access and recreation are provided for in a manner compatible with other objectives, for instance long-term agricultural management, and that the setting of settlements is taken into account. Strategies for the urban fringe will assist in the process of bidding for resources to secure improvements.
- 4.39** Strategies for the urban fringe should seek to understand its condition and role, and set out an approach to its future use and management. They should be underpinned by assessments of landscape character, recreation requirements and ecology. The strategy could identify those parts of the urban fringe:
- in need of enhancement with the potential to meet sustainable development objectives (e.g. to meet Biodiversity Action Plan targets)
 - that are suitable for particular end uses (e.g. recreation provision)
 - where existing land uses (e.g. forestry or agricultural activity) are to be maintained and supported.
- 4.40** A range of initiatives is in place across the region to secure positive urban fringe management, including the Thames Chase, Watling Chase and Forest of Marston Vale Community Forests, the Lee and Colne Valley Regional Parks (parts of each). Such initiatives should be continued and extended where possible. There are significant advantages to be gained through a strategic vision for urban fringe management of an extended area, such as the Green Grid in Thames Gateway South Essex and the Green Arc around north-east London.

The potential for co-ordinated management of the countryside throughout the green belts in the region should be investigated and consideration given to preparing joint strategies that cross administrative boundaries.

- 4.41 Green space targets will contain a proportion of outdoor play space in line with National Playing Fields Association standards, as well as informal open space. Local authorities will need to take account of local conditions, as well as other planning objectives for development, in setting green space targets for urban extensions.

Policy SS9: development in rural areas

Development in rural areas will be focused in market towns and thereafter in key service centres. Local development documents will identify market towns and other key service centres with the potential to support rural renaissance and should take account of community strategy appraisals.

In order to sustain the viability and secure revitalisation of the region's market towns, local authorities will consider the need to:

- accommodate additional housing, employment growth and economic diversification
- enhance the environment of the town centre
- improve the accessibility of the town by public transport from surrounding rural areas
- extend provision for shopping facilities and services in the town centre
- improve access to high-speed communications technology to assist economic diversification.

In key service centres, local authorities should consider the potential to accommodate new development, sympathetic to local character and of an appropriate scale and nature, to accommodate local employment and housing needs.

In all other rural settlements and related communities, local authorities should seek to assist the continued viability of agriculture and other rural economic activities, such as tourism, the diversification of the rural economy and the provision of housing for local needs, and support the sustainability of local services.

Local development documents will provide for a range of rural needs including:

- the need to manage development pressures in rural settlements under the influence of urban areas which display characteristics of good service provision, relative prosperity, disproportionately high house prices, high incoming urban population, and/or high levels of out-commuting. Under these circumstances, local development documents should seek to protect local character and secure local needs housing
- the need to encourage change and enable diversification of the economy, usually in remote areas with poor access to jobs and services, and pockets of deprivation.



Supporting Text

- 4.42** The RSS seeks to locate the majority of new development in and adjacent to the key urban areas and to protect the quality and character of the region's rural areas. However, within that broad approach, this policy recognises the role of market towns and larger villages in providing employment and services to a rural hinterland, and gives the scope for local development documents to consider appropriate development to sustain that role. This policy also sets out the criteria for considering development that meets local needs in smaller villages.
- 4.43** One of the main ways to secure positive change in rural areas is through the regeneration of the region's market towns. Market towns have a key role to play in providing services and jobs to wide rural hinterlands, bringing employment, shops, health facilities and other services closer to those in surrounding rural areas. Market towns generally range in size from 3,000 inhabitants to 25,000. Some have a strong service base and others are in need of regeneration.
- 4.44** A market town with the potential to assist in the process of rural regeneration can be defined as a settlement that:
- has a strong interrelationship with the surrounding rural area
 - provides the focal point, or has the potential to become the focal point, for employment, shopping and community facilities for an extensive rural area
 - serves as, or has the potential to serve as, the hub for rural public transport services
 - has the capacity and ability to accommodate growth that will contribute to sustainable rural communities.
- 4.45** The provision of new homes in market towns can increase support for services such as schools, health facilities and shops. Local authorities should take this into account in making provision for new homes. In the context of maintaining and improving the self-sufficiency of the region's market towns, local authorities should seek to achieve a housing-employment balance to minimise levels of out-commuting.
- 4.46** 'Market town health checks' are an excellent way of engaging the community and other partners in gaining an understanding of the current health of a town and developing a vision for its revitalisation. The health checks were heralded by the Countryside Agency's Market Towns Initiative.
- 4.47** Key service centres are large villages with a good level of services. This could include:
- a primary school within the settlement and a secondary school within the settlement or accessible by public transport
 - a doctor's surgery
 - a good range of retail and service provision capable of meeting day-to-day needs, in particular for convenience shopping
 - local employment opportunities
 - frequent public transport links for work and leisure to higher order settlements.

- 4.48 Decisions about the growth of key service centres need to take account of much more than simply settlement size and level of services. The growth of villages has not been able to halt the closure of village services and rural commuting has increased dramatically. Careful examination of how a settlement or groups of settlements function is required, as well as analysis of the service base, to determine the best solutions for new development and ensure it is directed to locations where it will have the greatest benefits for rural sustainability.
- 4.49 Many villages have very limited or non-existent local services. They are dependent on key service centres, market towns and the main urban areas for everyday needs. The main challenges in these settlements are securing small-scale local employment opportunities and supporting the needs of agriculture, improving public transport access to higher order settlements, providing affordable housing for local needs and supporting the sustainability of local services as identified in community led appraisals.

POLICY SS10: the regional economy

The regional economy will be supported and developed to ensure that it contributes fully to national, regional and local prosperity in order to improve quality of life for those who live and work in the Region. Opportunities provided by the relationship with the European economy, the London economy and other neighbouring economies will be exploited and will follow the principles of sustainable development.

Local development documents will take account of, and facilitate the delivery of, the Regional Economic Strategy in line with the statement of synergy between RES and RSS, included within the RES. This will include promoting those key sectors identified in the Regional Economic Strategy and developing complementary sustainable land use policies and proposals.

In the East of England as a whole provision will be made for 421,500 additional jobs. See Policy E2 in chapter 6.

Regional and sub-regional monitoring of economic and employment trends will be undertaken to track delivery of regional economic objectives and to ensure early identification of any intervention required.

Supporting text

- 4.50 Draft RSS seeks to increase employment and prosperity in the East of England, and the economy is one of the key drivers of development. Economic aspirations therefore underpin much of the regional strategy. The Regional Economic Strategy (RES) produced by the East of England Development Agency (EEDA) sets out how sustainable economic growth can be achieved in the region. The RES and RSS have a complementary relationship, with RSS assisting the implementation of RES and the RES sitting within the spatial planning framework provided by the RSS.

³ This includes an assumption for 44,000 net additional jobs for the Growth Areas in Bedfordshire. These are being determined as part of a separate inquiry process into the Milton Keynes South Midlands sub-regional strategy.

- 4.51** A RES (East of England 2010 – prosperity and opportunity for all, RES 2001) was published by EEDA in June 2001. It contained a headline target for the region to achieve top 20 regional status in Europe by 2010 measured by GVA per head (known as the ‘enhanced growth’ scenario). EERA believed that the RES headline target needed to be considered over a longer period to 2021 and include a broader range of quality of life criteria. It prepared the RSS on this basis.
- 4.52** EEDA has reviewed the RES, and it was approved by EERA in November 2004 at the same time as the draft RSS. The vision and objectives of the draft RES complements the vision, objectives and core spatial strategy of the RSS. The synergy between the two documents is based on work undertaken to align the draft regional spatial strategy with the Regional Economic Strategy 2001. This work developed to give a spatial distribution of job growth required to achieve the RES and other spatial policy objectives, such as directing growth to deprived areas in order to facilitate regeneration (see policy E2). As a result of this work, the RSS proposes total job growth across the region, for the period 2001 to 2021, of 421,500. The RES shares this proposition.
- 4.53** RSS objectives can clearly be linked to the goals and priorities in the Regional Economic Strategy:
- RSS has policies to support economic diversity and business development, including supporting cluster development and the provision of high quality ICT across the region, for both businesses and residents. These spatial policies will greatly assist the implementation of the RES
 - there is also synergy of housing issues, including affordable housing, high quality design, infrastructure development (such as roads, rail, public transport and social facilities), and the regeneration and renaissance of our urban areas
 - the two strategies share the goal of achieving their objective with care for the environment and sustainable development principles at their very heart. Development is viewed as an opportunity to enhance the environment not as a burden upon it.
- 4.54** Policy SS13 sets out the role of additional housing provision in delivering the workforce to achieve the economic aspirations of the region (amongst other objectives). This additional housing broadly aligns with the economic growth, creating a more sustainable balance between workers and jobs. Chapter 6 ‘economic development, retail and tourism’ sets out the spatial implications of developing the economic aims at the sub-regional level, taking into account the overall strategy and the sub-regional strategies set out in chapter 5 ‘sub-regional and sub-area policies’.

Policy SS11: priority areas for regeneration

The spatial strategy aims to secure sustainable economic, social and environmental development across the whole of the East of England, in both urban and rural areas. The priority areas for regeneration are:

- areas with weak economic performance and high deprivation: Thames Gateway South Essex sub-region; Great Yarmouth and Waveney; Kings Lynn and West Norfolk; the remote rural areas of Norfolk and Suffolk, and the Fens (transitional EU objective 5b areas see map 11.1 in chapter 11 ‘implementation and delivery’).

- areas with high deprivation: Luton/Dunstable/Houghton Regis sub-region; Bedford/Kempston; Harlow and the Lee Valley; Haven Gateway (Ipswich/Harwich/Clacton); Peterborough; Norwich; Colchester; Stevenage; and parts of Cambridge (King's Hedges and Arbury wards) and St Edmundsbury (Clements and Northgate wards).

Local development documents will set out policies to tackle the problems of economic, social and environmental deprivation in these areas together with policies for other areas with locally significant need for regeneration.

The priority areas are therefore concentrated on some of the larger urban areas and on the more peripheral north and east of the region.

Policy SS12: health, education and social inclusion

EERA will work with regional partners, including organisations in the health, education, and social sectors to ensure that regional and local strategies give due priority to health, education and social inclusion needs. This will be achieved by

- seeking early provision of services and facilities closely coordinated with development, particularly in the Government's Sustainable Communities Plan growth areas and in the priority areas for regeneration
- support for centres of excellence in health, education and social inclusion sectors
- support for enhanced further and higher education provision in the Government's Sustainable Communities Plan growth areas and in the priority areas for regeneration.

Local development documents will make provision for the land use needs of health, education, and social services providers in coordination with development.

Supporting text

- 4.55** The East of England is often regarded as an affluent area. However, there are as many households living in poverty in the region as are to be found in other 'deprived' parts of the country⁴. One third of all households had an income of less than £15,000 per annum in 2001, and one fifth of children live in households below the poverty line. Policy SS10 seeks to increase prosperity across the region, while policy SS11 identifies priority areas for regeneration drawing on a study carried out by DTZ Pleda Consulting on behalf of EERA, EEDA and the Government Office in 2002. Regeneration in this context means addressing quality of life issues, which includes, but is not limited to, improvements in prosperity.

⁴ Regional Social Strategy 2004

- 4.56 Concentrations of deprivation exist in many rural, coastal and urban areas. These areas have higher unemployment and disparities in wealth, income and job opportunities. People suffering such disadvantages often also suffer worse health, life expectancy, and overall quality of life. Structural changes, including the loss of agricultural jobs, closure of important industries and the decline of some seaside towns, are contributing factors. In some areas there are problems associated with remoteness and peripherality, with limited employment opportunities, low wages and lack of access to services. Even in areas of economic buoyancy there can be pockets of deprivation, and wider issues relating to affordable housing, infrastructure and social cohesion.
- 4.57 The priority areas are therefore concentrated on some of the larger urban areas and on the more peripheral north and east of the region. All the priority areas are subject to detailed policies in chapter 5 'sub-regional and sub-area policies'. In many instances regeneration action will need to focus on wards and other locally defined areas, to ensure targeting of resources.
- 4.58 Health services provide important social infrastructure and are essential to cope with the needs of expected population growth. Where new housing is proposed consideration needs to be given to its implications for primary care facilities, which need to be provided in parallel with increasing population, and to the impact of population growth on the ability of community hospitals to meet demand.
- 4.59 There are two known strategic issues concerning health:
- the Bedfordshire and Hertfordshire Strategic Health Authority has resolved to build a new hospital at Hatfield in the period 2006-9 which will replace the existing QElI hospital at Welwyn Garden City and incorporate cancer services presently provided outside the region. Sites are the subject of evaluation and one option may necessitate green belt release
 - the increasing regional significance of the hospital and associated services, including bio-medical research, being provided at Addenbrooke's at Cambridge, which serves a significant part of the region. The Norfolk, Suffolk and Cambridgeshire Strategic Health Authority expect that the hospital complex will become the main UK centre for cancer research. The increasing concentration of services and associated research and development at Addenbrooke's is bound to enhance the hospital's importance within the region over the period of this Strategy. This too may require local releases from the green belt to enable this expansion to be achieved. Meeting these future hospital and related needs in the vicinity of the existing hospital complex will be important and is supported by this strategy subject to satisfactory assessment and accommodation/mitigation of development impacts.
- 4.60 The Regional Social Strategy, produced by the Regional Assembly and partners, complements this policy, setting out a strategy to support local activity to reduce social exclusion in our communities.
- 4.61 Further regeneration, health, education and social inclusion policies are set out in chapter 5.

Policy SS13: overall housing provision

In the East of England as a whole, provision will be made for an annual average rate of completion of 23,900 net additional dwellings over the period 2001-2021, a total of 478,000⁵ dwellings.

Within the regional provision for 23,900 units, social rented housing should be provided at a regional annual average rate of at least 7,200 net additional dwellings, or 30% of overall provision. In addition to this, at least 760 net additional units per year should be provided for key worker housing. The region will also aspire to provide higher provision in the period up to 2015 to reduce the level of unmet housing need and address intermediate housing needs.

Affordable housing must constitute at least 30% of housing supply in all local authority areas, though the overall aspiration is to secure at least 40% where housing stress warrants higher provision. Provision in excess of 30% will be defined and justified in local development documents and housing strategies, informed by local housing assessments.

The scale of development of new affordable housing will be monitored and rates adjusted in reviews of this RSS on the basis of local assessments and periodic regional studies. Development plan documents and local housing strategies will also seek to ensure that an adequate pool of social housing remains available to meet local needs.

Policy H1 provides the district-level distribution of dwelling provision for the region. An early focused review of the RSS will be undertaken within a 'plan, monitor and manage' approach, to consider long term pressures and evaluate options for a large new settlement (see policy SS2), taking into account:

- the outcomes of the Government's Spending Review 2006 and subsequent reviews
- the provision of strategic infrastructure by Government, particularly via investment in affordable housing provision, the strategic road network, or up-grading of the East Coast or West Anglia Main Lines
- expansion of Stansted Airport beyond maximum use of the capacity of the existing runway
- the delivery of jobs growth, especially if in excess of policy E2 provisions, and particularly in the Peterborough area if triggered by the Lyons Review
- evidence of increased housing need identified by monitoring of regional and national demographic, housing, or social conditions.

⁵ This includes an assumption of 43,800 net additional dwellings in the Bedfordshire Growth Areas. These are being determined as part of a separate inquiry process into the Milton Keynes South Midlands sub-regional strategy.



Supporting text

4.62 Draft RSS rests on a plan, monitor and manage approach to housing provision.

4.63 Existing RSS policy (RPG6 and 9) requires average annual provision of at least 20,850 dwellings per year. Although the region is close to achieving this provision, monitoring shows that housing stress in the region is increasing, as shown by:

- the number of 'hot spots' around the region, where both general and affordable housing pressures are particularly intense. These are principally in the southern towns and cities, especially those closest to London and in the most tightly constrained areas, and around Cambridge. There are also pressures in many rural areas, especially where tourism and second/holiday home ownership competes with local housing needs
- inadequate affordable housing provision. The Affordable Housing Study (2003), commissioned by EERA and partners, indicates that about 7,200 subsidised social rented units are needed annually, compared to recent average output of 3,000-3,500
- widening of the ratio of house prices to incomes, making it increasingly difficult for those on low incomes and many 'key workers' to obtain decent accommodation in reasonable proximity to their workplace. The Affordable Housing Study Stage 2 (2004) has identified a need for 2,400 dwellings per year to meet the needs of the intermediate market. Every effort will be made to deliver housing to meet this requirement, but the main element that is specifically required, and so required by the above policy, is provision of 760 dwellings per year to meet public sector key worker needs
- the Affordable Housing Study Stage 2 also indicates that about 13,200 additional units are needed to address un-met needs, e.g. homelessness, families in overcrowded accommodation, suppressed households. The study suggests that this shortfall should be made up over the first 10 years of the RSS at a rate of 1,320 pa, but acknowledges that un-met need is in fact a rolling-target, will be difficult to address, and will need regular monitoring. This RSS does not propose a precise annual addition to address this shortfall, but requires local authorities and housing providers to seek additional supply, in excess of the base figure for social rented housing, to meet these needs
- the 30% requirement for social rented housing has been expressed as a minimum, subject to the addition of a higher aspiration. The actual need – both its quantity and its structure – will vary between different parts of the region. Specific local provisions should be proposed in local development documents and housing strategies prepared by sub-regional housing partnerships and should be supported by local housing assessments. Districts should consider if their overall target needs to require a higher percentage on larger sites, to compensate for the lower opportunities for provision from conversions and small windfall sites. The aspiration is that at least 40% of overall housing supply – to meet subsidised social renting, key worker and intermediate needs, and un-met housing needs – should be in the affordable sector in the period up to 2015
- it is also important that an adequate pool of affordable housing be maintained, e.g. to ensure that losses of affordable housing to other sectors or by demolitions, are either prevented or recouped by means of new, replacement provision

- the methodology for quantification of key worker needs is a developing area of policy. EERA will monitor this and other affordable housing issues (such as progress with meeting un-met needs) at regional level, in liaison with housing providers, and will also commission periodic in-depth studies to review progress and monitor the top-down assessment of needs. Strategic provisions will be brought forward via reviews of this RSS, while more detailed affordable housing policy will be brought forward via the Regional Housing Strategy.

- 4.64** The results of the region's first three Annual Monitoring Reports support these conclusions, with further evidence of shortfalls in both total housing supply and the affordable proportion, and evidence of the widening affordability gap. This emerging evidence tends to correspond with the Government's view, expressed in the Sustainable Communities Plan, that an increase in housing output is needed throughout the South East and East of England.
- 4.65** The increased rate of housing provision at the regional level has therefore taken account of realistic assessments of:
- housing stress and particularly affordable housing needs (including key worker housing)
 - total housing need, to ensure an adequate level of housing provision to meet the long-term needs of the region's population
 - delivering the workforce to achieve the economic aspirations of the region
 - acceptance of a continuing, but realistic, level of out-migration from London while maintaining constraint upon outward pressures via green belt restraint and support for increased housing provision within London.
- 4.66** The plan, monitor and manage assessment points to an annual average need for 23,900 additional dwellings between 2001 and 2021. The Affordable Housing Study has shown that housing supply is falling below the region's needs, and that the biggest part of this problem is the serious under-supply of affordable housing. Current affordable housing output averages no more than 3-3,500 units per year, compared to a need of at least 7,200 dwellings per year. A key requirement of draft RSS is, therefore, that the bulk of the increase in housing supply up to 2021 should be in the affordable housing sector. This requires a number of changes:
- an increase in the proportion of affordable housing provided as part of market housing development via Section 106 and other planning agreements
 - a step-change in Government financial support for affordable housing provision.
- 4.67** A significant proportion of the additional affordable housing needed in the East of England will be needed for key workers, single person households and for large family units in some areas.
- 4.68** The distribution of housing by sub-region and local authority area is set out in chapter 7, 'housing'.

Policy SS14: development and flood risk

Coastal and river flood risk is a significant factor in the East of the England. The priority is to defend existing properties from flooding, and where possible locate new development in locations with little or no risk of flooding.

Local development documents will:

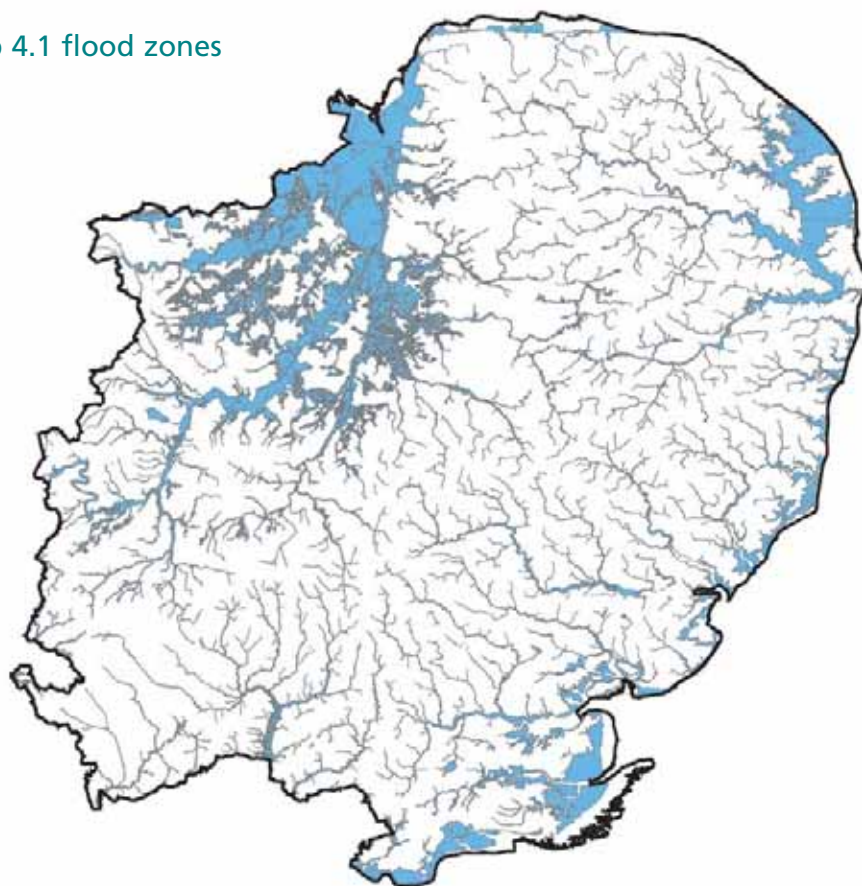
- promote the use of strategic flood risk assessments to guide development away from floodplains, areas at risk or likely to be at risk in future from flooding, or where development would increase the risk of flooding elsewhere
- include policies to protect flood plains and land liable to tidal or coastal flooding from development, based on the Environment Agency's flood zone maps, supplemented where necessary by historical and modelled flood data (e.g. Section 105 maps) and indications as to other areas which could be at risk in future (including proposals for 'managed retreat' where appropriate)
- require that all developments and, where subject to planning control, all land uses (including agricultural activities and changes to drainage in existing settlements) should not add to the risk of flooding elsewhere and should reduce flooding pressures by using appropriate sustainable drainage systems
- only propose development in floodplains, areas at flood risk or at risk of flooding in future, or where development would increase the risk of flooding elsewhere, where land at lower risk of flooding is not available, where there is a significant overriding need for the development, and the risk can be fully mitigated by design or engineering measures.

Supporting text

- 4.69 The East of England contains many low-lying areas (some below sea level) that are at risk from flooding. The Fens make up England's largest river (fluvial) floodplain. There are also smaller areas of river floodplain throughout the region. The region's long coastline is also at risk from coastal flooding in places, particularly inland from the Wash. Government planning policy on flooding (PPG25) refers to the extensive areas in the region at risk of flooding.
- 4.70 The extensive nature of the region's vulnerability to coastal and river flooding, combined with existing patterns of development, means that many locations have existing flood defences to reduce the risk of flooding (about 140,000 properties are within defended areas). Where such defences are to be maintained, new development may be acceptable, particularly where it is making use of previously developed land in line with policies SS1 (achieving sustainable development), SS2 (overall approach to the spatial strategy) and SS4 (use of previously developed land). However, the region's vulnerability to coastal and river flooding is likely to increase in future as a result of climate change. In the long term, many existing flood defences will have to be improved to cope with the increased flood risks, whether from increased winter rainfall or more frequent storms. Where some risk is unavoidable the typical arrangements for scrutiny are set out below.



4.71 Flood risk must be considered at all stages of the planning and development process to avoid potential damage to property and loss of life. The Environment Agency has provided information on flood risk to all local planning authorities and the Agency's flood zone map for the region is reproduced in map 4.1. The Environment Agency recommends that Strategic Flood Risk Assessments should be carried out to produce more accurate maps of local flood risk than can be made available nationally or regionally. These can also take into account the effects of climatic extremes.

Map 4.1 flood zones



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Source: Environment Agency 2004

-  Zone 3 (Environment Agency's best estimate of the areas of land with a 100 to 1 chance of greater flooding each year from rivers, or with 200 to 1 chance of greater flooding each year from the sea).
-  Zone 2 (Environment Agency's best estimate of the areas of land between zone 3 and the extent of the flood from rivers or the sea with a 1,000 to 1 chance of flooding in any year).

Note: This map is indicative only, and is subject to review as new information becomes available. You are advised to visit the Environment Agency's website to obtain the latest information.

- 4.72 The Thames Estuary is a unique situation because of special flood defence measures to protect London. A similar approach to addressing flood risk, i.e. strategic flood risk assessment, will be required taking into account the long-term flood defence strategies for the Thames Estuary and London (these may increase the risk of flooding in other areas).
- 4.73 In parts of the region, a policy of 'managed retreat' may be both needed and beneficial to the management of flooding risks, by enabling development to be safeguarded, and new habitats (such as saltmarsh) to be created (see policy SS15 the coast).
- 4.74 In producing guidance about the appropriate use of sustainable drainage systems, local authorities will need to address the 'adoption' of such systems by the relevant body, and long-term liability issues.

Policy SS15: the coast

The strategy for the coast is to ensure a balanced policy that recognises the economic and social role of coastal ports and tourism areas, and the need for environmental protection and enhancement of the coast.

Local planning authorities and other agencies will adopt an integrated approach to the future management of coastal areas to achieve:

- the regeneration of coastal towns and communities, reinforcing their economic and social role in coastal areas and the wider region
- the conservation of the environment of the coast and coastal waters, particularly the natural character, historic environment and tranquillity of undeveloped areas.

Local development documents will:

- adopt policies which support the restructuring of the coastal economies and the provision of jobs to satisfy local needs
- make provision for strategic employment sites in Great Yarmouth, Lowestoft, Ipswich and Harwich in accordance with policy E4
- ensure that in the region's coastal resorts:
 - town centres continue to provide for local and visitor needs
 - the inter-relationships and linkages between town centres and leisure areas are facilitated to the benefit of the vitality and viability of both
 - retailing in leisure areas facilitates the vitality and viability of leisure and tourism functions without adversely affecting town centres
- ensure that the location of new development is compatible with shoreline management plans (shown in table 4.1), so as to avoid constraining effective future flood management or increasing the need for expensive new sea defences

- adopt the principle that important environmental assets on the coast will be protected if it is practicable and sustainable to do so without causing adverse impacts elsewhere. If it is not practicable to protect such sites and habitats in situ, shoreline management plans and development plans will be prepared that include proposals for their long-term replacement or the recording of historic assets
- investigate and pursue opportunities for creation of new salt marsh and mudflat by managed realignment in areas identified for 'retreat the line' policies through shoreline management plans and strategies. Such areas will be safeguarded from development.

Supporting text

- 4.75** The East of England has 723 km of predominantly low-lying coastline that is important for both the unique biodiversity it supports and its major contribution to the economy of the region. The natural character of the coast is quite varied. The coast is home to some of the region's most important wildlife habitats (e.g. intertidal mudflats are especially important for waders). Heritage Coasts have been designated on the Suffolk and Norfolk coasts. Historic environment features, such as the timber circle at Holme-next-the-Sea and scheduled sites at Dunwich, demonstrate the vulnerability of such assets in coastal areas. The county historic environment records provide information on known sites.
- 4.76** In terms of human activity, the coast is characterised by a pattern of relatively remote communities, interspersed by larger towns such as Great Yarmouth, King's Lynn and Lowestoft. There are major ports at Felixstowe, Harwich, Ipswich and in the Thames Estuary. Pockets of the coast are relatively wealthy, but much of the coast is in significant need of regeneration, particularly the larger urban communities. Tourism is an important industry (although declining in some parts), as is agriculture, offshore oil and gas, transport, and some manufacturing.
- 4.77** The coast is naturally dynamic, with strong natural processes at work. Sea level rise and coastal erosion has already had an impact resulting in increased stress on flood defences and loss of important habitats. In terms of expected climate change⁴, the coast is most vulnerable to sea level changes, storm surges, and saline intrusion. It is likely that there will be considerable pressure for managed coastal realignment, and decisions will need to be made as to where and how much investment in coastal flood management should take place with respect to communities and key infrastructure. Coastal towns and villages are likely to continue to be protected from flooding but in the long term there may be a need to relocate existing infrastructure in vulnerable coastal zones.
- 4.78** Replacement habitats will be needed to ensure no net loss of biodiversity. Such habitats should be in place in advance of the loss of the original, as close to existing areas as possible and secure from saltwater flooding. Local planning authorities should adopt mutually supportive policies to protect threatened sites and habitats that cross local authority boundaries. Where realignment and habitat creation may impact on buried archaeological sites, archaeological evaluation and mitigation is necessary.

⁴ Living with Climate change in the East of England: EERA/East of England Sustainable Development Round Table: 2004

4.79 A large area of the East of England depends on existing flood and coastal defences. The flood management policy for the coast is set out in five shoreline management plans (SMPs) prepared by local authorities and the Environment Agency. As these plans do not yet address the need to manage internationally important wildlife sites on dynamically changing coastlines, three pilot coastal habitat management plans have been prepared to supplement the strategy set out in the SMPs. SMPs will be reviewed on a 5-10 year cycle. Local planning authorities should ensure that they take account of these revisions when preparing local development documents. Measures to mitigate damage to the coastal historic environment are set out in 'Coastal defence and the historic environment' (English Heritage 2003)

Table 4.1 Shoreline management plans (SMPs)

Anglian Shoreline Management Plan: phase 3 – implementation of further monitoring and research recommendations, August 1999

ICFA in England and Wales. Volume 5 – Thames Estuary. October 1994
Review of report 'Royal West Norfolk Golf Club SMP – Volume 1, May 1994
Royal West Norfolk Golf Club SMP – Volume 1, May 1994
SMP 2d – The Wash
SMP 3a – North Norfolk
SMP 3b – Norfolk
SMP 3c – Suffolk
SMP 3d – Essex

Source: Environment Agency 2003

4.80 In addition to SMPs, coastal zone management is practiced through estuary management plans for the Wash, Stour and Orwell, Colne, Blackwater, Crouch and Roach and Thames Estuaries and management schemes for sites designated under the Habitats Regulations. However there is still scope for further integration of these various plans to deliver integrated coastal zone Management. There is a need for better integration between coastal defence and land use planning for issues such as economic development, tourism and recreation.

Policy SS16: quality in the built environment

Local development documents will deliver new development of high quality in urban and rural areas. They will ensure that new built development:

- maximises its contribution to the attractiveness and character of the local area
- makes efficient use of land

- for housing development
 - is built at the highest possible net density commensurate with an assessment of the character of the locality, and no less than 30 dwellings per hectare
 - delivers greater intensity and density of development in places with good public transport accessibility, while
 - respecting local building styles, character and identity
- provides a mix of uses and building types where appropriate
- has regard to the needs of all sectors of the community
- addresses crime prevention, community safety and public health
- promotes resource efficiency, and more sustainable construction, including maximum use of re-used or recycled materials and of local and traditional materials
- reduces pollution
- maximises opportunities for the built heritage to contribute to physical, economic and community regeneration
- maximises opportunities for access by a choice of travel modes.

Supporting text

- 4.81** The quality of design in the built environment has a significant impact on our everyday lives. New development is often seen as a threat to the quality of life and attractiveness of an area but this should not be the case. Sensitively handled, the design and layout of buildings and landscape features can complement what already exists, strengthen the sense of place and help confer new character. Under this policy, high quality design will be a requirement of all new built development, whether in urban or rural areas. The Towns and Cities Strategy (EEDA, 2003) will be supported.
- 4.82** The region's cities, towns and villages are rich in character and many have their own strong sense of local identity. Such local identity should be cherished and not compromised by anonymous and insensitive new development. Areas with distinctive local character may warrant local guidance setting out how new development can be sympathetic in form and layout to that which already exists.
- 4.83** Urban renaissance, and focusing development within urban areas, will require careful attention to the form and design of development and redevelopment. As well as requiring design excellence, this policy seeks to maximise the opportunities for renewal, encourage a greater mix of building types and land uses, and encourage higher density mixed use development in proximity to public transport hubs in and around existing centres.

- 4.84** Encouraging mixed-use development in cities and towns can strengthen social integration and civic life. This is also important in suburbs where mixed uses and good public transport connections to town or city centres can help create a high quality environment. In existing urban and suburban areas, urban extensions and new settlements, 'urban villages' can meet many of the demands of modern living and enhance quality of life. These are mixed-use areas where people can live, work and meet their everyday shopping and lifestyle needs. They can provide a range of housing choices, safe streets to encourage walking and cycling and good access to public transport.
- 4.85** In order to make more effective use of limited land resources, new developments should also maximise the use of space, consistent with maximising their contribution to the attractiveness and character of the local area. In the case of housing, higher densities can help underpin local services, offer improvements in energy conservation and improve the viability of public transport. The policy indicates that the density of housing development should be no less than 30 dwellings per hectare. No upper limit or range is suggested, as this depends upon such matters as location, accessibility, local urban/rural character and building styles. However, in appropriate locations and with high quality design, significantly higher densities – up to or in excess of 100 dwellings per hectare – can be fully acceptable and sustainable and can facilitate highly desirable, vibrant communities. The key is for local development documents to seek the highest possible densities commensurate with other considerations. The design of such development will need to address any concerns over adverse impacts on traffic levels, social and community facilities. Areas of open space will need to be provided in new housing development, to meet recreational needs and to deliver biodiversity, health and visual amenity benefits.
- 4.86** Design excellence is also concerned with reducing the wider environmental impacts of development, for example energy efficiency and increased use of renewable energy supplies, efficient water use and disposal, healthy buildings (e.g. use of natural light and ventilation), use of local and regional materials and products, minimising pollution (e.g. noise or light), and waste minimisation. Reducing these impacts may mean taking a more innovative approach to the design of buildings and new development. This will include respecting and re-using historic buildings and the historic fabric within new development to perpetuate the region's unique character and attractiveness.
- 4.87** To achieve innovative, high quality design, local authorities may:
- make use of the knowledge and expertise of appropriate advisory bodies (e.g. the Commission for Architecture and the Built Environment (CABE), a national body that provides support and advice in good design
 - set up local advisory panels on design to assist decisions on planning applications
 - encourage architectural competitions for important developments.

4.88 Conservation can make an important contribution to the regeneration of an area especially those that are remote or where traditional industries have failed. Conservation-led regeneration should capitalise on the quality and distinctiveness of traditional buildings and the value they lend to an area through their townscape quality, design and use of materials. In particular, policies should consider the potential for sensitive exploitation of:

- the maritime heritage of the East of England, including docks and waterspaces, fortifications, coastal resorts and piers, and historic buildings and associated features, including their settings
- the industrial heritage, including maltings, mills, factories and pumping stations
- the traditional architecture of rural villages and market towns
- redundant historic rural buildings, including barns and churches which can provide attractive premises for a variety of employment or community uses.

4.89 Such areas and buildings will be important priorities for focusing investment in the region, and local authorities should liaise with English Heritage, GO East and the East of England Development Agency to assess the opportunities for partnership working.

4.90 Examples of good practice are:

- the Great Yarmouth Heritage Partnership based on maximising regeneration potential through the conservation and re-use of the town's assets
- the regeneration of Ipswich Docks which similarly maximises regeneration by the conversion and re-use of valuable heritage buildings and environments to deliver a high-quality environment and a new impetus to the local economy.



5 sub-regional and sub-area policies

Context

- 5.1 The spatial strategy outlined in chapter 4 affects all parts of the region equally. In most areas, these spatial policies are sufficient to guide local planning authorities in the preparation of local development documents for their areas. In some circumstances however more specific sub-area policies are required to:
- ensure that proposals for regionally-significant development can be accommodated sustainably and with effective co-ordination of supporting infrastructure
 - promote regeneration in areas of economic, social or environmental decline or weakness
 - enable new opportunities for development of sub-regional scale to be promoted and existing regional and sub-regional centres to be properly planned with respect to their hinterland and infrastructure requirements
 - afford appropriate protection to areas of national and regional environmental significance and areas where particular balance needs to be struck between growth and restraint.
- 5.2 A theme running through all the sub-area policies is that future planning for many areas requires cooperation between local authorities and other agencies across administrative boundaries, often across regional boundaries. In many instances, joint or cooperative working on local development plan documents will be required if areas are to achieve their full potential or successfully tackle their regeneration needs.
- 5.3 Areas for which specific sub-regional strategies and policies are proposed are:

Sub-region/Policy area	Policy origin
Thames Gateway/South Essex sub-region	RPG9a (part), RPG9 (2001 extension of Thames Gateway to South Essex), Sustainable Communities Plan
Haven Gateway sub-region	RPG6, RPG9 and through preparation of RSS
Norwich sub-region	RPG6 and through preparation of RSS
Great Yarmouth/Lowestoft sub-region	RPG6 and through preparation of RSS
The Norfolk and Suffolk Broads sub-area	RPG6 and through preparation of RSS
Thetford sub-area	Through preparation of RSS
Greater Peterborough sub-area	RPG6 and through preparation of RSS
Cambridge sub-region	RPG6, Cambridgeshire Structure Plan, 2003, Sustainable Communities Plan
Stansted/M11 sub-region	RPG9, Sustainable Communities Plan
Stevenage sub-area	Through preparation of RSS

Sub-region/Policy area	Policy origin
London Arc sub-area	Through preparation of RSS
Bedford and Luton Growth Areas (part of Milton Keynes South Midlands sub-region)	RPG9, Sustainable Communities Plan
Bury St Edmunds sub-area	RPG6
Kings Lynn sub-region	RPG6

- 5.4** This chapter sets out policies for these sub-regions and sub-areas. Their implementation is addressed in chapter 11 'implementation and delivery'. The transport infrastructure improvements listed in each sub-region contain those identified as regional priorities in the Regional Transport Strategy. In some instances additional improvements have been identified that are important to the delivery of the sub-regional strategies. Policy T10 of chapter 8 'regional transport strategy' explains the context for this approach. Policy ENV1 of chapter 9 'environmental resources' is also relevant here as it sets out how environmental infrastructure should be considered alongside other infrastructure requirements.
- 5.5** Three of the Government's Sustainable Communities Plan growth areas are wholly or partly in the East of England: Thames Gateway South Essex, London-Stansted-Cambridge-Peterborough and Milton Keynes South Midlands. However, there are also regional growth areas where very significant growth is expected (Norwich sub-region and Haven Gateway sub-region), priority areas for regeneration (see policy SS11), and sub-areas with specific planning issues. Other parts of the region not within any particular sub-region are also taking growth and have infrastructure issues. This highlights the need for support and delivery of new infrastructure across the region, not just focused in the Sustainable Communities Plan growth areas.

Thames Gateway/South Essex sub-region

- 5.6** The Thames Gateway/South Essex sub-region comprises the five authorities of Basildon, Castle Point, Rochford, Southend-on-Sea and Thurrock. It forms the largest urban area in the East of England, and its mix of urban and natural environments represent a unique challenge for urban regeneration. At 2001 its population of over 635,000 represented 12% of the regional total.
- 5.7** The southern part of the sub-region is designated as Thames Gateway South Essex (TGSE)¹ a regional and national priority for regeneration and growth with the potential to make a major contribution to improvement of the region's economy. TGSE is part of the Thames Gateway area, which extends into London and the South East regions and which has been designated a growth area under the Sustainable Communities Plan.

¹ Thames Gateway South Essex broadly encompasses the areas south of the A13 in Thurrock and of the A127 in Basildon, together with the whole of the Boroughs of Castle Point and Southend-on-Sea and London-Southend Airport in Rochford District

Vision and planning framework

- 5.8** The vision for Thames Gateway/South Essex is to improve opportunities and quality of life for local people through establishing the area as a focal point for economic regeneration and investment, provision of new infrastructure and improved environments. To deliver the vision, the local authorities, supported by regional and local partners, will develop planning frameworks and related strategies that provide for:
- a sustainable balance between future growth of jobs and dwellings by more co-ordinated delivery of jobs, dwellings and infrastructure
 - employment-led regeneration and wealth creation to reduce the present imbalance and reliance on out-commuting
 - improvements to the strategic and local transport network allowing easy access by all to all parts of the sub-region and beyond to ensure delivery of the regeneration and additional development
 - enhancement of the education and skills base and improved access to higher education
 - increasing inward and internal investment and the overall value of the sub-regional economy
 - protecting and enhancing the environmental quality and natural environment of all areas of the sub-region by action programmes and related measures
 - delivery of urban renaissance and community infrastructure to raise the standard of living in the sub-region.
- 5.9** The key objective for the sub-region is to achieve regeneration through jobs-led growth, higher levels of local economic performance and employment, and a more sustainable balance of local jobs and workers. Areas of derelict land, the availability of surplus labour and proximity to central London, international transport hubs and continental Europe are some of the factors that combine to make the area a unique opportunity. Key areas for investment are skills training, transport and accessibility improvements, general environmental improvements and upgrading of community facilities. The Thames Gateway South Essex Partnership (TGSEP) has been established to develop co-operative working between partners and to ensure effectively co-ordinated and consistent actions to deliver economic and social regeneration to local communities.
- 5.10** The challenge for Thames Gateway/South Essex is to improve the sub-region's economy, whilst respecting its natural assets and improving the quality of the urban, rural and estuarial environments. An integrated and sustainable approach to development and regeneration is required to deliver an holistic improvement in the quality of life to all sectors of the Thames Gateway/South Essex community.

Policy TG/SE1: zones of change and influence

Local development documents will make provision to secure the development of three complementary regeneration hubs and associated zones of change and influence. These are:

- Thurrock as a world leading logistics hub and exemplar for community development, learning and enterprise, with a focus on:
 - **Thurrock Riverside** – developing a new urban focus between Purfleet and Tilbury to provide 7,600 additional homes and 2,400 new jobs through regeneration of previously used sites, associated with revitalisation of existing town centres, a new ring road and railway station in West Thurrock, a strategic transport interchange at Grays and improved local transport networks
 - **London Gateway²** – reuse of a former refinery site to provide a new container port facility with business park, together supported by strategic rail freight handling facilities and providing 16,500 jobs, will be supported, subject to evidence of long term demand and its making full contribution to provision for infrastructure and environmental mitigation needs generated by its wider impacts.
- Basildon and Castle Point as a business hub, with a focus on:
 - **Basildon Town Centre** – regenerating the existing town centre to secure a full range of quality sub-regional services and facilities, providing 500 new jobs and 1,500 additional homes, with upgrading of strategic and local passenger transport accessibility, including development of strategic transport interchange
 - **Gardiner’s Lane South** – a major mixed use development providing 8,000 new jobs, 500 additional homes and leisure facilities, supported by improved access to the A127 and to passenger transport accessibility
 - **Canvey Island** – development of employment opportunities and revitalisation of South West Canvey and the town centre supported by improved accessibility to the strategic transport network by all modes.
- Southend and Rochford as a cultural and intellectual hub and a higher education centre of excellence, with a focus on:
 - **Southend Town Centre** – regenerating the existing town centre, led by the development of University campus, to secure a full range of quality sub-regional services and facilities providing 6,500 new jobs and 1,650 additional homes, with upgrading of strategic and local passenger transport accessibility, including development of Southend Central and Southend Victoria stations as strategic transport interchanges
 - **Shoeburyness** – development of a major mixed use, providing 3,000 new jobs consolidating R&D strengths on a ‘high- tech’ business park and 1,400 additional dwellings, linked to improved access.

² Proposal for a major new container port facility, previously known as ‘Shellhaven’

Supporting text

- 5.11 The vision for Thames Gateway/South Essex focuses on complementary locations within the sub-region. Each area is to identify and deliver its particular opportunities and potential in a manner which will blend together to create the unique advantage of city benefits, country living and coastal opportunities throughout the sub-region. The Thames Gateway South Essex Partnership has designated each district as a Zone of Change (Basildon, Southend and Thurrock) or a Zone of Influence (Castle Point, Rochford). The approach identifies key areas that will be the focus of change within Thames Gateway/South Essex and the catalysts for delivery of the vision for a regenerated and sustainable Thames Gateway/South Essex.

Policy TG/SE2: employment generating development

Local development documents will provide for not less than 30,000 net additional jobs up to 2011 and not less than 55,000 net additional jobs by 2021, distributed as follows:

Area	2001-2011	2011-2021	2001-2021
Basildon	7,000	4,000	11,000
Castle Point	1,000	1,000	2,000
Rochford	1,000	2,000	3,000
Southend	5,000	8,000	13,000
Thurrock	16,000	10,000	26,000
Total	30,000	25,000	55,000

The local authorities, supported by regional and local partners, will deliver additional jobs by promoting a competitive sub-regional business environment, to be secured through:

- a range of sites and premises suitable for the needs of existing and future businesses
- provision of innovation centres within the three regeneration hubs of Basildon, Southend-on-Sea and Thurrock
- improvement of opportunities for small and medium enterprises in all economic sectors, especially transport and logistics, environmental technologies, healthcare, and tourism and leisure
- raising skill levels at NVQ Level 2, 3 and 4 to national averages, through enhanced provision of further and higher education, to ensure that local residents share in economic success
- focusing major retail, leisure and office developments in town and district centres.

Supporting text

- 5.12 The central requirement is to achieve employment-led regeneration and wealth creation. Without improvement in the economy it will be difficult to transform the area into a sustainable community.
- 5.13 Currently the sub-region has 300,000 residents in employment but only supports a workforce of 233,000. This highlights the scale of commuting out of the sub-region to stronger employment markets in London and elsewhere. It also points to underlying weaknesses in the sub-regional economic structure in terms of the quantity, quality and range of local job opportunities.
- 5.14 There is sufficient land already allocated or identified in Thames Gateway/South Essex to accommodate 55,000 net additional jobs between 2001 and 2021. The distribution of these additional jobs is described in policy TG/SE2.
- 5.15 A programme to increase access to higher education and the engagement of higher education with business innovation and technology transfer is of fundamental importance to addressing these employment growth targets.

Policy TG/SE3: transport infrastructure

Related regional strategies, local development documents and local transport plans serving Thames Gateway/South Essex will address present and future needs to 2021, by supporting a 'step-change' in the provision of transportation infrastructure and accessibility as a precondition for achieving the regeneration and additional development:

By 2006:

- completion of schemes in existing local transport plans serving the sub-region
- provision of route management improvements on the core transport network (M25, A127, A130, A13 and A1159)
- study of a multi-modal Lower Thames Crossing in terms of economic, environmental, transport and routing issues and consequences in terms of the national, regional and local contexts with connections to other transport networks.

By 2011:

- upgrades to the M25, A127 and A13, (including links with the A130 and strategic improvement on the Saddlers Farm junction) which form a strategic transport 'loop' serving the sub-region, and provision of high quality infrastructure links to London Southend Airport, and other strategic sites to the eastern side of Southend

- extending the A13 Passenger Transport Corridor from Southend to Basildon and Canvey Island
- a strategic freight interchange at Thurrock
- creation of the proposed regional interchanges and integrated public transport corridors and intra-urban connections
- delivery of an inter-urban express bus network, enhanced public transport links, and improved interchange facilities
- increased use of the Thames estuary for water based transport (including hovercraft where environmentally acceptable)
- completion of the National Cycle Network
- improved inter-urban road links in key congested locations
- stations and signalling able to accommodate 12-car trains on the rail network including new stations at West Thurrock and London Southend Airport
- completion of the A127 and A13 route management improvement

By 2021:

- implement agreed outcomes from the Lower Thames Crossing study and any other measures which improve multi-modal cross river connectivity to lessen the river 'barrier' to communications within Thames Gateway (and connections between the regions, the Gateway and mainland Europe)
- improved rail linkages with the Channel Tunnel Rail Link and Crossrail, a new strategic north-south rail link, and a Gravesend-Tilbury rail link
- creating the Benfleet-Wickford passenger link and the Shenfield Loop
- creating new or improved access to Canvey Island
- design and preparation work for a South Essex rapid transit system (light rail)
- completion of upgrades to the A127 and A13
- completion of station additions and improvements to the rail network.



Supporting text

- 5.16** Transport infrastructure problems are the main constraint and a cross cutting theme. To achieve regeneration and further development requires a 'step-change' in improvement and additions to the transport network, to overcome:
- accessibility and integration constraints in terms of routes, modes and travel times within and between the designated 'Hubs', 'Zones of Change', 'Zones of Influence' and connection with the rest of Thames Gateway
 - constraints on the potential at the international gateways of Tilbury Port, proposed London Gateway and London Southend Airport
 - severe peak period congestion on the most heavily used non-trunk roads in the region and rail commuter routes
 - growing conflict between passenger and freight movements on both road and rail, which is dominated by an east-west axis and compounded by trains being forced to use routes via London regardless of their ultimate destination
 - an unsustainable imbalance between homes and journeys to work due to lack of local economic opportunities and over reliance on commuting to London for employment
- 5.17** An integrated multi-modal approach must be achieved, involving substantial investment and schemes of national importance. Achieving a transport network that is 'fit-for-purpose' also requires a long term commitment with actions in the short term that have regard to the long-term provision in order to maximise return on the investment made
- 5.18** The regional interchanges to be progressed will be at Basildon, Benfleet/Rayleigh, London Southend Airport, Tilbury, Thurrock, and Southend.

Policy TG/SE4: the environment and urban renaissance

Local authorities, in partnership with other agencies, will identify and implement proposals which:

- create a 'Green Grid' of high quality, linked and publicly accessible open spaces across the sub-region, which enhances the biodiversity of undeveloped areas where appropriate
- enhance use of the River Thames as an asset for leisure and business
- undertake landscape improvement schemes, including renovation or demolition of intrusive elements, including the legacy of old landfill sites
- improve the quality of the urban and natural environment within the 'regeneration hubs' and promote design excellence in new development
- make best use of those areas protected by the River Thames tidal defences.

Supporting text

- 5.19 Economic regeneration and environment have clear interactions through the preference of inward investment, new businesses and people to locate in a high quality urban and rural environment. The dominant perception of Thames Gateway/South Essex is of a poor physical environment, characterised by undistinguished urban areas and utility infrastructures surrounded by limited and poor quality landscapes. Environmental improvement, to create a radically enhanced sense of place and image that attracts people and businesses, is an essential precondition to the process of economic change and regeneration in the sub-region. The internationally important historic and natural environment, focused on the coastal assets of Thames Gateway/South Essex, affords the opportunity to establish a unique blend of urban, rural, and coastal environments.
- 5.20 In implementing proposals for Thames Gateway/South Essex particular attention should be paid to the environmental implications for water supply, and flood risk and defences (see also policy SS14 development and flood risk), especially in the light of climate change.

Policy TG/SE5: community infrastructure

In order to achieve the regeneration objectives of Thames Gateway/South Essex the local authorities will:

- work with health and education agencies to ensure an improvement in the level of health and educational attainment of the existing and future community
- make provision for sites and facilities for sport and culture, which support the 'Regeneration through Sport' initiative and the London Olympics bid.

Supporting text

- 5.21 Opportunities exist for the urban renaissance of settlements throughout Thames Gateway/South Essex. Local partners are already working through other delivery mechanisms to target funding using innovative approaches. These initiatives are developing a holistic approach that not only maintains and improves existing building stock, but also improves the surrounding environment whilst improving access to local services and facilities and addressing crime and safety concerns. They aim to produce a general uplift in quality of life. This process will be further assisted by initiatives to regenerate and re-use a wide variety of types and sizes of previously developed sites. Some sites require public sector investment to address remediation and infrastructure issues prior to realisation of their development potential.

Policy TG/SE6: dwelling provision

Local development documents will provide for 19,350 net additional dwellings up to 2011 and for 24,450 net additional dwellings 2011 to 2021, distributed as follows:

Area	2001-2021	2001-2011	2011-2021	Thames Gateway/South Essex	
				within TGSE	beyond TGSE
Basildon	10,700	5,000	5,700	8,500	2,200
Castle Point	4,000	1,500	2,500	4,000	0
Rochford	4,600	1,600	3,000	0	4,600
Southend	6,000	2,750	3,250	6,000	0
Thurrock	18,500	8,500	10,000	18,500	0
Total	43,800	19,350	24,450	37,000	6,800

Local planning authorities, housing authorities and registered social landlords will develop partnerships to deliver new and improved dwellings, which meet the needs of the population by:

- ensuring sustainable balance in the delivery of employment, infrastructure and dwellings
- meeting priority needs and key worker needs for affordable dwellings as identified through regular studies, initially the Housing Corporation's South Essex Housing Needs Study
- securing the investment required to maintain the quality and suitability of existing housing stock to meet current and future needs.

Supporting text

- 5.22** Thames Gateway/South Essex has accommodated a key part of the needs of the London housing market. Population movement out of London to Thames Gateway/South Essex is expected to continue. The local population also generates high local housing requirements. The Housing Corporation is currently undertaking a survey of housing needs in Thames Gateway/South Essex which will inform the assessment of affordable housing provision in the sub-region.

Policy TG/SE7: implementation and delivery

The Thames Gateway South Essex Partnership will work to ensure that:

- the implementation and delivery bodies have appropriate strategies to achieve the targets for employment and housing growth set out in this RSS, in a sustainable manner
- all elements for the regeneration of Thames Gateway/South Essex are achieved in a balanced programme of development

- the work of the Partnership is open, transparent and democratically accountable
- appropriate guidance is given for the preparation of local development documents and consideration given to the preparation of joint local development documents where appropriate.

Local development documents will ensure they:

- take full account of the RSS, the delivery structures and the local community strategy
- enable the targets for employment and housing delivery to be achieved
- are flexible, encourage timeliness and encourage innovation and sustainability.

Supporting text

- 5.23** In the Thames Gateway/South Essex area a holistic, integrated approach will be taken to the implementation and delivery of economic, social and physical regeneration in the sub-region. The local authorities, the East of England Development Agency, other agencies, and the voluntary and private sector have created a high level partnership to oversee the strategic implementation of the vision for Thames Gateway/South Essex. This partnership will maintain a strategic overview of the sub-region, and ensure that commitment is obtained and maintained from other relevant strategic agencies to achieve delivery.
- 5.24** For each of the identified locations for focussed development in the sub-region, local delivery vehicles (LDVs) will be established to form the investment platforms for achievement of the targets for employment and housing growth. These LDVs will be required to report regularly to the board of the Thames Gateway South Essex Partnership (TGSEP) on progress.
- 5.25** An urban development corporation has been formed encompassing the whole of the borough of Thurrock, with responsibility for major physical redevelopment, including land acquisition and planning powers. Southend Renaissance will become an urban regeneration company (URC), creating a public/private partnership for achievement of the employment and housing delivery targets. The Basildon Renaissance Partnership has been formed to lead delivery of the physical regeneration strategy for the town. For Castle Point and Rochford, the board of TGSEP has formed a special steering group with partners to provide a strong focus for delivery.
- 5.26** The strategy will be kept under review through application of ‘plan, monitor and manage’ to ensure that the current deficits are being redressed as intended and that there is smooth progress to a sustainable balance. To assist this process a time line will be prepared, identifying key milestones and targets for infrastructure provision and for the balance between homes and jobs, against which the sequence of strategy implementation can be adjusted to maintain progress to a sustainable outcome.

The Haven Gateway sub-region

- 5.27 The Haven Gateway sub-region is of national and regional importance, providing a strategic transport gateway for trade and tourism between the UK, the rest of Europe and elsewhere in the world. The focus of the sub-region is the ports of Felixstowe, Harwich, Ipswich and Mistley, and comprises Tendering District, the Boroughs of Colchester and Ipswich, much of Suffolk Coastal, Babergh and a small part of Mid Suffolk districts.
- 5.28 The sub-region is heavily influenced by its external spatial connections to the west to Stansted Airport, Cambridge and the Midlands, south to the Thames Gateway and London and its maritime linkages to the east and north to mainland Europe. It is anticipated that the simultaneous development of the sub-region and connecting areas will result in a strengthening of transport, demographic and economic linkages between them.
- 5.29 Economic linkages within the policy area have grown organically based upon the principal port towns of Felixstowe, Harwich and Ipswich, together with the more diverse economies of Colchester and Ipswich. However, the wider benefits of this growth are not evident throughout the sub-region, which contains areas in need of regeneration particularly along the north Essex coast and within the main towns.

Vision

- 5.30 The vision for the Haven Gateway is to deliver a high quality environment for its residents, workers and visitors, by capitalising on its location as a key gateway, realising its potential for significant sustainable growth, addressing its need for economic regeneration, creating an additional focus for growth of hi-tech, knowledge-based employment and protecting and enhancing its high quality, attractive natural assets.

The strategy

- 5.31 Significant developments are proposed to the ports of Felixstowe and Harwich, as well as other developments concentrated within and around Colchester and Ipswich. Substantial infrastructure improvements are required to accommodate this and meet the demands of the ports. A strategic planning policy framework is required to co-ordinate future development in the sub-region in order to optimise the benefits and ensure that the growth is balanced, whilst protecting its natural environment and rich heritage and improving the overall quality of life for residents.

Policy HG1: economic development

Economic growth of the sub-region will be supported to deliver a more sustainable and spatially concentrated pattern of development.

Local development documents (individual and joint) will promote economic opportunities in the sub-region that will:

- recognise the sub-region as a major economic growth point, through the concentration of the ports, maritime and related activities
- build on the diverse economies of Ipswich and Colchester in order to reduce economic vulnerability
- provide for the demands of the expanding tourism sector
- deliver adequate opportunities to develop employment linked to information communications technology, research and training
- promote opportunities for economic development within the Harwich/Clacton part of the priority area for regeneration
- provide for at least 49,700 net additional jobs in the sub-region in the period 2001 to 2021 distributed as follows:

Babergh	3,400
Colchester	14,200
Ipswich	18,000
Suffolk Coastal	8,000
Tendering	6,100

Supporting text

5.32 The economic structure of the area is diverse, principally based on:

- a concentration of transport and logistics industries largely through the port and maritime related activity which is unique to this coastal location
- expanding tourism and marine leisure industries increasingly broadening from traditional coastal resorts to include environmental, historical, cultural and recreational assets
- the diverse economies of Ipswich and Colchester with a substantial service sector based on insurance, financial and professional services
- existing and proposed academic institutions, including proposals for the Essex University Science Park and a new headquarters for a University of Suffolk in the Ipswich Waterfront
- established and expanding ICT clusters, including Adastral Park at Martlesham (including the proposed Innovation Centre), Cambridge to Ipswich corridor and the Colchester Science Park.

5.33 Further employment is expected in these sectors reflecting the maturing of the sub-region's economy and expanding population base. A significant amount of growth will come from the longer-term roles of Colchester and Ipswich as sub-regional centres.

5.34 Parts of the sub-region have an employment deficit and substantial out-commuting. The Harwich/Clacton part of the priority area for regeneration has skills shortages and higher unemployment than the rest of the sub-region. The scale of employment growth in the Haven Gateway should be consistent with achieving a sustainable balance of local jobs and workers with high levels of employment growth offering the opportunity to reduce out commuting. The policy shows the scale of employment growth necessary. The figures are derived from the forecasts of economically active population produced for the Regional Assembly by the Population and Housing Research Group at Anglia Polytechnic University (September 2003).

Policy HG2: regeneration

Regeneration of under-performing parts of the sub-region will be supported.

Local development documents will promote:

- major joint regeneration initiatives in East Colchester and St Botolph's, Ipswich Waterfront and Village
- new Government funded investment within the Harwich/Clacton part of the priority area for regeneration to address unemployment and deprivation through neighbourhood management and renewal
- the regeneration of other smaller scale sites that are located throughout the area.

Supporting text

5.35 Throughout the sub-region there are areas of poor environmental quality, some containing pockets of deprivation, which require regeneration. Schemes of sub-regional significance are proposed to provide a catalyst to development and also to build upon the sub-region's economic strengths. These include:

- regeneration of the former port area in East Colchester, focussing on the maritime heritage and links to the University, and within the St Botolph's Quarter, centred around the development of the Colchester Visual Arts Facility and major retailing proposals
- redevelopment of Ipswich Waterfront and Ipswich Village for employment residential, cultural and leisure purposes.

5.36 In addition a number of schemes have been identified in the Harwich/Clacton part of the priority area for regeneration as well as individual sites that require economic, social and physical regeneration, such as the under-utilised employment site at the mouth of the Stour estuary at Brantham. The proposed European and Marine Regional Park (see policy HG6) provides a further mechanism for rural regeneration.

Policy HG3: dwelling provision

Local development documents will provide for 50,840 net additional dwellings up to 2021 distributed as follows:

Local authority area	Net additional dwellings 2001-2021 in Haven Gateway
Babergh	2,000 (including 600 on edge of Ipswich)
Colchester	17,100
Ipswich	15,400
Mid Suffolk	790 (on edge of Ipswich)
Suffolk Coastal	7,050 (including 3,320 on edge of Ipswich)
Tendering	8,500

Local planning authorities, housing authorities and registered social landlords will develop partnerships to meet the need for affordable dwellings, including key worker needs, identified through regular studies.

Supporting text

- 5.37** Colchester and Ipswich are the major towns in the sub-region and are identified in the core spatial strategy to be the focus for further residential development. Both towns have substantial brownfield land for development, but greenfield land may also be required. Joint arrangements may be required to assess this issue in the Ipswich area where the market extends beyond administrative boundaries. In terms of sustainability, land for housing growth will be required at Felixstowe to match the port expansion and development at the 30 hectare Blofield Business and Distribution Park.
- 5.38** Housing developments will be mixed to meet the diverse needs of the community and phased to ensure that brownfield sites within the built up area and strategic sites identified by the local planning authorities are given priority and the sequential order is applied across the whole policy area. Affordable housing will be a particular requirement given the skills shortage within the sub-region and the high level of deprivation.

Policy HG4: the ports

The expansion and spatial integration of the Haven ports of Felixstowe, Harwich and Ipswich will be supported subject to satisfactory environmental safeguards and evidence of long-term demand.

Local development documents will promote opportunities in the sub-region to consolidate the position of the Haven Gateway as one of Europe's principal international port complexes. Joint local development documents, to manage the impacts of expansion of the ports across the sub-region, will be developed and implemented.



Supporting text

- 5.39** The sub-region contains three of the UK's most important sea gateways to the North Sea and to trade routes to the near continent and beyond. The ports of Felixstowe, Harwich and Ipswich form the largest near-sea and deep-sea container port complex in the country with a significant roll-on roll-off and passenger ferry function. They have a critical national and regional economic role as trade and transport gateways, and contribute directly and indirectly through supporting a range of catalytic industries. There is a need to consider how greater integration, particularly between Felixstowe and Harwich, will influence sub-regional strategy.
- 5.40** There is a proposal to reclaim 90 hectares of mudflats designated as a Site of Special Scientific Interest (SSSI) at Bathside Bay, Harwich to accommodate four additional deep-sea berths capable of handling 1.68 million containers per annum. If approved by Government, compensatory habitat is likely to be required. There will also be a rail terminal and logistics centre and it will provide 1,700 new jobs. Expansion plans at the new Trinity Terminal and the planned reconfiguration of the southern part of the port at Felixstowe, together with further expansion at Ipswich, will provide additional container capacity to contribute to forecast UK demand within the Haven Ports over the period of the RSS, subject to Government approvals.

Policy HG5: transport

Local development documents and local transport plans will support better accessibility and transportation infrastructure in order to deliver the sub-regional strategy. Provision will be made for the following transport schemes:

Road

- improvements to the A12 (Colchester to M25)
- A120 improvements (Braintree to Marks Tey)
- improvements to the A120 (Hare Green to Harwich)
- improvements to the A133 corridor
- improvements to the access to Ipswich Waterfront and Port
- A14 corridor enhancements.

Rail

- Felixstowe to Nuneaton rail upgrade (phases 1 and 2) and Ipswich north freight chord and tunnel gauge enhancement
- Colchester to Shenfield rail improvements and an assessment of the potential for new railway stations and parkways at, amongst other locations, Marks Tey.

Public Transport

- a quality bus corridor between Stansted and Colchester
- a foot ferry between Harwich, Shotley and Felixstowe to improve synergy between the ports.

Supporting text

- 5.41 The provision of high quality infrastructure links to the Haven Gateway ports is essential to enable them to function efficiently as an international transport gateway and also to achieve the economic and regeneration potential of the area (as set out in policies HG1 to HG4). In particular, the improvement of the rail freight link from Felixstowe to Nuneaton via Ely has also been identified by the European Union as one of the priority projects for the trans-European network.
- 5.42 Previous schemes for improvements to the A120 Hare Green to Harwich have not been supported by the Department for Transport, but improvements are considered important for the sub-region.
- 5.43 In addition to the schemes listed in the policy, the Regional Transport Strategy gives priority to Clacton branch improvements (see table 8.3d).

Policy HG 6: environment

Local development documents will:

- protect and enhance the area's natural and built environment including promoting the first 'European and Marine Regional Park', to provide an overarching strategy for regeneration and integrated coastal zone management, and through Heritage Coast designation. The Park will facilitate the development of a network of coastal trails along the north Essex Coast to augment the existing Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) trail network
- include a spatial framework for the management of coastal realignment and the establishment of compensatory habitat where required. This framework will be jointly prepared

Management of the Stour and Orwell estuaries will proceed with the statutory scheme of management.

Supporting text

- 5.44 The environment of the sub-region is unique due to its coastal, estuarine and terrestrial value. It is an ecological, historical, heritage and landscape asset of international importance and includes the Mid Essex Coast Special Protection Area and the Orford Ness Special Area of Conservation. The natural environment must be protected not only for its own sake, but also as a key asset in delivery of regeneration and economic and tourism development. EERA has supported past proposals to extend the Suffolk Coast and Heaths AONB to the southern side of the Stour estuary in recognition of its high landscape quality.
- 5.45 An integrated approach to management is required to balance the demands of the ports and wider economic development with ensuring the protection of assets and the management of the coast within the sub-region.

Policy HG7: implementation

Consideration will be given to establishing an appropriate form of local delivery vehicle for the Haven Gateway sub-region, based on a partnership of local authorities, regional agencies, and local bodies.

Regional agencies will work with the Haven Gateway Partnership to ensure that:

- implementation and delivery bodies have appropriate strategies to achieve the targets for employment and housing growth set out in this guidance, in a sustainable manner
- all elements for the economic development and regeneration of the Haven Gateway are achieved in a balanced programme of development
- consideration is given to the preparation of joint local development documents where appropriate.

Local development documents will ensure that:

- they take full account of the planning guidance, the delivery structures and local community strategies
- they enable the targets for employment and housing delivery to be achieved
- they are flexible, encourage timeliness and encourage innovation and sustainability.

Supporting text

- 5.46** Achievement of the objectives for the Haven Gateway will require a long-term commitment from the local authorities, the East of England Development Agency (EEDA) and public partners. The Haven Gateway Partnership has been recognised as an effective mechanism to implement the Gateway's vision, bringing together public and private members including the five local authorities and Essex and Suffolk County Council, EEDA, Felixstowe, Ipswich and Harwich International Ports, and the Harwich Haven Authority. Additionally, the opportunity for working with other formal and informal partners, ranging from the local communities to trans-national partners and other port partners will be optimised. Further details of implementation measures are given in chapter 11 'implementation and delivery'.

Norwich sub-region

- 5.47** The Norwich sub-region comprises Norwich and its surrounding ring of market towns broadly within 30 minutes drive time, i.e. the area broadly encompassing Dereham, Aylsham, North Walsham, Stalham, Harleston, Diss, Attleborough, Wymondham. It includes the Norwich Policy Area which is defined as the urban area, the first ring of surrounding villages and the market town of Wymondham. The sub-region excludes the Great Yarmouth Lowestoft sub-region. The Norfolk and Suffolk Broads also overlap into part of the sub-region (see the Norfolk and Suffolk Broads sub-area). A sub-regional policy is needed to ensure coordinated planning of the area to secure economic and social growth and regeneration and to promote more sustainable transport infrastructure.

Context

- 5.48** Norwich exerts a powerful economic, social and cultural influence over a wide area and will be the main focus for growth in the north of the region. With a population of around 200,000, the urban area is one of the largest in the East of England. The district of Norwich City has the highest job density (jobs/working age population) of any local authority in the UK, outside London. Norwich City Centre is by far the largest and highest ranking retail centre in the region with a broad and attractive range of retail outlets within the historic centre. In addition the centre has become the premier leisure centre for the region with especial attraction for the evening economy, the arts and visitor and heritage attractions. It draws customers from a wide area of the north-east of the region and offers a full range of services appropriate to a regional centre.
- 5.49** The area's strengths include: a diverse economic base with specialisms in biotechnology, food processing, finance, insurance and business services, retail and leisure, media and creative industries; an important education and training base in the University of East Anglia, Norwich School of Art and Design, Easton College and Norwich City College; a first tier regional airport with good growth potential; and a strong tourism base in its heritage and culture. Nevertheless future growth of these functions requires proper planning at a sub-regional scale to ensure that they can be effectively accommodated.
- 5.50** The A11 corridor provides improving road and rail access between Norwich and Cambridge. The section between Norwich and Thetford offers opportunities for growth, particularly to develop existing and emerging high-tech clusters including those related to Norwich and, more distantly, the Cambridge sub-region.
- 5.51** The Norwich sub-region provides a gateway to the Norfolk and Suffolk Broads, a unique wetland environment and the only area with National Park status in the East of England, and to the nearby attractions of north Norfolk and the Brecks.
- 5.52** The sub-region contains a number of market towns and villages, many of which are attractive and vibrant, with their own identities but with strong economic and cultural links to Norwich.
- 5.53** The strategic transport system in the north-east of the region consists largely of a series of radial routes converging on Norwich. Infrastructure serving this part of the region is generally poor but improving, particularly on the A11 corridor. East-west communications and the A140 road link to the south are particularly inadequate. The principal road and rail routes to the Great Yarmouth and Lowestoft sub-region pass through the Norwich sub-region.
- 5.54** Norwich suffers high levels of deprivation and further concentrations of deprivation exist in rural pockets. Regeneration of the economy remains a priority therefore, with investment required to bring forward difficult employment development sites on brownfield land. Investment in the infrastructure of the sub-region will be essential if it is to contribute to growth at the level anticipated in this strategy.

5.55 The sub-regional strategy aims to contribute to a more successful, outward looking and regenerated sub-region with a higher quality of life by:

- providing an internationally recognisable area and counterbalance to growth in the south of the region to help distribute investment more equitably
- encourage investment and growth to help spread the benefits of prosperity more widely across the sub-region
- seeking to maximise the benefits from investment opportunities, regeneration initiatives, transport improvements and European links
- co-ordinating guidance on the scale and location of growth and the associated infrastructure required to deliver it.

Objectives

5.56 The objectives of the sub-regional strategy are, in particular order, to:

- enhance the opportunities and quality of life for people living in, working in and visiting the area
- facilitate the role of the area as the major focus for sustainable growth in the north east of the region
- ensure that growth is consistent with the high quality environment of the area, including the special qualities of the Broads and its surroundings
- promote regeneration, urban renaissance and enhanced community and green infrastructure to raise the standard of living across the area sub-region
- secure the infrastructure required to assist in the sustainable growth and regeneration of the sub-region
- sustain and develop the regional role of Norwich, ensuring it realises its full growth potential as well as maximising the benefits of its role as the most significant city centre in the East of England
- build on local research and business strengths, and the high quality of the local environment to promote the sub-region as a focus for environmental best practice and a centre for environmental industries
- develop tourism as a key economic driver throughout the area and become a regional beacon for sustainable tourism
- strengthen the interrelationships with the Broads and its surroundings
- promote the continuing success of the Norwich Research Park and the emerging A11 high tech employment corridor
- support and encourage existing and emergent economic clusters throughout the sub-region
- provide a coherent basis for a sustainable transport strategy to benefit access by all modes of transport

- promote the development of Norwich Airport as a regional airport and international gateway with better surface transport links to the rest of the region
- take a balanced approach to development in the sub-region's market towns to ensure they benefit from their strategic locations while retaining their role as rural service centres
- enhance the education and skills base of the population and ensure that access to higher education is encouraged.

Vision

- 5.57** Local development documents, community strategies, local transport plans and economic development and cultural strategies will contribute to the development of a sub-region that is: economically robust, building on the strength of Norwich and the potential of the surrounding area; has improved communications internally and with the rest of the region, UK and Europe; and is renowned for its quality of life, with a built and natural environment of unique and distinctive character.

Policy NSR1: promoting clusters and strategic sites

Strategic employment sites will be identified in local development documents and allocations will be protected from non-employment uses. The following strategic locations are of particular significance for the future development of the sub-region:

- Norwich City Centre – providing a focus particularly for media and creative industries, finance and insurance, and information communications technologies
- Thorpe St Andrew and Longwater, Costessey for business park use
- Colney/Cringleford area – significant expansion of research park facilities will be required, reserved for research and development, higher education and hospital related uses
- Norwich International Airport – land will be identified to accommodate uses benefiting from an airport related location
- sites facilitating high tech development in the A11 corridor, particularly around Wymondham, Attleborough and Snetterton (with the additional possibility of distribution uses taking advantage of the railhead).

Supporting text

- 5.58** Existing and emerging clusters/sectors to be supported and promoted in the sub-region are media and creative industries, finance and insurance, ICT, energy (including renewable energy), advanced engineering (including high performance motorsport), environmental economy, plant biotechnology, education, and tourism.

- 5.59 In addition to the strategic sites a wide range of smaller scale employment sites will be promoted in Norwich, the market towns and rural area. These locations provide local opportunities and can provide a crucial role in supporting sector/cluster development.

Policy NSR2: promoting the tourism sector

Tourism is recognised as a key economic driver and the development of economically, socially, and environmentally sustainable tourism will be promoted throughout the sub-region. Opportunities to diversify the tourism industry in a sustainable way based on the unique environmental assets and unrivalled location of the sub-region will be supported.

Development and policies that contribute to the following will be particularly appropriate:

- attraction of international visitors, particularly via the gateways of Norwich International Airport and EastPort
- promotion and enhancement of the heritage of Norwich, reinforcing the image of a 'contemporary medieval city', and the surrounding area
- sustainable developments that highlight the role of the sub-region as a gateway to the Broads
- encouragement of initiatives which complement strategic leisure, city break and conference facilities in Norwich city centre
- development of an effective and efficient infrastructure which ensures that the sub-region is accessible in terms of information services, transport (including coach parking and marine facilities) and signage.

Supporting text

- 5.60 The sub-region is a gateway to the Broads, Brecks and neighbouring coastal areas, and is at the heart of the region's most significant tourism area. It includes attractive towns, villages and countryside. Norwich is a major visitor attraction in its own right with the potential to be a destination of international importance. Tourism is already a major industry in the sub-region and there are significant opportunities to build on these internal and external strengths.

Policy NSR3: retail, culture, leisure and education

The regional role of Norwich for retail, leisure, cultural and educational purposes will be promoted and enhanced with particular emphasis on supporting and developing the role of the city centre.

The role of other centres in the sub-region will be supported and enhanced, with particular emphasis on providing suitable facilities for towns seeing significant growth.

Supporting text

- 5.61 Norwich is a major focus for retail, culture, leisure and education. Growth in these sectors should continue to be promoted. Where possible and appropriate, growth should be focussed on the city centre. The city centre is the most successful retail centre in the East of England, and the retail industry is one of the most significant economic sectors in the area. It is vital for the economy of the area that policies promote and facilitate continued success and ensure that the city centre can continue to compete.

Policy NSR 4: housing

Local development documents will provide for 45,500 net additional dwellings up to 2021 distributed in the sub-region and the Norwich Policy Area as follows:

District	within sub-region	of which in the Norwich Policy Area
Breckland	11,500 ¹	–
Broadland	12,200	10,500
Norwich	10,600	10,600
North Norfolk	1,000 minimum	–
South Norfolk	11,200	8,400
Total	45,500	29,500

Supporting text

- 5.62 The Norwich Policy Area is the main focus for housing growth in the sub-region. It will facilitate co-ordination between the three districts responsible for the administration of the urban area. New allocations will include a major urban expansion in the north east sector of the urban fringe linked to major transport improvements. The core development will be masterplanned to provide a coherent new urban village.
- 5.63 Housing developments will be phased to ensure that brownfield sites within the built-up area and strategic sites identified by the local planning authority are given priority and the sequential order of priority is applied across the whole sub-region.
- 5.64 The sub-region also includes the areas of Breckland District that are best located to accommodate growth. Provision is currently expressed as a minimum. Outside the Norwich Policy Area, the larger market towns with best prospects for job and service growth are identified.
- 5.65 The market towns of Diss, Wymondham, Dereham and Attleborough are located on strategic transport routes, have a good range of services and are best placed for employment growth. They are identified as key towns for housing development.

¹ Thetford is included in this figure



- 5.66 North Walsham is less well located but is also identified as a key town in the sub-region. However significant housing growth will be dependent on successful regeneration, improvement to transport links and job growth. For this reason housing provision for the North Norfolk element of the sub-region is expressed as an achievable minimum. Although covered by a separate sub-area policy, policy NSR4 includes provision for housing development at Thetford. The split between Thetford and those parts of Breckland District in the Norwich sub-region will be identified in the local development document (see also policy TH1 Thetford).
- 5.67 Housing growth in the remaining market towns of Aylsham, Loddon, Stalham and Harleston, and in village service centres will serve local needs and be at a scale compatible with prospects for employment and service provision.

Policy NSR5: transport infrastructure

Transport improvements that enhance accessibility within and to the sub-region, support economic success and regeneration protect environmental heritage and facilitate sustainable tourism will be promoted. Priorities are:

Scheme	Status
A11 dualling completion by 2008	1
A47 dualling (N.Burlingham)	1
Further development of Norwich as an urban regional interchange centre for public transport	1
Further development of public transport, cycling and walking throughout Norwich, including a rapid, high quality public transport network serving growth areas and existing concentrations	1/2/3
Norwich northern distributor route	3
Dualling of the A47 between the A1, Norwich and Great Yarmouth	3/4
Capacity improvements to selected Norwich southern bypass junctions	3/4
Improvements to the A 140	2/4
Safeguarding sites for rail freight depots	1
The development of Norwich Airport will be promoted to provide for aviation needs in the north of the region, including feeder links to hub airports and inward tourism visits	4
East West Rail Link with services to sub-region and service improvement to Stansted	3
Improved rail services from the sub-region to London (Stratford-Europe), Cambridge, and Peterborough	3/4
Improvements to Norwich-Great Yarmouth and Norwich-Lowestoft rail/bus services	1/2/4
Investigate feasibility of enhanced use of Wymondham-Dereham line	4
Safeguarding access to the waterside (for freight, public transport and recreation)	1

Key status:

- 1 committed
- 2 part of a strategy, further investigation needed
- 3 under investigation
- 4 proposed for investigation

Note: regional scheme priorities are set out in chapter 8 'regional transport strategy'.

Supporting text

- 5.68** The sub-region suffers from a severe transport infrastructure and service deficit. A wide range of measures is required to improve access into and within the sub-region. Improved east west communications, including enhancements to the A47, are a particular priority. Significant growth in population and the economy will be severely constrained without major investment.
- 5.69** In addition to the wider sub-regional requirements, Norwich area priorities will be determined through review of the Norwich Area Transportation Strategy (NATS) and will include further development of park and ride, and a rapid high quality public transport network serving key existing and proposed growth locations. Guidance on parking provision in Norwich will be provided through the NATS review.
- 5.70** In addition to the transport schemes listed in the policy, the Regional Transport Strategy gives priority to Norwich to Peterborough improvements to rail and bus services (see table 8.3E).
- 5.71** A Norwich Northern Distributor Route is essential to improve the quality of life in residential areas, aid rural regeneration, enhance links to strategic employment areas, facilitate urban expansion, and improve access to Norwich International Airport.
- 5.72** The Regional Assembly has supported the dualling of the A47 Peterborough to Norwich in the longer term, and is pressing Government to bring forward schemes as soon as possible.
- 5.73** Priorities for other types of infrastructure investment are:
- a high quality broadband network to provide the means for expansion of high technology industry
 - enhanced flood protection for developed areas at risk
 - renewable energy generation, subject to further study of appropriate methods and sites
 - an enhanced community and social infrastructure including improved primary health care services, expanded educational opportunities, and community leisure and arts facilities
 - enhanced education/training opportunities to raise the aspirations and employability of the labour force.

- 5.74 These will be progressed through application of policies in other chapters of this draft RSS (notably the environmental resources, culture, and implementation and delivery chapters).

Policy NSR6: environment assets

High priority will be given to the protection and enhancement of the environmental assets within and surrounding Norwich with special regard to the historic setting of the city.

Local development documents will prevent inappropriate development in defined areas that contribute to this aim including river valleys, areas of important landscape character or nature conservation value, significant green spaces or wedges, and the landscape setting of the southern bypass. A green network of linked open spaces will be developed to enhance public access and nature conservation in these areas, other environmental assets and recreation facilities, and out to the Broads.

Supporting text

- 5.75 The approach to the environment of the sub-region is covered by generic policies and the specific policy for the Broads. In addition there is a need for a strategic and co-ordinated approach to maintaining the high quality environment and setting of Norwich. Specific protection of the landscape setting of the southern bypass provides a valuable contribution but land so designated should be subject to a review to ensure that sustainable growth can be achieved.

Implementation

- 5.76 Implementation will be primarily through local development documents. A sub-regional partnership will be set up to steer and monitor progress on delivery of the strategy. The sub-regional strategy will provide the spatial development vehicle for community strategies and economic development strategies. Joint local development documents will be investigated. Studies will be commissioned to enhance the benefits of the sub-regional approach.

Great Yarmouth/Lowestoft sub-region

- 5.77 The sub-region encompasses the built up areas of Great Yarmouth and Lowestoft (i.e. parts of Great Yarmouth Borough and Waveney District).
- 5.78 Although the two towns have had similar problems in recent years (resulting in relatively high unemployment and a number of pockets of deprivation), the area has many positive attributes. It is surrounded by a high quality coastal, countryside and Broads environment, including European designated sites. Both towns have an important built heritage that is being conserved and enhanced. The two ports offer scope for development of maritime related industries and the ability to act as gateways between the region and Europe. The workforce has a wide range of existing skills and established companies are strong in their particular fields. The completion of the A11 dualling will help address the towns' perceived peripherality but further transport infrastructure improvements, particularly to the A47, would assist the comprehensive regeneration of the two towns.

- 5.79 There have been a number of recent studies of the area. A principal recommendation of these is that, alongside the development of the existing industries, there should be diversification into new sectors, in particular exploiting links with the good quality environment. In addition, there is a need for continued social and physical regeneration of the area which demands a focus on the regeneration and urban renaissance for the two towns as a whole.

Vision

- 5.80 To promote the comprehensive regeneration of the sub-region by building on its unique qualities and its links with the rest of Europe through an urban renaissance and other initiatives to harness established strengths, realise leading edge opportunities, protect and enhance the natural environment and encourage the environmental economy.

Policy GYL1: economy and regeneration

Local development documents and other strategies will:

- develop the existing economic structure by supporting established sectors including food processing, energy, port, transport, and tourism industries
- promote radical change in the economy by building on the area's attributes:
 - the renewable energy cluster (utilising existing offshore engineering skills)
 - a more diverse tourism cluster (extending the market by exploiting proximity to the Broads and wildlife areas as well as the seashore)
 - environmental technologies and the wider environmental economy. This will be furthered by seeking to establish a research and teaching centre supported by further and higher educational institutions and others to underpin the environmental economy
- encourage an urban renaissance in core areas by identifying priority areas and projects for brownfield redevelopment in order to achieve economic, physical and social regeneration in inner urban areas and, in particular, taking advantage of key waterfront sites in both towns. Priority will be given to those regeneration projects that can assist in dealing with concentrations of deprivation within the towns.

The following strategic locations are of particular importance in achieving the proposals listed above and will require appropriate policies in local development documents:

- Business parks and employment sites in south Gorleston and Ness Point area of Lowestoft to provide a focus for innovation in the energy sector
- South Denes/EastPort area of Great Yarmouth, for urban regeneration and port related activities
- Lake Lothing area of Lowestoft, for maritime and leisure industries, offshore wind energy and electronics.

Policy GYL2: housing policy

Local development documents will make provision for 9,370 net additional dwellings in the sub-region for the period 2001-21 distributed as follows:

Great Yarmouth	5,400
Lowestoft	3,970

Priority will be given to brownfield sites to aid urban renaissance. Greenfield site development will be confined to limited expansion of the urban area and subject to a joint phasing policy to cover both towns.

Policy GYL3: infrastructure and transport policy

Local development documents and local transport plans will address present and future needs to 2021 by supporting a range of essential infrastructure, in particular to promote transport improvements on key links into the area, between the towns and, where necessary, within the towns. These include:

- Schemes of regional significance which are already identified in the regional transport strategy:
 - A47 improvements Norwich to Great Yarmouth
 - South Lowestoft Relief Road
 - train/bus services Norwich/Great Yarmouth/Lowestoft.
- Other current proposals which will contribute to the achievement of the policy approach for the Great Yarmouth/ Lowestoft sub-region including:
 - implementation of the North Lowestoft Access Project
 - improvements to the capacity of the Lowestoft to Ipswich railway line
 - measures to relieve congestion in Great Yarmouth at the eastern end of the A47/ northern end of the A12 including provision of an A147/A149 Link Road.
- Other schemes which may contribute to the achievement of the strategy, but which require further justification including:
 - third crossing of the River Yare
 - quality bus corridor from Great Yarmouth to Lowestoft
 - measures to make local improvements on the A12 Lowestoft to Ipswich.

The development and expansion of the ports as gateways between the region and Europe will be supported.

Policy GYL4: implementation

Consideration will be given to establishing an appropriate form of local delivery vehicle for the Great Yarmouth and Lowestoft sub-region, based on a partnership of local authorities, regional agencies and local bodies.

Regional agencies will work with the Great Yarmouth and Lowestoft partners to ensure that:

- implementation and delivery bodies have appropriate strategies to achieve the targets for employment and housing growth set out in this RSS, in a sustainable manner
- all elements for the economic development and regeneration of the sub-region are achieved in a balanced programme of development
- consideration is given to the preparation of joint local development documents where appropriate.

Local development documents will ensure that they:

- take full account of the RSS, the delivery structures and the local community strategies
- enable the targets for employment and housing delivery to be achieved
- are flexible, encourage timeliness and encourage innovation and sustainability.

Supporting text

- 5.81 The sub-region straddles the county boundary between Norfolk and Suffolk. Joint arrangements will be developed for the implementation of this policy approach. These will involve the local authorities in the area, along with a partnership of other regional agencies and local bodies. They could include joint member groupings, joint officer structures, special delivery vehicles or a joint local development framework. Further investigation is being undertaken to identify the most appropriate mechanism to meet the requirements of the area.

The Norfolk and Suffolk Broads sub-area

- 5.82 The Broads Authority boundary is very tightly drawn and excludes adjacent towns, villages and countryside. The Norfolk and Suffolk Broads sub-area strategy applies to a wider area to be defined in local development documents. This overlaps with part of the Norwich and Great Yarmouth/Lowestoft sub-regions.

Vision

- 5.83** The Norfolk and Suffolk Broads will be maintained as a unique and special landscape and wildlife resource with its own sense of place. A planning policy framework for economically and environmentally sustainable development will underpin a thriving community. The framework will support innovation and diversification, and promote sustainable transport infrastructures. Development on the flood plain will be limited to that which is essential for the social and economic well-being of the area and appropriate with respect to the character of the landscape and risks from flooding.

Policy NSB1: The Norfolk and Suffolk Broads

The strategy for the wider Broads area is to:

- promote the area as the green heart of the north east of the region
- protect and enhance the landscape, waterways, wildlife and cultural heritage of the area
- balance the economic regeneration needs of Great Yarmouth and Lowestoft with the needs of the rural communities and the need to protect and enhance the environment
- accommodate the regeneration of the Broads boat hire industry
- promote sustainable tourism in the wider Broads area and developments that highlight the role of Norwich, Great Yarmouth and Lowestoft and surrounding market towns as gateways to the Broads
- manage sustainably the flood plain to alleviate flooding in the Broads, taking into account the impacts of climate change and rising sea levels.

Supporting text

- 5.84** The Norfolk and Suffolk Broads is the UK's premier wetland, a unique and internationally important landscape and the only area with National Park status in the East of England. The local economies are based on the wealth of its natural resources and the quality of its environment, primarily, tourism, boat building and agriculture.
- 5.85** New development is essential to maintaining the social and economic vitality of the character of the Broads. Planning policies will aim to achieve a balance between protecting and enhancing the landscape, and social and economic regeneration with high quality built development. As flood risk increases due to climate change and coastal submergence, appropriate types and levels of development within the flood plain must be considered. The Broads is an area of restraint where no significant housing growth is acceptable on the grounds of landscape and environmental qualities and flood risk.

Thetford sub-area

Policy TH1: Thetford

Provision for significant housing, service and employment development will be made at Thetford, building on its role as a key service centre and its links to Norwich, Cambridge, Bury St Edmunds and London. Employment growth will seek to enhance the town's economic self-containment and reflect the town's role as a key settlement on the A11 corridor. Priority will be given to the regeneration of the town centre, particularly through the use of previously developed, vacant and under-used land in a manner that enhances the historic town centre core and also to the protection of its natural setting.

Supporting Text

- 5.86** Thetford is a key service centre located close to the Norfolk/Suffolk border where the A11 (T) and the A134 cross the Little Ouse River. The historical significance of the river crossing gave importance to the town from the 10th Century and has left a wealth of ancient monuments and listed buildings. Boosted by a town expansion scheme promoted between 1956 and 1980, Thetford experienced a rapid and substantial increase in housing and employment growth characterised by large housing estates and industrial areas on the edge of the town. The town is located within a forest setting on the edge of the Brecks landscape and is equidistant between Norwich and Cambridge on the A11 trunk road with direct rail links to both. Thetford has the potential to link to and foster the emerging cluster of motorsport/auto engineering industries focused on the A11 corridor.

London- Stansted-Cambridge-Peterborough corridor

- 5.87** The Government has designated the London-Stansted-Cambridge-Peterborough corridor as a growth area as part of the Sustainable Communities Plan. The corridor is composed of a set of distinctive sub-regions, for which policies are set out below. However, the local authorities should co-ordinate planning policies across the corridor and should undertake joint monitoring to ensure that growth area targets and policies are being implemented in a coherent fashion.

Greater Peterborough sub-region

- 5.88** This sub-region comprises an area within and outside the East of England. It includes Peterborough, parts of Fenland and Huntingdonshire (in the East of England), and parts of East Northamptonshire, Rutland, South Kesteven and South Holland (in the East Midlands region). The area that lies within the East of England includes areas that are a priority for both regeneration and growth. The policies set out below apply to that part of the sub-region located within the East of England. EERA and local partners have worked, and will continue to work, with the East Midlands Regional Assembly to develop complementary policies across the wider sub-region. Regional planning policy affecting those parts of the sub-region outside of the East of the England remains the responsibility of the East Midlands Regional Assembly.



Vision

- 5.89** The vision for the Greater Peterborough sub-region is to recognise the key role of Peterborough as a regional 'capital' for the north-western part of the East of England, in order to deliver a high quality environment for its residents, workers and visitors, realise its potential for significant sustainable growth, address its need for economic regeneration, create an additional focus for growth of hi-tech, knowledge-based employment, related to the Cambridge clusters, and enhance its high quality, attractive environment.

Policy GPSR1: strategy for the Greater Peterborough sub-region

Within the Greater Peterborough sub-region, EERA, the East of England Development Agency, local authorities and other relevant agencies will develop and implement policies to:

- support the traditional and rural based sectors of the economy such as food production and processing
- attract investment in sectors of the economy that have particular scope for expansion such as further development of knowledge based sectors public administration, retail and leisure services and environmental clusters
- support regeneration of rural areas that have EU transitional status
- improve access to locally based further and higher education facilities through a strategy to establish and expand the provision of higher education and work towards the provision of a university
- harness opportunities for attracting investment presented by its location in the London-Stansted-Cambridge-Peterborough growth area and adjoining the Milton Keynes/South Midlands sub-region
- facilitate an attractive, ecologically rich and accessible countryside, with the possibility of wetland restoration in the Fens
- consolidate the market towns of Wisbech and March as important centres of employment, services and facilities and the focus for economic regeneration within the rural area of north Cambridgeshire
- encourage small to medium scale employment opportunities in the market towns of Whittlesey and Ramsey and limited and small scale new housing development appropriate to their roles as a focus for the rural hinterland.

Supporting text

- 5.90** The Peterborough sub-regional study (November 2003) identified a sub-region that presents opportunities for sustainable interdependent urban/rural growth up to 2021 and beyond. Overall, it points to the need for the area to expect more from its 'capital' and aim higher.
- 5.91** The sub-region has a distinctive economy with a strong representation of traditional sectors, for example engineering and agricultural services. These are important industries, but are not generally high value-added sectors. Though important to the wider economy, employment in some of these sectors could fall in future, raising the need for economic diversification. This would also put further reliance on the other parts of the local economy, such as insurance.
- 5.92** The sub-region is failing to meet its potential for developing knowledge-based industries. Such industries are not being attracted to the area, and the sub-region is not capturing potential spin-offs from neighbouring Cambridge, such as high-technology manufacturing. This is despite Peterborough City having a higher proportion of workers employed in businesses operating in knowledge-based activities (e.g. IT materials and software, aerospace, mechanical engineering and research in telecommunications) than the UK average.
- 5.93** There is also a cluster of businesses related to the environment which contributes significantly to the sub-region's employment and output. This cluster comprises a number of regional headquarters for government organisations and environmental consultancies, technology and service companies. The environment sector is set to grow rapidly on a global scale during the next decade so there is an opportunity for growth in this specialism, as well as scope to widen the geographical area of activity into rural areas.
- 5.94** Parts of the sub-region contain high levels of deprivation. The areas that have EU transitional status are areas where poor economic performance and social disadvantage are particularly pronounced, and require particular attention.
- 5.95** Further education (FE) and higher education (HE) levels and provision are lower in most of the seven districts of the sub-region compared with regional or national levels. Peterborough City performs particularly poorly. HE provision in the sub-region needs to be improved, as well as facilitating better access for FE for those living in rural areas. This has been recognised in the Framework for Regional Employment and Skills Action, which has priority action to develop more HE provision in Peterborough. Increasing local HE would also help keep young people in the area and raise aspirations, provide spin-off economic opportunities and assist in raising the profile of the city and sub-region.
- 5.96** The market towns of Wisbech and March are identified in current planning policy as key centres in north Cambridgeshire. The sub-regional strategy reaffirms the need to support their economic and service roles. They have identified capacity for further growth, but this needs to be accompanied by job growth to maintain a sustainable balance between homes and jobs.

Policy GPSR2: transport infrastructure

Local development documents and local transport plans will address needs to 2021 by supporting a range of essential infrastructure, in particular to:

- improve transport choice within Peterborough; between Peterborough and the rural areas; between the remote rural areas and market towns; and between market towns and Peterborough
- secure improvements to the locally strategic transport infrastructure including A47 dualling (A1 to Sutton and Dogsthorpe to Wisbech); A605 (Stanground Bypass); A1073 (Spalding to Eye Improvement); Hampton Railway Station
- ensure that the growth and regeneration levels identified in GPSR3 can be delivered sustainably.

Supporting text

- 5.97** Peterborough is recognised as a growing and important ‘strategic transport hub’. Transport policies and investment proposals could proactively help the development of both Peterborough and the wider sub-region. This policy sets the context for considering these improvements, although it does not cover all local schemes. Additional requirements may also arise out of the work on considering Peterborough’s potential to accommodate additional housing and related development, as set out in policies GPSR3 and GPSR4 below, and policy SS13 in chapter 4 ‘core spatial strategy’.
- 5.98** The Peterborough sub-regional study suggested that, given the number of cross-boundary transport issues that exist, cross-boundary working arrangements should be explored further to consider these implications. This may include a study of the A1 (M) (Peterborough to Stamford).
- 5.99** The Regional Assembly has supported the dualling of the A47 Peterborough to Norwich in the longer term, and is pressing Government to bring forward schemes as soon as possible.

Policy GPSR3: growth of Peterborough

Local development documents for the Peterborough Unitary Authority area will provide for 21,200 net additional dwellings and at least 17,400 net additional jobs in the period 2001-2021, supported by necessary infrastructure

Supporting text

- 5.100** The Peterborough sub-regional study identified the sub-region as an area that has the potential to accommodate considerable housing growth in the coming years in line with its additional job growth. Following that study, the Peterborough Growth Area Study (August 2004) found significant capacity for development focused on Peterborough City, although intervention will be required to deliver this. For example, delivery of affordable homes over the past decade has fallen well short of the target identified in the local plan and support will be needed in order to ensure that future affordable housing can be delivered in the context of regional aspirations set out in policy SS13 (see chapter 4 'core spatial strategy').

Policy GPSR4: regeneration of Peterborough City

Within Peterborough City, EERA, the East of England Development Agency, the local authority and other relevant agencies will develop and implement policies that seek to:

- support the regeneration of the city centre to create an improved range of services and facilities including retailing, housing, leisure, cultural and green infrastructure provision
- support the regeneration of inner urban areas
- develop travel choice and accessibility through improvements to the local transport infrastructure including Peterborough railway improvements and bus priority measures.

Supporting text

- 5.101** Peterborough has a strong retail offer, but there has been little change in the volume of city centre retail floorspace or the range of specialist outlets in recent years. There is, therefore, the potential for further expansion and diversification of the city centre.
- 5.102** Peterborough is also an important location for leisure and cultural facilities for people within the sub-region. The city has plans underway to expand and develop its performing arts, sports, recreation, heritage and visitor infrastructure to meet current and planned growth. The regeneration of the city centre will follow the principles established in the local authority's city centre plan.
- 5.103** In order to achieve a shift towards more sustainable modes of travel, transport choice and accessibility can only be achieved by increasing opportunities to use alternatives to the car. This needs to be achieved by improvements to the local transport infrastructure, particularly public transport related.

Cambridge sub-region

- 5.104** The Cambridge sub-region comprises Cambridge and the ring of surrounding market towns of Ely, Chatteris, Huntingdon, St Neots, St Ives, Royston, Saffron Walden, Haverhill and Newmarket.
- 5.105** The buoyant Cambridge economy is of great importance to the region and the UK. The sub-region leads in education, research and knowledge-based industry linked to the University of Cambridge, Addenbrooke's Hospital and other independent research centres in the sub-region, but has limited capacity to absorb the impact of further housing and economic growth, beyond what is already planned.
- 5.106** Existing RSS (RPG6) and the 2003 Cambridgeshire and Peterborough Structure Plan aimed to improve the balance of housing and employment in and close to Cambridge. Releases from the green belt have been agreed which set boundaries providing for development at least until 2021.

The Vision

- 5.107** The vision for the sub-region will provide for continuity with the existing strategy whilst meeting future needs.
- 5.108** The vision for the Cambridge sub-region is to:
- continue to develop as a centre of excellence and world leader in the fields of higher education and research and foster the dynamism, prosperity and further expansion of the knowledge based economy
 - protect and enhance the historic character and the setting of Cambridge as a compact city, the character and setting of the market towns and other settlements in the sub-region, and the important environmental qualities of the surrounding area
 - satisfy the housing needs generated by economic growth within the Cambridge sub-region
 - focus sustainable and spatially concentrated patterns of high quality, socially inclusive development primarily on Cambridge, in the form of new communities on the edge of the city and in one new settlement and additionally in the market towns, to provide a more sustainable balance between jobs and homes
 - deliver integrated transport systems, related closely to the development patterns in the sub-region and including high quality public transport links, to support more sustainable travel patterns
 - facilitate an attractive, ecologically rich and accessible countryside.
- 5.109** This vision seeks to ensure that Cambridge maintains its character as a compact, historic city, with robust green belt boundaries that will endure at least until the end of the Plan period. With regard to market towns in the sub-region, emphasis is placed on the expansion of employment, which will facilitate the spread of the knowledge-based economy. It is important that any significant residential development should be kept in balance with employment, in order not to exacerbate the problems associated with long distance commuting to neighbouring towns and to Cambridge.

Policy CSR1: location of housing and related development

Local development documents will identify land for housing and related development for schools, services, and other facilities, in the following order of preference:

- within the built up area of Cambridge, subject to capacity and environmental considerations
- on the periphery of the built up area of Cambridge on land to be removed from the green belt by 2006
- in the new settlement of Northstowe close to Cambridge
- within the built up area of market towns and rural centres where it would contribute to the specified social and economic needs of the community and where good public transport to Cambridge exists or can be provided
- by extensions to market towns and rural centres where good public transport access to Cambridge exists or can be provided.

Within Huntingdonshire, employment generation associated with the reuse of Alconbury Airfield may require some modification of this sequence in nearby parts of the district, to secure a sustainable pattern of development.

Supporting text

- 5.110** This policy sets out the preference for new development in locations that offer the most sustainability potential. Outside of Cambridge these will be located in market towns or exceptionally in rural centres with good access to public transport. The requirement for a small new settlement was identified and endorsed in the review of the Cambridge and Peterborough Structure Plan as likely to be needed as part of the strategy for supporting and achieving employment growth in the sub-region.
- 5.111** The green belt will be protected following the current review in order to deliver the vision of the sub-region. Not least, it is required to maintain Cambridge as a compact, dynamic city with a thriving historic centre.
- 5.112** Alconbury Airfield lies on the edge of the Cambridge sub-region, adjoining the Peterborough sub-region. Redevelopment is likely to generate significant employment. It has also been identified as one option for relocating aircraft maintenance operations from Cambridge Airport which is a regionally important site allocated for housing development. Successful relocation of the aircraft maintenance facilities could help to protect skilled employment.
- 5.113** To help reduce the need to travel, housing allocations in the vicinity of Alconbury may need to depart from the sequential approach of policy CSR1. Any such departures must be justified in local development documents, be supported by rigorous analysis of alternative options against sustainability objectives and reflect the principles of policy CSR1, in terms of making good use of existing facilities and previously developed land, and reducing the need to travel.

Policy CSR2: scale of housing provision and its distribution

Local development documents should provide for 46,800 homes in the sub-region between 2001 and 2016. 15,000 new homes will be required between 2016 and 2021.

	2001-2016	2016-2021
Cambridge built up area	8,600	1,200
Edge of Cambridge	8,000	5,500
New town (Northstowe)	6,000	2,500
Market towns and rural centres of which:	24,200	5,800
– in Cambridgeshire	21,300	5,000
– in Suffolk	2,900	800
Total	46,800	15,000

Supporting text

- 5.114** 40% or more of the new housing in the sub-region needs to be 'affordable' housing. Employment development will also be expected to contribute towards affordable housing.

Policy CSR3: high technology clusters

The development and expansion of high technology clusters in the Cambridge sub-region will be supported by making specific provision for:

- research and development
- computer services
- telecommunications/information technology
- biotechnology and biomedical
- medicine
- other emergent technologies.

Supporting text

- 5.115** The sub-region has one of the most remarkable groupings of high technology and research clusters in the UK. These are to be fostered in the regional and national interest and to promote further growth of local and regional economies.
- 5.116** Cluster development will be encouraged in the market towns. In market towns such as Newmarket and Haverhill it will be important to capitalise on the proximity of the Cambridge area to diversify and strengthen their economies. Such an approach would assist in reducing out-commuting from those towns.

Policy CSR4: management of the Cambridge sub-regional economy

Employment land in and close to Cambridge will be reserved for development that can demonstrate a clear need to be located in the area in order to serve local requirements.

Development proposals for new employment in and close to Cambridge must demonstrate that they fall into one or more of the following categories:

- high technology and related industries concerned with research and development
- other small-scale industries that would contribute to a greater range of local employment opportunities
- the provision of office or other development providing an essential service for Cambridge as a local or sub-regional centre.

Distribution and warehousing facilities are unlikely to be acceptable within or close to Cambridge.

In the market towns around Cambridge, local development documents and other implementation programmes will give consideration to opportunities to diversify and raise the quality of the economies of those settlements.

Supporting text

- 5.117** The Cambridge sub-region is nationally and internationally an important centre for the economic growth of the region. There is a balance to be struck between new economic development and the availability of local labour, if excessive commuting and/or overheating of the local housing market is to be avoided. The Cambridgeshire and Peterborough Structure Plan review has set the context for the review of the Cambridge Green Belt, to support the economic growth role of Cambridge and provide sufficient local housing. To underpin this, policy CSR4 sets out an approach of selective management of the local economy, focusing on those industries that have an essential need to locate in and close to Cambridge. This also presents opportunities for the surrounding market towns and adjoining sub-regions (particularly the Greater Peterborough sub-region). Economic strategies should recognise the benefits that can be obtained by developing strong linkages between Cambridge and the other centres in the region.

Policy CSR5: infrastructure provision

A comprehensive approach will be adopted to secure infrastructure, including green infrastructure, needed to support the development strategy for the Cambridge sub-region. Sources of funding and land holdings will be brought together within a co-ordinated infrastructure programme to be delivered by a limited liability partnership constituted by the local authorities and other key stakeholders.



Supporting text

- 5.118** The Cambridge sub-region already has a programme of transport infrastructure improvements that will be required to deliver the strategy. This is contained in the Cambridgeshire and Peterborough Structure Plan and will be 'saved' when this draft RSS is approved (see appendix E). Additional work may be needed, and will be addressed by the limited liability partnership. The partnership is also likely to address issues such as: affordable and key worker housing; education; health care; other community facilities; environmental improvements and provision of open space; waste management; water, flood control and drainage; and other utilities and telecommunications.
- 5.119** In line with policy, all development likely to have a definable impact on infrastructure requirements will be expected to make provision for such infrastructure. This should accommodate local impacts and also contribute to the needs of the sub-region as a whole. Area transport plans are one means of identifying transport infrastructure needs and providing a basis for identifying transport contributions from developers.
- 5.120** The regional transport strategy identifies Chesterton station and West Anglia Mainline remodelling of Cambridge and Ely stations as priority schemes within the sub-region (chapter 8 table 8.3H).

Stansted/M11 sub-region

Context

- 5.121** The Stansted/M11 sub-region is part of the wider London-Stansted-Cambridge-Peterborough growth area identified in the Sustainable Communities Plan. It is situated between the Greater London boundary and the Cambridge sub-region boundary, and comprises the local authority areas of Epping Forest, Harlow, Uttlesford, Braintree, parts of East Hertfordshire, and Broxbourne east of the A10. The southern part of the sub-region is strongly related to London through daily commuting and its higher-order retail, recreation and cultural facilities. Conversely, the capital looks to the sub-region for outdoor recreation and tourism. London Stansted Airport is developing rapidly as the third largest international airport in the UK, and the Government announced in December 2003 that an additional runway will be built there by 2011/12. Harlow and Bishop's Stortford and Braintree are the only large towns within the sub-region, along with smaller towns such as Great Dunmow and a scattered pattern of smaller settlements elsewhere.

Vision and planning framework

- 5.122** The vision for the Stansted/M11 sub-region is to create a sustainable employment-led growth corridor, conserving and delivering a high quality environment by capitalising on its role as a key aviation gateway, realising its potential for sustainable growth and regeneration, and capitalising on its potential as a focus for hi-tech, knowledge-based employment, related to the Cambridge clusters and London.

5.123 Most of the measures needed to realise this vision are embodied in the overall spatial strategy and regional transport strategy. However, a range of approaches specific to the Stansted/M11 sub-region will be needed:

- securing employment-led growth, focused on expansion of Stansted Airport and the clusters of advanced technology industries in the corridor and adjoining areas
- supporting this priority with an adequate rate of housing growth to deliver a sustainable balance between jobs and new homes, including a significant proportion of affordable and key worker housing
- improved infrastructure to maximise use of passenger transport, and create opportunities to reduce the need to travel
- ensuring that economic growth delivers regeneration of Harlow and the Upper Lee Valley and related improvements in transport and community infrastructure
- recognising the importance of the area's relationship to London
- ensuring that growth is supported by adequate capacity in community infrastructure, water supply and public utilities.

Policy ST1: spatial strategy

To deliver the Stansted/M11 strategy, local development documents and related strategies will provide for:

- housing development phased in accordance with employment growth
- an integrated mix of homes of different sizes, types, and tenures to support a range of household sizes, ages and incomes
- a substantial provision of affordable housing and accommodation for key workers
- the development of key economic clusters and related sectors, based on Stansted Airport and on the potential of the overall M11/A120 corridors
- achieving a new vision for Harlow as an employment and housing growth area and a strong sub-regional centre allied with physical, social and economic regeneration
- achieving a new vision for the Upper Lee Valley as an employment and housing growth area allied with major urban renaissance and social and economic regeneration
- the expansion of London Stansted Airport up to the maximum capacity of its existing single runway
- improvement of strategic transport infrastructure and passenger transport services to overcome current infrastructure deficits and congestion, and provide new sustainable transport infrastructure for urban growth

- restraint on development, except for provision for identified local needs or strategic transport improvements, in the following rural areas:
 - Uttlesford district north of Stansted Airport
 - east of the M11, with the exception of strategic growth at North Weald
 - north of the Stort Valley, with the exception of the area north of Harlow required for strategic growth, and west of the M11
 - a strategic green wedge to be defined west of Harlow
- protection from inappropriate development together with land management policies to enhance natural landscape, woodland, nature conservation, heritage, and outdoor recreation potential, in the following open spaces of regional importance:
 - Epping Forest land (and associated buffer strips)
 - Lee Valley Regional Park
 - Hatfield Forest
- a network of multi-functional green space throughout the sub-region, particularly to create new green space and provide new strategic landscaping within and adjoining development areas
- protection for the small historic towns and villages in the sub-region to protect them from development which would be inappropriate and unsympathetic to their built character and setting.

Supporting text

5.124 The strategy is to:

- capitalise on growth in economic activity generated by Stansted Airport to stimulate economic regeneration in the areas south of the airport
- focus major strategic growth within and around Harlow, to deliver economic growth allied with significant regeneration within the existing urban area and ensure that the new development is phased and planned so as to be supportive of regeneration
- focus also on regeneration of the Upper Lee Valley
- link these regeneration-led growth areas via a 'transport and regeneration led corridors' approach to attract inward investment, and provide new public transport infrastructure to promote regeneration and service sustainable growth. This will provide a corridor of development up the Lee Valley, northwards through North Weald and Harlow towards Stansted Airport
- closer to the airport, focus growth in the A120 corridor, on Bishop's Stortford, Great Dunmow and Braintree, via varying mixes of employment and housing development and with sensitivity to landscape quality

- ensure protection of the rest of the sub-region, in particular green belt, general countryside and rural towns/villages, and key areas such as Epping Forest, Lee Valley Regional Park, and Hatfield Forest
- ensure care in the planning of development around Harlow, to accommodate development while respecting the character of the countryside areas separating Harlow and Hoddesdon.

Policy ST2: employment generation and economic regeneration

Provision will be made in local development documents to accommodate up to 40,000 net additional jobs in the sub-region by 2021.

Local development documents will provide for at least two new strategic employment sites, one north of Harlow and another, of 25 hectares, in the North Weald area, phased over the period 2001-2011.

Local development documents will identify additional large sites along with opportunities to expand existing sites and develop small and mixed-use schemes.

Policy ST3: Harlow regeneration

The strategy for Harlow will be delivered by a joint local development document, prepared by the three district and two county councils, and by a strong new delivery mechanism to deliver the following strategic priorities:

- green infrastructure – including ‘green wedges’ within the urban area
- urban renaissance in the town centre to strengthen its sub-regional role, improve the range of retail and other facilities, associated with environmental and urban design improvements
- urban renaissance throughout the town to renew and redevelop its existing housing stock and its green and community infrastructure (possibly in association with the development of new housing sites)
- transport infrastructure improvements and transport measures to enable economic regeneration and new housing and employment provision
- provision of a range of new housing to meet the need for the full range of housing types, sizes, tenures, and cost, and support development of a skilled and more inclusive local labour force
- development of the town as a key regional centre for university-level and research-based institutions, and for the location of European headquarters, regional offices, media and culture, biotechnology, pharmaceuticals, ICT/telecoms, airport-related enterprises, logistics and distribution
- the growth of local small and medium sized economic enterprises, and the attraction of new economic development.

Supporting text

- 5.125** The sub-region has considerable economic potential arising from its national and regional location. Direct employment growth at Stansted Airport is likely to be less significant than general employment growth in the M11/A120 corridors enabled by proximity to the airport, London, and Cambridge, within existing economic clusters and from new economic investment.
- 5.126** It is estimated that up to 40,000 jobs could be created by economic growth pressures in the sub-region. Local development documents should provide for this scale of growth, but it will be important to apply the 'plan, monitor and manage' approach to ensure that employment, housing and infrastructure growth is phased and coordinated, and policy reviewed in relation to progress and any changes in needs.
- 5.127** Provision of high quality employment sites will be important, to ensure that existing enterprises and economic clusters can expand and to attract inward investment. Key target sectors include European headquarters, regional offices, media and culture, biotechnology, pharmaceuticals, ICT/telecoms, airport-related enterprises, logistics and distribution.
- 5.128** There is significant localised social and economic deprivation, notably in Harlow and the Upper Lee Valley, characterised by lower levels of educational attainment and skills, relatively high propensity to unemployment, benefit claimants, and social deprivation. There is a lack of market demand to take-up existing employment land/premises, in part because of transport access problems and the limited quality of sites/premises on offer.
- 5.129** Harlow has suffered manufacturing decline, its existing building stock and community infrastructure is becoming obsolete, and the town centre is in need of regeneration and renewal to provide for much improved retail and other facilities. Economic restructuring is taking place, but substantial levels of new investment are needed if Harlow is to fulfil its potential.
- 5.130** Harlow and the Lee Valley have a number of economic strengths. They need to capitalise on the economies of London and Cambridge and their strategic communication links and the Stansted growth focus. They are the key locations for significant inward economic investment in the sub-region, having more immediate potential than many areas closer to Stansted Airport.
- 5.131** Harlow should develop as the key regional centre for university-level and research-based institutions, newer economic sectors and growth of small and medium-sized enterprises (SMEs), implementing a concerted programme to raise educational attainment and provide training and skills. The town centre should develop as a sub-regional shopping centre serving the majority of the sub-region, with redevelopment and enhancement to upgrade its status and image. There is also a need for general urban renaissance throughout the town, focusing on diversification and improvement of the housing stock in all sectors, and to attract a wider range of skilled people. There should be a long-term rolling programme of housing renewal involving refurbishment, redevelopment, and new build.

5.132 New development must be allied to regeneration priorities and measures to address social deprivation. Key approaches will be:

- a rolling programme of re-development of older housing areas, to unlock opportunities for higher densities, increased quality of design standards and facilities and innovative approaches to delivery, e.g. negotiating with developers to undertake packages of redevelopment and greenfield development
- providing a high proportion of affordable housing whilst at the same time creating high quality dwellings. This should be part of an urban renaissance 're-launch' as a model for the 21st century to change the town's image, based on the premise that, in its original form, the New Town was a high quality, innovative solution to the problems of the 1950s
- development will contribute to renewing community facilities supported by a consolidated effort to attract external funding for big, imaginative projects. In particular, a combined sports/leisure/arts facility is needed, which should be able to attract significant commercial funding. This should be of a quality and character that would draw from at least a sub-regional/regional catchment including north London. Such a development would provide an identity and selling point for the town
- phasing regeneration and new development so that the impetus of regeneration is maintained and so that there is maximum complementarity between the two.

5.133 Harlow is over-dependent upon large employers, but also has a substantial small and medium sized enterprises (SME) sector. Employment growth must cater for small business growth by providing a variety of small to medium units offering opportunities for expansion.

Policy ST4: strategic growth locations

The sub-region will provide for a net increase of 35,050 new dwellings 2001-2021 in excess of existing capacity and commitments. Provision will be made at the following strategic locations:

Settlement/strategic location	District	2001-2021
Harlow	Harlow ¹ /Epping Forest/East Herts	20,700
North Weald	Epping Forest	6,000
Broxbourne/A10 corridor	Broxbourne	2,500
Braintree	Braintree	1,200
Bishop's Stortford, North	East Hertfordshire	2,000
Great Dunmow area	Uttlesford	2,650
Sub-regional total:		35,050

Detailed proposals for development in these areas will be determined by local development documents or master planning studies.

¹ The provision for Harlow Borough includes existing capacity and commitment

Supporting text

- 5.134 Existing policy commitments, including urban capacity, could deliver up to 28,200 new homes in the sub-region without further allocations. There is further potential capacity in ‘areas of special restraint’ (ASR) within the Metropolitan Green Belt for a further 3,000 dwellings at Harlow East (1,000) and Bishop’s Stortford North (2,000), with further potential west of Hoddesdon.
- 5.135 Development of an extra 35,050 new homes is proposed at new strategic growth locations (including the ASRs) taking the total housing provision for the sub-region up to 63,250 up to 2021.
- 5.136 Future housing growth will be delivered at a number of broad locations (‘strategic growth locations’) identified in this sub-regional strategy, with the remainder to be identified through local development documents. The strategic growth locations are:
- **Harlow** – major urban extensions to the north to provide at least 10,000 dwellings and substantial employment growth by 2021 in a form that achieves an effective and environmentally sensitive linkage across the Stort Valley and respects flight path, environmental and other constraints; development within and east of Harlow to provide 8,000 dwellings; and some more limited development to the south and west of Harlow. The M11 motorway will define the limit to development to the east, while local development documents or master planning studies will need to define the limits elsewhere and ensure that the proposals can deliver sustainable development in relation to transport, social and environmental infrastructure
 - **North Weald** – the airfield and surrounding land provides a major strategic opportunity for mixed development on part greenfield/brownfield land. It affords potential for high quality mixed-use housing/employment development to attract inward investment and an enhanced economic base to stimulate regeneration of Harlow. The strategy makes provision for it to accommodate up to 6,000 new dwellings up to 2021
 - **Broxbourne/A10 corridor** – housing and economic development is proposed in the A10/WAGN rail corridor (between Cheshunt and Hoddesdon) through urban extensions to existing settlements. 2,500 dwellings will be provided at locations to be identified in local development documents informed by a strategic framework to be prepared. Further studies should be undertaken to identify the full potential of the area for urban renaissance, based upon a new vision for sustainable development and regeneration focused on the area’s urban structure, town and retail centres, and capacity for sustainable urban extensions
 - **Braintree** – although the focus in this sub-regional strategy for Braintree needs to be on the delivery of significant employment opportunities (to offset the existing high levels of out-commuting), an allowance has been made for additional housing development over existing commitments. This will enable mixed-use developments to be brought forward. It will be important that delivery of this housing is phased to come forward in line with sufficient employment growth
 - **Bishop’s Stortford** – the area of special restraint at Bishop’s Stortford North would be released to provide for at least 2,000 new dwellings and associated development. It is likely that new approaches to design, layout, and density will enable an increase over this historic assessment of the area’s development capacity

- **Uttlesford** – Uttlesford district will provide 2,650 new dwellings, mostly as an urban extension to Great Dunmow or possibly as a new village. The exact location and form of this development will be identified in the local development document or similar strategic framework.

5.137 Delivery of the strategic growth locations will require significant passenger transport improvements along two axes:

- north-south, linking key centres including Epping, North Weald, Harlow East, Harlow town centre, Harlow Town Station and Stansted Airport
- east-west, linking key centres including Bishop's Stortford, Stansted Airport, Great Dunmow and Braintree.

5.138 Major growth at North Weald will require improvements to junction 7 of M11 to facilitate access and improved east-west movement. Development at Harlow East will require major improvements to the transportation infrastructure and public transport provision in Harlow. Transport improvements and the need for new road infrastructure will be examined in studies and be provided through local development documents, and will be informed by a strategic framework to be prepared.

Policy ST5: Stansted Airport

Expansion of Stansted Airport up to the full capacity of its existing single runway is accepted.

All development for operational and directly associated airport employment will be located within the site of London Stansted Airport itself, and land within the airport's boundaries will be safeguarded for that purpose only. Employment development unrelated to the airport's operation will be located on employment and commercial sites at Harlow and nearby towns identified in local development documents in accordance with the general RSS spatial strategy.

Supporting text

5.139 Stansted Airport currently operates at 18 million passengers per annum (mppa) (September 2003) and has planning permission to expand its existing terminal building and supporting infrastructure for a passenger capacity of about 25 mppa. This is likely to be achieved by 2010. EERA has accepted expansion of the airport up to the maximum passenger capacity of the airport's existing single runway (35 mppa) and has prepared draft RSS on this basis. The Government announced, in December 2003, its support for an additional runway to be built at Stansted by 2011/12, increasing its physical capacity to about 82 mppa. This may mean potential actual usage by 2015 of 64 mppa and by 2030, 74 mppa (see also policies E14 and T5).

5.140 Increases in the airport's passenger and freight capacity will generate demand for new employment development. There is extensive land available within the airport site to accommodate operational and other directly associated airport employment. Employment uses unrelated to operational needs and non-aviation employment will be located elsewhere, in accordance with the draft RSS spatial strategy.



Metropolitan Green Belt

- 5.141** The sub-regional spatial strategy will require consequential changes to the boundaries of the Metropolitan Green Belt in accordance with policy SS7. It would be desirable to make compensating additions to green belt in areas beyond the districts directly affected including East Hertfordshire. Local authorities should cooperate to identify the most appropriate locations for these additions and bring forward proposals in the appropriate local development document.

Policy ST6: transportation

Subject to the outcome of further transport studies, the sub-regional transport priorities are:

- rail capacity enhancements on the WAGN rail line between London Liverpool Street and Bishop's Stortford, including station improvements within the sub-region and improved services to facilitate reverse commuting from the sub-region up to Stansted Airport
- improved rail and road access to Stansted Airport (possibly requiring an additional rail tunnel access into the airport)
- provision of a modern passenger transport service to serve railway stations in the southern part of the WAGN rail corridor to increase their catchment areas
- an outer bypass to the north of the existing urban area of Harlow from the A414 to the M11 to accommodate east-west through traffic on the A414 route and with appropriate links to provide improved access to strategic growth locations, and improve external access into the existing built-up area of Harlow, the town centre, and main employment areas. This will require a new junction on the M11
- transport improvements within the urban area of Harlow
- provision of park and ride facilities at North Weald and Harlow Town Station to provide for high quality passenger transport access to Harlow town centre and Stansted Airport
- provision of a high quality public transport link between Epping, North Weald, Harlow and Stansted Airport, with related route options for serving Sawbridgeworth and Bishop's Stortford
- provision of a high quality public transport link between Bishop's Stortford, Stansted Airport, Great Dunmow, and Braintree
- a study of longer term public transport access improvements between London, North Weald and Harlow
- improvements to junctions 7 and 8 of the M11 motorway
- improvements to the A120 between the A10 (Puckeridge) and M11 motorway (junction 8) including widening the Bishop's Stortford bypass and bypasses for Little Hadham and Standon
- improvements to the A1184 between Harlow and Bishop's Stortford
- a study of the implications of airport related growth on transport routes from the airport north into Cambridgeshire.

Supporting text

- 5.142** The sub-region already suffers peak time congestion on both rail and road networks with the competing demands of local traffic, commuting movements, through traffic, and access to Stansted Airport. A number of transport improvements are currently being implemented or planned, but additional traffic generated by proposed development and Stansted expansion will require further improvements. The details of transportation infrastructure improvements will be informed by further studies currently under way.
- 5.143** Pending this further work, the sub-regional transport strategy is to:
- support existing committed development along the main transport corridors (M11 and WAGN rail line, and A120 from Bishop's Stortford to Braintree) to remedy the existing infrastructure deficit
 - support strategic growth at Harlow/North Weald, Bishop's Stortford and Great Dunmow
 - introduce high capacity public transport/quality bus links along growth corridors
 - ensure that development of all strategic growth locations is designed around the use of modern, high tech public transport systems rather than the private car
 - ensure that passenger and employees' needs for access to Stansted Airport are met sustainably, aiming to change modal choice, encouraging public transport access to the airport, and supporting increased use of both bus and rail-based park and ride schemes both close to and at distance from the airport.
- 5.144** Growth in the southern part of the sub-region should have improved access to the WAGN rail line and exploit its reverse peak capacity for travel to Stansted and Cambridge. Station catchment areas in this rail corridor should be expanded by developing modern passenger transport systems, which would also contribute to regeneration of Harlow and the Upper Lee Valley.
- 5.145** High quality passenger transport links, possibly using segregated routes, are needed:
- north-south from Epping, North Weald and Harlow to Stansted Airport, with related route options serving Sawbridgeworth and Bishop's Stortford
 - east-west in the A120 corridor serving Bishop's Stortford, Stansted, Great Dunmow and Braintree.
- 5.146** Harlow and the Upper Lee Valley need new transport strategies to resolve serious internal congestion problems and assist regeneration. In Harlow, through traffic on the A414 has to navigate through the town, while the major employment areas are remote from the M11 and thus unattractive to inward economic investment. The town's external and internal links limit access for both public and private transport and many are approaching their capacity. Cross-town movement and town centre access is often difficult, and the main railway station is remote from the majority of the town's built-up area. A strategic route would assist movement on an east-west access and improve linkages with Stansted.

Policy ST7: implementation and delivery

The joint local development document and the Area Regeneration Partnership will ensure that:

- the implementation and delivery bodies have appropriate strategies to achieve the targets for employment and housing growth set out in this RSS in a sustainable manner
- employment growth is supported by phased delivery of new housing and the provision of transport and community infrastructure
- developer contributions are made towards the provision of appropriate affordable housing, transport and community infrastructure, education, primary health care facilities, and green space, with the benefits created being pooled/shared between partners across administrative boundaries
- the regeneration of Harlow and Upper Lee Valley is achieved in a balanced and coordinated programme of development and programmed action
- the work of the Partnership is open, transparent, and democratically accountable
- appropriate guidance is given for the preparation of individual local development documents.

The joint local development document will ensure that targets for employment and new housing are delivered, and that proposals are well integrated with community strategies and related delivery processes.

Supporting text

- 5.147** A joint local development document to guide development and the provision of transport and other infrastructure will be produced by a partnership of the local authorities to provide more detailed guidance based on this sub-regional strategy. The major strategic growth proposed will be implemented through a local delivery vehicle in the form of an area regeneration partnership: involving the local authorities of Epping Forest, Harlow, Broxbourne, East Hertfordshire, Essex, Hertfordshire, and Uttlesford. English Partnerships will be included to strengthen the land assembly and master planning capability of the partnership structure. There should be sharing/pooling of contributions and benefits across local authority boundaries. Representatives of the local strategic partnerships could also give added value.
- 5.148** Major public funding and developer contributions will be needed to provide the necessary finance for transport and other community infrastructure to support the amount of growth being proposed in the sub-region up to 2021. Particular provision will need to be made for affordable and key worker housing, health and education facilities. Special arrangements may need to be made for the 'pooling' of planning gain and public investment benefits, so that adjoining local authorities can share the benefits of new provision across administrative boundaries.
- 5.149** The sub-region has a high quality 'green infrastructure' i.e. a network of multi-functional green space. It consists of existing public and private assets in urban and rural locations (e.g. Epping Forest and Lee Valley Regional Park, urban and country parks, footpaths, ancient woodlands, sites of special scientific interest, and nature reserves). New provision should extend and enhance this infrastructure to create a coherent linked network of green space across the sub-region required to deliver 'liveability' for new communities.

Stevenage sub-area

Policy SV1: regeneration of Stevenage

The strategy is to deliver a new vision for Stevenage as an employment and housing growth area and a strong centre allied with physical, social and economic regeneration. It will be delivered by local development documents, supported where necessary by master or action area plans and prepared by the two district councils and the county council, and by a strong new delivery mechanism to deliver the following strategic priorities:

- an urban extension to the west, and possibly to the north, to provide 14,400 dwellings in the wider Stevenage area;
- substantial employment growth in a form that links effectively into the existing urban form and respects flight path, environmental and other constraints.

Joint local development documents or master planning studies will need to define the limits elsewhere and ensure that the proposals can deliver sustainable development in relation to transport, social and environmental infrastructure.

Supporting text

5.150 New development must be allied to regeneration priorities and measures to address social deprivation. Key approaches will be:

- a rolling programme of re-development of older housing and commercial areas, to unlock opportunities for higher densities, increased quality of design standards and facilities and innovative approaches to delivery, e.g. negotiating with developers to undertake packages of redevelopment and greenfield development
- providing a high proportion of affordable housing whilst at the same time creating high quality dwellings. This should be part of an urban renaissance 're-launch'
- phasing regeneration and new development so that the impetus of regeneration is maintained and so that there is the maximum complementary between the two.

5.151 The strategic location for growth is an urban extension to the west, and possibly to the north, to provide, in combination with urban capacity in the town, a total of 14,400 dwellings in the wider Stevenage area and substantial employment growth in a form that links effectively into the existing urban form and respects flight path, environmental and other constraints. Joint local development documents or master planning studies will need to define the limits elsewhere and ensure that the proposals can deliver sustainable development in relation to transport, social and environmental infrastructure.

London Arc sub-area

- 5.152** The relationship between the region and London is critical. This is particularly the case in areas adjacent to London, where long-standing policies have sought to restrain the outward spread of the capital, and preserve the existing urban structure. These areas face a unique set of issues and pressures in the East of England, although these are shared with other parts of the South East region.
- 5.153** The London Arc wraps around the northern, north-eastern and eastern boundary of the East of England with London, and broadly coincides with the Metropolitan Green Belt. Although there are local variations, most parts of the Arc are affected by similar broad strategic issues.
- 5.154** Settlements within the London Arc are all strongly affected by their proximity to London for employment, shopping, leisure, entertainment, and cultural facilities. Their strong spatial linkage with London is expected to endure over the longer term. Many people work in London but live within the London Arc and commuting levels are high. This places major pressure on radial rail and road routes into London. Reverse commuting out of London into the Arc occurs, but is much more limited.
- 5.155** The London Arc suffers from a major infrastructure deficit. Given its location, transport infrastructure in the Arc must cope not only with the movements within the area, but also the commuting movements generated each day by London. Major investment in sustainable transport networks is required to address these existing problems, alongside a significant and coordinated effort to manage the capacity of the existing networks, to manage the need to travel and modal choice, and deliver a better balance between employment and housing to reduce the need to travel. The regional transport strategy identifies A12/M25 Brook Street interchange and orbital coach services around London as priority schemes within the sub-region (see chapter 8, table 8.3J).
- 5.156** There is, however, considerable variation in the types of settlement within the London Arc and their physical, economic and social well-being. Whilst there are many attractive and prosperous towns and villages, many settlements within the Arc have major infrastructure problems and some lack adequate urban structure. Others, such as the Luton/Dunstable/Houghton Regis and Harlow priority areas of regeneration and Thames Gateway/South Essex, have lost their traditional industries and there is a skills mismatch in the workforce.
- 5.157** The Hertfordshire and south Essex parts of the Arc are characterised by a dense pattern of settlements that have little scope for expansion without coalescence. They tend to be located along radial transport corridors in the form of a 'string of pearls'. In west Essex, there are few settlements of any size, with extensive areas of high quality open countryside. The Bedfordshire section is dominated by the Luton/Dunstable/Houghton Regis area, but also contains smaller more rural settlements.
- 5.158** Much of the London Arc is subject to green belt policy. Historically the Metropolitan and South Bedfordshire Green Belts have restrained further urban growth of settlements and prevented inappropriate development on open land within the London Arc. All three counties are also heavily constrained by a variety of environmental designations, including Areas of Outstanding Natural Beauty and Community Forests, which affect their potential for growth.

- 5.159 The Government's Sustainable Communities Plan growth areas of Milton Keynes South Midlands, the London-Stansted-Cambridge-Peterborough corridor and Thames Gateway South Essex cut across the London Arc. Where the separate sub-regional strategies for these areas bring forward specific proposals for development and change, they will have precedence over the policies for the London Arc which will otherwise apply.

Policy LA1: the London Arc

In the Arc around London the particular development pressures generated by the area's proximity to London, specifically the proposals for growth set out elsewhere in this RSS, will be managed to secure more sustainable forms of development to deliver:

- continued urban renaissance of existing settlements and their built form, and the protection of open land between settlements through green belt policy and other policies of restraint
- promotion of the economic prosperity of settlements through town centre improvements, urban regeneration schemes, and making more efficient use of existing employment land where appropriate, and more generally through the efficient use of previously developed land and existing buildings
- delivery of adequate affordable housing to meet the special needs generated by the local housing market, including key workers
- promotion of transport demand management measures to deliver sustainable patterns of movement by all travel modes within the Arc, and in particular for major commuting flows to and from London
- positive management of land between settlements to ensure a good quality environment and its enhancement for the purposes of countryside access, outdoor sport and recreation, landscape amenity, improvement of damaged land, nature conservation, agriculture and forestry.

Where any substantial new development is proposed within the Arc in accordance with the above considerations, it will be based on an appraisal of the relative sustainability of the location. In addition there will be:

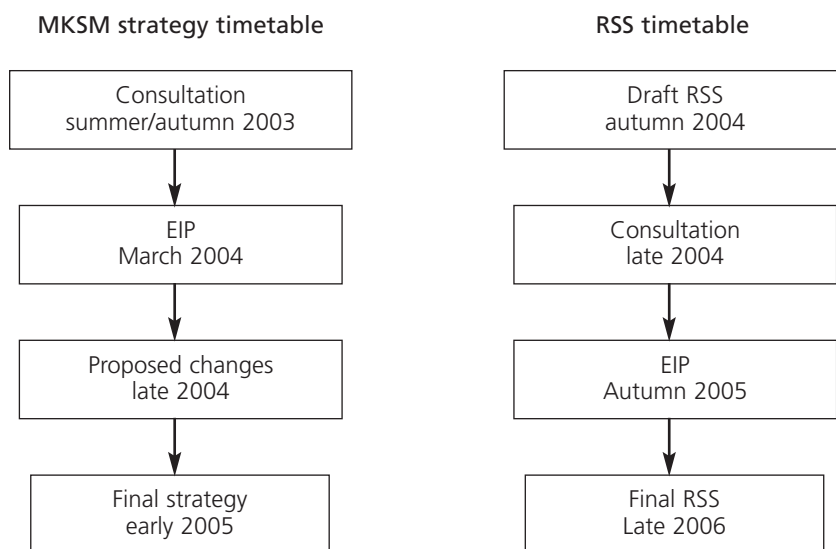
- full use of the sequential approach;
- release of land from the green belt only where exceptional circumstances can be demonstrated and the proposed release achieves a sustainable form of development
- adequate provision of social and physical infrastructure to support new development
- appropriate programmes and policies for supporting transport demand management measures and, where appropriate, investment to manage the demands already placed on transport infrastructure in the Arc by its proximity to London.

Bedfordshire and Luton growth areas

- 5.160** Proposals for development in the Bedfordshire growth areas, Bedford/Kempston and Luton/Dunstable/Houghton Regis, are set out in a separate sub-regional strategy for the Milton Keynes and South Midlands sub-region. The sub-region straddles three regions, the East of England, the East Midlands, and the South East, and the strategy is being handled through a separate process to enable policy to be co-ordinated across those regions. The Milton Keynes South Midlands Strategy (MKSM) was submitted to the Office of the Deputy Prime Minister as draft RPG in July 2003. Following a period of public consultation, a public examination began in March 2004. Proposed changes to the strategy were published in October 2004 and are subject to a separate public consultation process. This RSS cannot repeat or present any proposals of the sub-regional strategy, in order to avoid conflict or opening up the strategy to a new consultation process. Only new proposals addressing issues not covered in the MKSM strategy can be included in this RSS.

Status of the Milton Keynes South Midlands Strategy

- 5.161** The Planning and Compulsory Purchase Act converts existing RPGs into Regional Spatial Strategies. Hence, when issued in early 2005, the MKSM Strategy will constitute a partial revision of RSS9 (formerly RPG9 for the South East). When RSS is subsequently issued by the Secretary of State during 2006 it will cross-refer to the relevant MKSM strategy policies affecting the East of England region. Together these will provide the strategic planning framework for those areas within the East of England. It is envisaged that the relevant MKSM Strategy policies will become fully integrated with the RSS at its first subsequent review, when policy coordination with the adjoining regions will be retained and enhanced as needed. Note that any other policies in existing RSS (RPG9) covering Bedfordshire, Essex and Hertfordshire will be superceded by this RSS.



5.162 The timetables for the MKSM Strategy and the RSS are illustrated below.

5.163 The reason for this separate and accelerated timetable is to enable policy to be coordinated across the three regions that are co-operating to produce the sub-regional strategy. In turn, this will enable early progress with the proposals for growth and regeneration in Bedfordshire, in particular the establishment of local delivery vehicles to ensure implementation.

Policy BL1: Luton Airport

Expansion of London Luton Airport up to the full use of its existing 2160 metre runway is accepted.

Most development for operational and directly associated airport employment should be located within the site of London Luton Airport itself and, in so far as it is feasible, land within the airport's boundaries safeguarded and used for that purpose. Some directly associated employment and employment development unrelated to the airport's operation will be located on employment and commercial sites in Luton and nearby towns identified in local development documents in accordance with the general RSS spatial strategy.

Supporting text

5.164 Luton Airport currently operates at some 7 million passengers per annum (mppa) (2003), and is growing towards the 10 mppa limit included in the Bedfordshire and Luton Joint Structure Plan. This may be reached at present rates of growth at around 2011/2012.

5.165 EERA has accepted the principle of expansion of the airport up to the maximum passenger capacity of the airport's existing single runway (18 mppa) and has prepared draft RSS on this basis. It will be for the local planning authority to consider any planning application and associated conditions to apply.

5.166 The Government announced in December 2003 its support for an extension of the existing runway or a new parallel runway increasing its potential passenger capacity to about 31 mppa. This may mean potential usage by 2021 of 24-28 mppa and 25-29 mppa by 2030 (see also policies E14 and T5).

5.167 Increases in the airport's passenger and freight capacity will generate demand for new employment development. There is limited land available within the airport site to accommodate operational and other directly associated airport employment uses. In so far as it is feasible to do so land within the airport perimeter should be safeguarded and used for this purpose. Some direct employment and employment uses unrelated to operational needs and non-aviation employment will be located elsewhere in Luton and nearby towns in accordance with the RSS spatial strategy



Policy BL2: waste management in the Bedford/Kempston/Marston Vale growth area

In order to minimise negative impacts on Sustainable Communities Plan growth area development objectives, promote sustainable waste management practices, and to make the most efficient use of landfill void, new landfill development in the Marston Vale will only be permitted where the waste to be deposited has been subjected to comprehensive pre-treatment, such that the maximum practicable value has been recovered and that biodegradable, hazardous or other potentially noxious fractions of the waste have been stabilised or eliminated.

Such treatment should be undertaken as close as possible to the waste source(s), so that bulk transport of waste is minimised. Master plans for major development in the Bedford/Kempston/Marston Vale growth area should include an assessment of the impact of existing or potential landfill sites in proximity to development areas and propose policies to guide the relationship and avoid conflict between the two activities.

Supporting Text

- 5.168** The Marston Vale is underlain by thick deposits of Oxford clay that has for many years been worked for brick making, with the resulting voids utilised for large-scale landfill.
- 5.169** It is clear that this level of landfill activity does not sit comfortably with the aspirations for development, regeneration and environmental improvement under the Milton Keynes and South Midlands sub-regional strategy and the Bedford growth area. Nonetheless, the locational requirements of the EU Landfill Directive and the inertia of current waste management practices mean that the Marston Vale will continue to represent a significant potential resource for landfill.
- 5.170** In this light, it may be necessary to accommodate both strategic growth and landfill activity in the Marston Vale. This will only be possible if the potential for negative impacts from landfill are minimised as far as practical. To this end, new landfill sites in the area should only accept residual wastes from comprehensive treatment processes, such as mechanical-biological treatment (MBT) or thermal energy recovery. Existing landfill sites in the area will continue to operate under their current planning and licensing regimes, and will provide capacity for continuing landfill of wastes pending development of appropriate pre-treatment facilities.
- 5.171** This approach will mean that waste treatment facilities must be in place before new landfill sites will be able to operate. For waste imported to the area, such processing capacity should be established at or close the source of the waste. For locally arising waste, such facilities may be established as part of the landfill development or as stand alone facilities elsewhere in the area. In order to facilitate the effective management of local wastes, planning authorities in the growth area should ensure that all development is designed and constructed in such a way as to minimise the production of waste and make most use of recycled materials. Developments should also incorporate by design appropriate provisions for segregation, storage and recovery of wastes that will arise over the full life cycle of the development.

- 5.172** In this way, potential conflict between growth area development and waste management activities can be minimised. Further gains will accrue in that by limiting landfill to process residues and untreatable wastes, the remaining landfill void in the area will be used as efficiently as possible. It is also considered that the key underlying problem in planning for the Marston Vale is a separation between development planning and waste planning processes, and that the solution to this is to require master plans for major development to internalise and integrate these processes and develop policies that will address and resolve the conflicts between the two activities at source.
- 5.173** At this time, the Bedford/Kempston/Marston Vale growth area is the only growth area in the region where a specific conflict has been identified between waste management and other development. However, there may be other growth areas, such as Thames Gateway, where this is also an issue. This should become clearer through the development of a hazardous waste strategy for the region as required by policy ENV13.

Bury St Edmunds sub-area

Policy BSE1: Bury St Edmunds

Provision for further employment, service and housing development will be made at Bury St Edmunds that reflects its role as a service centre and its position on the road and rail corridors between Cambridge and Ipswich. The scale of employment growth will seek to minimise the volume of long distance out-commuting from the town. Priority will be given to the development of vacant and underused land in a manner that respects and enhances the historic town centre. In the longer term, the scope for growth may be limited by the capacity of the A14 and its junctions. Accordingly both development and transport strategies will promote a shift to non-car modes of travel.

Supporting text

- 5.174** Bury St Edmunds is the sub-regional centre for west Suffolk. It has expanded steadily over the last 30 years, boosted by a town expansion scheme and more recently by its strong and diverse economy, particularly attractive historic urban environment, and location on the A14. The town is also at the junction of a significant number of radial routes with the A14. Consideration will need to be given to the degree to which the long-term capacity of these junctions limits the growth of the town.

King's Lynn sub-region

- 5.175** King's Lynn is the centre for a sub-region that extends beyond the borough of King's Lynn and West Norfolk, encompassing adjoining parts of the counties of Lincolnshire, Cambridgeshire, and parts of the districts of Breckland and North Norfolk, including the towns of Long Sutton/Sutton Bridge, Wisbech, Swaffham and Fakenham. There is also a strong linkage with Wisbech, which is treated as part of the Greater Peterborough sub-region in this RSS. The area that lies within the East of England region includes areas that are a priority for both regeneration and growth. The policies set out below apply to that part of the sub-region located within the East of England.

Context

- 5.176** The sub-region's economy is characterised by low unemployment with skill shortages and recruitment difficulties but a dependence on sectors that have shown little growth in recent years. This is reflected in relatively low average earnings and low skill levels. Key constraints on the local economy are therefore skills and consequent spending powers of the labour force and the ability to attract high-level staff, rather than the availability of employment. The sub-region focuses very strongly on King's Lynn as a service and employment centre.
- 5.177** There is an element of commuting by rail to Cambridge and London from the sub-region. In this instance, the 'dormitory' role is considered to offer some local benefits, through increases in local spending power and increasing the potential availability of highly skilled workers. The combination of the Thameslink 2000 project and the King's Lynn Parkway Railway Station will offer direct links into the London, the wider south-east and European destinations. This will strengthen King's Lynn's sub-regional role and offer potential tourism opportunities.

Vision

- 5.178** The vision for the sub-region is:
- to have a strong and diverse employment base building on King's Lynn strengths in engineering and food, providing high quality and well paid jobs
 - to maintain a skilled and adaptable workforce
 - for King's Lynn to be the primary retail, leisure and cultural centre serving the populations of western Norfolk, north east Cambridgeshire and south east Lincolnshire
 - to be a short break visitor destination built around King's Lynn's heritage and the area's natural environment
 - tackle social exclusion, including that arising in the sub-region's rural communities.

Policy KL1: King's Lynn sub-region

Within the sub-region, local development documents will develop and implement policies that seek to:

- support the traditional and rural based employment sectors
- attract investment in sectors of the economy that have a particular scope for expansion including:
 - advanced manufacturing
 - higher value added food related products and activities
 - tourism
 - biofuels
 - renewable energy

- support regeneration in rural areas
- improve access to local-based further and higher education facilities
- harness opportunities for attracting investment presented by growth and the selective management of the economy in the neighbouring Cambridge sub-region.

These will be supported by the work of EERA, East of England Development Agency, local authorities and other relevant agencies.

Supporting text

- 5.179** For the sub-region's economy to flourish, it needs to evolve towards higher levels of growth, earnings and skills. A focus for this must be the role of King's Lynn as a driver of the local economy and the service centre for its sub-region. A co-ordinated long-term approach to the regeneration of the town is being developed that reflects this role. However, it is also important that the potential of the wider sub-region is also maximised, particularly to stimulate regeneration in the rural areas.

Policy KL2: exploring growth of King's Lynn urban area

Studies will be carried out to examine a potential step change in the delivery of housing and employment growth (with supporting infrastructure) for the period up to 2021.

Supporting text

- 5.180** Population growth and housing development have fluctuated sharply over the last 20 years, reflecting changes in the economy - with high growth in the mid/late 1980s and more recent increases over the last 3-4 years. There has been a change in the nature of housing with more relatively high value housing, particularly in Downham Market where the influence of property prices and economic growth in the Cambridge sub-region is being increasingly felt.
- 5.181** King's Lynn currently has less than a third of the population of the Borough (and hence a lesser proportion of the sub-region's population as a whole). However, in line with the spatial strategy, it is a focus for much of the committed development in the area. Preliminary work on a study of urban capacity has demonstrated a potential to accommodate a significantly higher rate of development on previously developed sites in the town.



Policy KL3: regeneration of King's Lynn urban area

Local development documents will develop and implement policies that seek to:

- support the regeneration of King's Lynn to enhance the urban environment, achieve quality new development on previously developed land, and to create an improved range of services
- support the regeneration of communities within the urban area

These will be supported by the work of EERA, East of England Development Agency, local authorities and other relevant agencies.

Supporting text

5.182 King's Lynn is the main shopping and services location within the sub-region. Town centre redevelopment will safeguard and reinforce its role in relation to the main competing centres outside the catchment, which are likely to receive further investment under the retail and other sub-regional policies. It is also seen as an important location for leisure and cultural facilities, with the potential for further improvement.

Policy KL4: transport infrastructure

Local development documents and local transport plans will develop and implement policies that seek to:

- improve transport choice within King's Lynn; between King's Lynn and the rural areas; the remoter rural areas and market towns; and between market towns and King's Lynn
- secure necessary improvements to strategic transport infrastructure including:
 - A47 dualling, including the bypassing of Middleton and East Winch
 - A10 West Winch Bypass
 - A148 Rudhams Bypass
 - King's Lynn Parkway Station
 - Saddlebow Freight Terminal
- developing travel choice and accessibility for King's Lynn, including park and ride schemes.

6 economic development, retail and tourism

Context

- 6.1** The Regional Economic Strategy (RES) was published by the East of England Development Agency (EEDA) in June 2001. It sets out how sustainable economic growth can be achieved throughout the East of England. Government guidance states that RSS should assist the implementation of the (RES) and that the RES must sit within the spatial planning framework provided by the RSS. In effect the two regional strategies must be complementary.
- 6.2** EEDA has reviewed the RES (see policy SS10) The synergy between the two documents is based on work undertaken to align the draft regional spatial strategy with the Regional Economic Strategy 2001. This work developed to give a spatial distribution of job growth required to achieve the RES and other spatial policy objectives, such as directing growth to deprived areas in order to facilitate regeneration. As a result of this work, the RSS proposes total job growth across the region, for the period 2001 to 2021, of 421,500. The RES shares this proposition.
- 6.3** EERA and EEDA have jointly researched the land use implications of the RES. This concluded that some growth could be achieved in the region through gains in productivity and policies such as promoting skills development and innovation, overcoming key transport bottlenecks and facilitating higher participation rates within the region's existing population. However, to achieve the RES objectives, additional employment growth would also be needed, in particular to support the region's key economic sectors and clusters. Much of this growth is forecast to be concentrated mainly where these sectors and clusters already exist, i.e. Hertfordshire, the Cambridge sub-region and parts of west Essex. The additional employment growth implies a higher rate of population and housing growth than currently planned for in existing RSS (RPG6 and 9).
- 6.4** The economic forecasting research essentially provided a statistical assessment of the means of achieving the RES aspirations for the region, and were not specifically driven by spatial policy. When comparing the relationship between the forecast and the emerging RSS spatial strategy, it became clear that it could not fit with policy. For example, it did not fit with a number of policy-led priorities:
- Thames Gateway regeneration priority
 - Milton Keynes South Midlands growth priority (Government's Sustainable Communities Plan)
 - Stansted/M11 growth priority (Sustainable Communities Plan).
- 6.5** The effect of this was that while the forecast indicated the required rates of employment creation/replacement needed to meet the RES target, it did not give a workable spatial distribution, with some areas under-allocated. Hence the figures in policy E2 of this chapter represent an 'enhanced growth' 2021 plus' policy-led approach.

Policy E1 – human resource development

Local development documents will include policies that ensure sufficient and accessible premises are available (taking into account the availability of services/facilities in more rural areas) for training and education purposes to suit the requirements identified through the relevant strategies, including the Regional Economic Strategy, the Framework for Regional Employment and Skills Action (FRESA) and those drawn up by learning and skills councils and lifelong learning partnerships.

Supporting text

- 6.6 Human resource development is central to harnessing and promoting future economic success and social opportunities in the region, in enhancing access to jobs, and providing opportunities for those currently disadvantaged in the labour market.
- 6.7 Skills are a key driver of productivity. The rise of the knowledge economy is causing increased demand for skills, particularly higher-level skills. The East of England is in line with England's NVQ average at level 2 but falls behind at levels 3 and 4. The current supply of higher-level skills amongst the East of England workforce will be inadequate to meet the future needs of the region's economy. FRESA identifies key priorities for action to secure the necessary skills. Top priorities include increasing participation rates in higher education, response to redundancies, skills for employability, workforce development and young people and career choices.
- 6.8 The learning and skills councils, local learning partnerships and local employers play an important role in enhancing skills and opportunities in the region. Further and higher educational establishments are also vital to the success of training and education strategies. Local authorities and other partners will support similar measures to those already employed by the best universities and colleges in establishing effective links with knowledge based industries. The scope for provision of training and childcare facilities in association with development should also be explored through the use of planning obligations, in order to assist access to job opportunities.
- 6.9 The requirement for 'accessible' premises is intended to allow innovative solutions to reflect the region's diversity. For example, in rural areas this might mean mobile facilities. Accessibility also encompasses the mode of travel to facilities, as dealt with in the policies in the Regional Transport Strategy.
- 6.10 Several of the sub-regions in chapter 5 set out specific aspirations and policies for the improvement of higher education, particularly as a catalyst for regeneration.

Policy E2: job growth

Local development documents will include policies to secure the job growth targets identified below.

	Projected job growth 2001 to 2021
Bedfordshire	
Luton/Dunstable/Houghton Regis	– ¹
Bedford/Kempston/Northern Marston Vale	– ¹
Rest of Bedfordshire	9,000
Cambridgeshire	
Cambridge sub-region (part)	70,500
Greater Peterborough sub-region ²	21,900
Rest of Cambridgeshire	500
Essex	
Thames Gateway South Essex	55,000
Stansted/M11 sub-region (part) ³	31,100
Haven Gateway (part)	20,300
Rest of Essex (including Cambridge sub-region (part))	9,600
Hertfordshire	
Stansted / M11 sub-region (part) ³	8,900
Rest of Hertfordshire	55,800
Norfolk	
Norwich sub-region and Great Yarmouth /Lowestoft sub-region (part)	32,700
Rest of Norfolk	9,900
Suffolk	
Great Yarmouth/Lowestoft sub-region (part)	4,700
Haven Gateway (part)	29,400
Rest of Suffolk (including Bury St Edmunds and the Cambridge sub-region (part))	17,800
Region	421,500⁴

Regional and sub-regional monitoring of economic and employment heads will be undertaken to track delivery of regional economic objectives and to ensure early identification of any intervention required.

¹ The growth figures for the growth areas in Bedfordshire were debated as part of the Milton Keynes South Midlands (MKSM) sub-regional strategy inquiry in 2004. They were subsequently reported upon in the Panel's recommendations August 2004, and are subject to further consultation before being finalised in the early part of 2005. The RSS cannot duplicate the proposals of the MKSM strategy, so employment figures are excluded from this schedule. The MKSM proposals must be added to the Bedfordshire figures in this policy.

² The figure for Greater Peterborough comprises 17,400 for Peterborough unitary area. The remainder covers those areas of Fenland and Huntingdonshire that lie within the Peterborough sub-region strategy area.

³ The division of job growth between Essex and Hertfordshire cannot easily be determined, so the figures presented here give the best available apportionment.

⁴This includes an assumption for 44,000 net additional jobs for the Growth Areas in Bedfordshire. These are being determined as part of a separate inquiry process into the MKSM sub-regional strategy.

Supporting text

- 6.11** Policy SS10 sets out the overall strategic approach to the regional economy. This policy sets out the distribution of economic growth.
- 6.12** The distribution of projected job growth targets across the region is based upon an analysis by Bone Wells Associates (BWA) of what is required to achieve the RES 'enhanced growth' scenario by 2021 and adjusted by reference to a number of subsequent policy initiatives and research studies. The key influencing factors are:
- the Government's Sustainable Communities Plan and its requirements for the region's 'growth areas', namely Milton Keynes South Midlands (Luton and Bedford in the East of England), London-Stansted-Cambridge-Peterborough and the Thames Gateway (South Essex in the East of England)
 - the potential for indirect and catalytic impacts of airport expansion, particularly associated with Stansted and Luton Airports, and port expansion, particularly at Tilbury, London Gateway (Shellhaven) and Haven Gateway
 - the regeneration needs and opportunities across the region
 - the provision of land to meet the needs of emerging and maturing key sectors and clusters in situ, as well enabling growth to occur along development corridors
 - the potential of key cities and towns to support economic development in a sustainable way (the agglomeration approach)
 - the potential of transport interchange centres and other strategic centres to act as focus points for sustainable mixed-use economic development.
- 6.13** Policy E2, together with policies E3 and E4, aim to secure an appropriate and effective distribution of job growth, particularly in the Sustainable Communities Plan growth areas. At the regional level, the employment growth figures are broadly aligned with the housing provisions in policy H1, and create a more sustainable relationship between workers and jobs. It is more difficult to assess alignment at the sub-regional level, because of the nature of the data involved and local commuting across boundaries. In some cases a deliberate 'misalignment' is proposed to address existing deficits (e.g. provision of additional jobs in regeneration areas).
- 6.14** Given the dynamics of economic growth, the varying assumptions about density vacancy rates and 'churn' in the market (take up of employment sites in the market place), policies must allow some flexibility and not be prescriptive. Proposals in local development documents for employment land supply need to be indicative and allow some 'spaceless growth' (job growth without the need for land allocations). Such flexibility needs to be accompanied by clear monitoring procedures and targets. Within this context EERA will work with EEDA and local partners to produce guidance on the

production of 'indicative' district-level targets for job growth, and will also apply the 'plan, monitor and manage' approach to identify any required changes in policy or targets. Further work is also to be carried out to look at the delivery of job growth in Norfolk, in particular to disaggregate the figures for the Norwich and Great Yarmouth/Lowestoft sub-regions. This may have implications for the Norwich sub-region boundary.

- 6.15 It is important to note that policy E2 provides only for the net increase in employment growth. It does not take account of the need to provide supply to allow for 'churn' in the employment land market and maintaining a vacancy or availability rate to allow choice and flexibility. It is important to promote a range of sites to meet employment and investment opportunities particularly in areas of high economic pressure, and provide an improved offer in regeneration areas, contribute to dispersal of pressure, accord with agglomeration principles and provide for expansion and employment churn, within the overall urban renaissance strategy. The delivery of employment is influenced by the delivery of infrastructure and housing. EERA will closely monitor job creation, infrastructure delivery and housing completions through its annual monitoring arrangements as described in chapter 11 'implementation and delivery'.

Policy E3 – approach to employment land allocation

Local development documents will allocate employment land to provide a range of sites and premises to meet the quantitative and qualitative needs of business within the sequential approach of the core spatial strategy, and job growth targets of policy E2, enabling urban renaissance, economic regeneration, social inclusion and rural diversification.

Where development proposals and issues cross local authority boundaries this approach will be developed and applied across the whole urban or development area.

Efficient use will be made of existing employment land resources. Sites for industry and commerce will be provided in:

- urban areas and key market towns
- locations that minimise commuting, and promote more sustainable communities, and a closer relationship between jobs and existing or proposed labour supply
- locations where the maximum use of sustainable (public) transport can be made
- locations and ways that minimise loss or damage to environmental and social capital, and so far as possible substitute for losses and secure positive enhancements. This will often mean giving precedence to the re-use of previously developed land and, wherever possible, the intensification of use on existing sites over the release of greenfield land
- locations which meet the needs of the region's significant clusters as set out in the Regional Economic Strategy.

Land in employment use will be considered for alternative uses only where a completed employment land assessment demonstrates that sufficient land is available, of an appropriate type, range, quality and quantity, to ensure that the Regional Economic Strategy's objectives are achievable.

Supporting text

- 6.16 The availability of sites or premises is only one influence on business locations. Other factors, such as the availability and skills of the labour force, supply chain issues, the availability of funding support and housing and lifestyle choices all play a part in making location decisions. The quality of land to meet the needs of business is critical to ensuring success and attracting inward investment. Local development documents will ensure that there is a high quality offer of employment land, taking account of the contribution that can be made by strategic and sub-regional employment sites and ability to meet the levels of job growth identified in policy E2. Phasing and review of policy to accommodate economic potential and demand over the plan period, will also be considered.
- 6.17 Allocations can help to promote more sustainable communities directly by redressing an imbalance between the availability of local workers and local jobs (and hence helping to reduce the need to travel) or more indirectly such as town centre office development supporting town centre shops and leisure economy, or through townscape improvements that contribute to perceptions of local quality of life.

Policy E4: provision of strategic employment sites

Local development documents will provide strategic employment sites of the appropriate quality and quantity required, particularly in the following locations, to meet the needs of business:

Harlow, development linked to the expansion of Stansted Airport, Thames Gateway (linked to the Basildon, Southend-on-Sea and Thurrock Zones of Change), Cambridge sub-region, Peterborough, Norwich, Ipswich, Great Yarmouth, Harwich and some sites in Hertfordshire supporting key clusters and regeneration needs.

Local development documents will identify further sites to take account of opportunities in other areas in accordance with the core spatial strategy.

Supporting text

- 6.18 Research has been carried out on the quality and quantity of sub-regional and strategic sites within the East of England and the categorisation of strategic and sub-regional employment sites (the Strategic and sub-regional employment sites study 2002).
- 6.19 The research highlights the changing role of strategic sites and suggests site-specific criteria against which to assess the market suitability of sites. Within each of the sub-regions identified in chapter 5 'sub-regional and sub-area policies', local development documents should provide for at least one readily available serviced strategic employment site and two sub-regional employment sites for general employment land use (B use class). Local development documents will propose serviced strategic employment sites solely for 'high technology' users in parts of the East of England where there is an identified need to develop significant clusters and sectors, including the Cambridge sub-region. Where a need is identified, readily available serviced strategic employment sites solely for warehousing and distribution will also be proposed.

6.20 Strategic sites are needed for the following reasons:

- **Harlow** – to achieve regeneration needs, ensure growth in key sectors and clusters, and ensure a balance to housing growth
- **Harlow and Stansted** – development linked to the expansion of Stansted Airport
- **Thames Gateway/South Essex** – to support the role of Thurrock as a sustainable European logistics hub, to support the role of Basildon as a business hub and strategic centre and to promote sustainable economic regeneration in Southend-on-Sea and its role as a strategic cultural and intellectual centre
- **Cambridge sub-region** – to secure its full potential as a centre for world-class research and development
- **Peterborough** – to achieve regeneration, attract business activities and key sectors and clusters including environmental services
- **Norwich** – to support regeneration and its role in bio technology
- **Ipswich** – to support regeneration and its role in ICT as exemplified by Suffolk Innovation Park and Adastral Park
- **Harwich, Great Yarmouth and Felixstowe** – development associated with port expansion
- **Hertfordshire** – at locations that support strong, continued growth of mature and emerging clusters and sectors and to support regeneration in the Lee Valley corridor and at Stevenage.

Policy E5: supporting economic diversity and business development

Economic diversity and business development will be encouraged to facilitate small and medium enterprises, together with local economic strengths, support the growth of a variety of economic sectors, urban regeneration and growth, and to address rural isolation and rural diversification.

Local development documents will assess the requirements of the various sectors of the local economy, including tourism and culture, and formulate policies and proposals to support their sustainable development. Local development documents will ensure that sufficient range, quantity and quality of land to meet the needs of business, including the provision of smaller units, is provided and safeguarded for a balanced economy in both urban and rural areas.

Supporting text

6.21 It is important to encourage all aspects of the economy and ensure it is broadly based. This will increase its resilience to external changes and pressures, including geo-political changes to the global economy and the impact of climate change. A balanced economy requires a range of types of employment space in terms of size, location and cost. Tourism and culture are significant elements of the region's economy and are likely to be major growth sectors. In addition to the growth sectors, it is important to retain sectors such as manufacturing which are not expected to provide large-scale additional employment.



- 6.22 Assessing the requirements of the local economy is likely to also involve an assessment of the availability of local labour and potential skills fit with new jobs (refer also to policy E1).

Policy E6: information communications technology (ICT)

Local authorities and the East of England Development Agency will work with telecommunication companies and private sector bodies to:

- improve the regional coverage of broadband infrastructure, particularly in rural areas
- improve the level of service from existing broadband infrastructure
- promote the use of information communications technologies by businesses and the public and voluntary sector.

Local development documents seek to ensure that acceptable provision can be made for information communications technology, taking into account environmental constraints.

Supporting text

- 6.23 Information and communication technology (ICT) is an essential component and feature of a world-class economy and an inclusive society. It can overcome obstacles to access in rural and peripheral areas, enable businesses to participate in e-commerce and operate in a global market, reduce the need to travel through the encouragement of flexible and remote working, encourage flexibility in business location decisions and encourage business start-ups in areas of need of regeneration, deliver training and learning opportunities and promote social inclusion by enabling internet access for all.
- 6.24 But current access to this technology varies across the East of England with private sector investment in broadband so far focused on the major centres of population. The Government's target is for all communities to have access to broadband by the end of 2005. Local authorities will work with private sector providers to ensure that the benefits of ICT are spread wider.

Policy E7: supporting cluster development

Clusters are an important feature of regional economic growth and prosperity. Local development plan documents will support those regionally significant clusters identified by the East of England Development Agency (EEDA) and locally significant clusters defined by local economic partnerships in collaboration with local authorities and EEDA. Local development documents will:

- support the sustainable and dynamic growth of inter-regional and intra-regional business clusters identified by the above process
- ensure there is sufficient quantity, quality, and choice of a range of sites including provision for incubator units, grow-on space and larger facilities for established business clusters
- address the need for accommodation and allocation of sites immediately adjacent to or close to key institutions including higher education and university facilities
- address the need for user restrictions to secure land use for specific activities.

Supporting text

- 6.25** Clusters are defined as ‘concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, competing and collaborating to build competitive advantage, often across traditional sector boundaries’. Such concentrations often depend on access to specialist skills and infrastructure within a specific area. The Government’s Competitiveness White Paper and the DTI’s ‘Biotechnology Clusters’ report (DTI August 1999) emphasises that the clustering of businesses operating in the same or complementary sectors can benefit the local, regional and national economy.
- 6.26** The Regional Economic Strategy states that business growth is likely to be concentrated in the key sectors and clusters. Several of these, such as biotechnology and research and development, are based upon the strengths of the Cambridge sub-region. This will be supported and enhanced and, where possible, harnessed to benefit other parts of the region. For example the interaction between London and Cambridge is stimulating activity in the biotechnology sector at intervening locations, especially along the M11 and A1 corridors. There is potential for economic links to be strengthened between Cambridge and Ipswich and westwards through Bedfordshire to Milton Keynes and Oxford (Oxford to Cambridge Arc). Other opportunities within the region also merit further analysis, for example linking Cambridge to Norwich, Stevenage and Peterborough (see also policy E4).
- 6.27** A study of economic sub-regions and clusters in the East of England (EERA/EEDA July 2002) identifies the land use and other requirements of each of the regionally significant clusters. Cluster development requirements include quality infrastructure, availability of land and premises, access to housing and appropriate social facilities and a suitably qualified labour force. Infrastructure requirements include freedom from congestion, fast and reliable public transport and broadband communications. In some cases there is a need for specialist property (e.g. laboratory space for bio tech firms), while in others the requirement is related to quantity and location. If a cluster is to flourish, the institutions and resources which underpin it must be protected or supported. This will mean that sites need to be close to research and educational establishments, research hospitals and institutes. Access to housing is a particular issue in the East of England, and inevitably tends to be more problematic for the lower value support activities within a cluster rather than the high value core.
- 6.28** There are opportunities to develop ‘green business’ clusters based on environmental industries (for example those specialising in recycling or exchange of materials) that will support the Regional Economic Strategy and other regional strategies. As an example, the Greater Peterborough sub-region has specific policies to build upon its environmental business sector.
- 6.29** Local development documents will consider the opportunity to provide specific guidance for strategic and locally important clusters. Where a key resource is critical to a cluster/sector reaching its full potential, specific sites will be identified.
- 6.30** There are areas where intense development pressures are focussed on a single location and where capacity and environmental constraints require the selective management of uses. Guidance on high technology clusters and the management of the economy in the Cambridge sub-region is set out in chapter 5, ‘sub-regional and sub-area policies’. Local authorities will work together to ensure that existing businesses or new investment displaced by this policy are assisted to find alternative suitable sites within the region.

Policy E8: simplified planning zones

Local development documents may propose simplified planning zones where such proposals will complement the regional or sub-regional economic strategy, particularly to assist areas for regeneration by means of an accelerated rate of inward investment, and support regionally or sub-regionally important clusters and sectors while protecting local environmental, heritage and cultural interests from adverse development impacts.

Supporting text

- 6.31** Simplified planning zones (SPZs), if adopted through statute, should be of high quality and low environmental impact, and will set the parameters of development tightly to ensure that high quality environments are created. This is not only for the protection of those in the vicinity of the new SPZs but to enable companies operating within the zones to be guaranteed that they will have good neighbours. An environmental impact assessment will be required before a SPZ can be designated. SPZs offer a speedier development control process whilst maintaining sufficient overall control to provide necessary security for potential investors.

Policy E9: regional structure of retail centres

The regional structure of retail centres is:

- major regional centres: Basildon, Cambridge, Colchester, Chelmsford, Ipswich, Norwich, Peterborough, Southend, and Watford
- regional centres: Bedford, Bury St. Edmunds, Great Yarmouth, Harlow, Hemel Hempstead, King's Lynn, Lowestoft, Luton, St Albans, Stevenage and Welwyn Garden City
- other towns and market towns. Local development documents will define the towns and market towns that comprise the structure of main retail centres within their area
- villages and local centres. Local development documents will define the villages and local centres that complete the structure of retail provision within their area.

Supporting text

- 6.32** The retail sector is an important driver of the regional economy. Policy SS4 'town centres' in the 'core spatial strategy' chapter sets the wider context for town centres, whilst policy E9 considers the role of retail centres (not all of which are located in town centres) based on the Experian national ranking of retail centres.
- 6.33** The East of England has an established structure of retail centres ranging from major regional centres to smaller market towns and villages, all of which play a key role in meeting the needs of their catchment areas. In the north of the region retail centres tend to be more widely dispersed with relatively discrete catchments, while in the south the larger centres are closer with more complex, overlapping catchments. The south of the region is also more strongly influenced by London.

- 6.34 The region is not dominated by any one retail centre although Thurrock Lakeside has the largest concentration of retail floorspace. Lakeside is not listed in policy E9 as it is a regional out-of-town retail centre and does not have the range of functions of a town centre.
- 6.35 For retail, leisure and some other services the East of England competes with surrounding national centres, particularly in London, but also with Milton Keynes, the Bluewater shopping centre and, to a more limited degree, Nottingham and Leicester in the East Midlands. During the RSS plan period Milton Keynes is likely to continue to grow in significance and town centres in Bedfordshire will need to respond to this impact by raising and upgrading their offer.

Policy E10: retail strategy

In accordance with the regional structure in Policy E9:

- new retail development will be located in existing centres and will be consistent in scale with the size and character of the centre and its role in the regional structure
- local development documents will propose a higher order provision only where a need is clearly established, it would result in a more sustainable pattern of development and movement, including a reduction in the need to travel, there would be no significant detrimental impact on other centres or the transport network, and there is environmental capacity. Any new regional centres will be subject to similar considerations, and will be brought forward only as part of a review of this RSS
- in the Sustainable Communities Plan growth areas, local development documents will propose development of retail and services in new and existing centres in accordance with sub-regional strategies and policies
- local development documents will consider the role of retail within priority areas for regeneration and propose development and enhancement to implement regeneration strategies.

Supporting text

- 6.36 Research undertaken within the region did not identify any need for major change to the retail structure to meet existing need. However, where there is significant growth within the region's Sustainable Community Plan growth areas and priority areas for regeneration retail growth will be essential to meet new needs. The advancement of Harlow to the status of a sub-regional centre will be sought, while expansion of Stevenage's retail and services offer should also be sought in association with its regeneration. EERA and local authorities need to plan more positively for retail in order to:
- maintain and enhance the viability and vitality of retail centres
 - make proper provision for new forms of retail distribution.
- 6.37 All local development documents will address retail needs and present an analysis of their area designed to produce a coherent retail strategy in relation to their existing town centres, edge-of-town centre and out-of-town centre retail sites, and e-tailing growth. These strategies should be prepared from robust data and analysis and make provision for new retail development whilst ensuring the viability and vitality of existing centres.

- 6.38 Generally new development needs to be of a scale appropriate for the centre to promote internal competition and linked trips and to ensure consistency with transport networks.
- 6.39 Retail centres should aim to support and enhance their existing functions and absorb expenditure growth through higher quality development without changing the centre's position in the regional structure. However major retail development can be a driver of growth and regeneration, so in the Sustainable Communities Plan growth areas and the regional growth areas, significant retail and associated services growth will be needed to deliver sustainable communities. The implications of this growth will need to be carefully considered at the sub-regional level and planned for through the development plan process.

Policy E11: retail distribution

Strategic retail distribution centres will only be permitted in locations with good rail and road access and, where available, waterway access.

Local development documents will consider the needs of distribution arising from increased use of internet retailing and will implement policies to ensure that development is in accordance with the sequential test, and with good public transport, rail and road access.

Local development documents will consider how development supporting the local sourcing of products can be encouraged.

Supporting text

- 6.40 There is potential for radical change in retail technology in the RSS plan period as evidenced by increased use of internet retailing. The key impact of this is likely to be on the need for distribution centres and on existing town centre retailing functions. Policy needs to provide for strategic development in sustainable locations and to focus new development on existing town centres wherever possible in accordance with the sequential test.
- 6.41 The local sourcing of products can help to reduce 'food-miles' or distance travelled by products. Whilst it is recognised that in many cases local availability is not feasible, local development documents should consider how this can be encouraged for those products that are.

Policy E12: out-of-town retail

It is considered that there is no need for any additional regional out-of-town shopping centres in the plan period.

Local development documents will define the current and future role of existing out-of-town centre retail sites in relation to existing town centres, in particular to determine whether:

- out-of-town centre sites should remain purely retail centres
- they should be developed into town centres with a full range of service provision.

Out-of-town centres will only be developed into town centres where they will:

- improve social, environmental and economic sustainability
- deliver improved sustainable transport accessibility, particularly improved public transport access.

Supporting text

- 6.42 There are some significant out-of-town centre retail sites within the East of England most notably Thurrock Lakeside, but also the Brookfield Centre in Broxbourne, Hatfield Gallerias, and London Colney. Local development documents will set policy for such centres, to indicate the role they should fulfil within the retail structure.

Policy E13: tourism

Local planning authorities, in liaison with the East of England Tourist Board, will ensure that local development documents:

- include policies to encourage investment in the maintenance, improvement and appropriate diversification of the region's tourist industry. This investment should be based on maximising the benefits to, and minimising negative effects on, the natural and built environment, local distinctiveness and host communities
- integrate with the range of tools in use for managing tourism, particularly local and regional tourism strategies and visitor management plans, and secure policy compatibility with neighbouring authorities. In drafting locational policies authorities must recognise that some forms of tourism development are not footloose
- promote development that encourages more sustainable tourism including: the co-ordination of activities and accommodation to minimise the need to travel; enhancing existing facilities and/or re-using existing buildings; the regeneration of seaside resorts; extending employment outside the normal tourist season; regeneration (rural and urban); or urban renaissance
- encourage new development where it would add to the tourist product being offered, attract additional visitors and be based on realistic projections of demand.

Supporting text

- 6.43** Tourism is one of the East of England's key economic sectors and, with leisure and heritage, is projected to make among the highest contributions to absolute increase in the region's gross domestic product. A Regional Tourism Strategy is in preparation and will assist the preparation of local development documents and development proposals.
- 6.44** Careful management and sustainable development of tourism can create opportunities to boost local economies, enhance the natural and built environment and contribute to the social well-being of an area. Tourism can be a catalyst to stimulate investment, revitalise deprived areas and encourage growth in other employment sectors.
- 6.45** Particular attention should be given to tourism development in environmentally sensitive areas, e.g. Areas of Outstanding Natural Beauty (AONBs), Sites of Special Scientific Interest (SSSIs) and conservation sites. These may include some 'honeypot' tourist areas. Such areas often attract large numbers of visitors due to their unique appeal as visitor destinations and it is important that these qualities are protected for future generations to enjoy. Significant growth in visitor numbers in such areas can have lasting effects on the natural and historic environment and it is in the interests of tourism developers to conserve the environment upon which they rely. This can be particularly important in locations such as the Heritage Coast and the Broads. Measures to disperse visitors away from sensitive tourist hotspots to areas that have the capacity to cope with larger visitor numbers can often be used as an effective tool for sustainable visitor management.
- 6.46** It is also important to consider the impact of tourism on areas that do not have the capacity or suitable infrastructure to accommodate large numbers of visitors such as some popular historic towns and villages and coastal resorts. Effective visitor management strategies are crucial to their sustainability.
- 6.47** Tourism has traditionally been focused on a limited season leading to potential for excessive pressures on the environment, host communities and seasonal employment. Reducing seasonality through the development of off-peak tourism can help to provide year-round employment, provide businesses with an incentive for retaining staff and spread visitor numbers. Improved facilities to cope with increased visitor numbers at existing highly utilised tourist sites, concentration of visitors in special areas to make better use of visitor management resources and enhancing host community relationships should be encouraged. Proposals for strategic tourism facilities will need to comply with the requirements of policy C2 in chapter 10 'culture'.
- 6.48** Tourism development can contribute to finding new uses for existing buildings whether in rural or urban locations, and so can help stimulate regeneration and investment. Sensitive adaptation of historic or locally distinctive buildings can capitalise on the region's unique qualities. Although new development is required to extend the tourism infrastructure, priority should also be given to investment by existing businesses to ensure that the quality of tourism products is maintained.

- 6.49 Regional flagship tourism projects have the potential to both boost the profile of the region in terms of attracting new visitors and to stimulate further growth and investment in tourism and related sectors. Thorough commercial assessments should be required for such projects, particularly where projects are dependent on public grant aid.
- 6.50 A sustainable approach to tourism development needs to reflect not only the physical impact of tourism on an area but also its potential economic and social value. Integration of tourism planning policies is vital between neighbouring authorities as destination areas and visitor movements rarely follow administrative boundaries.
- 6.51 The East of England Tourist Board (EETB) identifies five key principles of development: partnership, quality, sustainability, competitiveness and accessibility and inclusion. It is important to ensure that new tourism development meets the broad objectives of EETB along with the specific requirements of strategic and local planning policies.
- 6.52 Effective tourism development should not focus solely on destinations but should exploit opportunities from a range of tourism initiatives, including events, specialist activities, food and drink, shopping, leisure and recreation, not necessarily linked to places of interest.

Policy E14: regional airports

Airports have an important and strategic role as drivers in the regional economy and local economy, as well as having significant potential to contribute to meeting regeneration needs. Airport growth is supported to the maximum capacity of the existing runways in the case of Luton and Stansted and modest expansion to meet local market demand in the case of Norwich and Southend.

It is vital that the future growth of airports in the region achieves an acceptable balance between economic, employment and other benefits and environmental and other considerations.

The Regional Assembly's support for appropriate growth at each regional airport is subject to:

- a surface access strategy for each airport being prepared, agreed and implemented
- effective and timely implementation of other necessary infrastructure requirements
- safeguarding of the amenity, character and appearance of the environment and communities in proximity to and affected by airport operations
- minimising noise and air pollution. Levels must be monitored against national and local targets. Energy and resource conservation measures need to be introduced as appropriate to achieve pollution reduction
- ensuring best practice in air and ground safety provision
- airport development not leading to consequential pressures to exceed levels of planned growth, infrastructure and service provision beyond that provided for in local development documents
- the completion and regular review by airport operators of their airport master plans (five yearly) and review no less frequently of their operating procedures.

Supporting text

- 6.53** Studies of Stansted and Luton Airports have highlighted the important role that airports perform in their local and in the regional economy. They provide a range of employment opportunities with a significant proportion of jobs that do not rely on high skill and educational attainment levels and can attract firms that value proximity to airport services. Airports can provide a useful catalyst for economic regeneration, which is likely to be a positive outcome for local communities resulting from the growth of Luton, Norwich and Southend Airports. Local planning authorities will need to make appropriate provision to meet the employment needs of airports operating in their area or nearby.
- 6.54** Airports give rise to serious environmental impacts on surrounding areas and overall increases in air transport usage contribute to global warming. EERA has weighed economic and employment benefits with environmental and other consequences and, in consequence, supports growth at Stansted and Luton Airports being restricted to the existing runways as built (2160 metres long in the case of Luton). It also supports modest expansion of Norwich and Southend airports to meet local market demand.
- 6.55** Airport operators are required to update or prepare master plans for their airports by 2005, to review these five yearly thereafter, and to engage the local community in their preparation. They will be a valuable informative for local development documents.
- 6.56** This policy lists areas that require special consideration by airport operators. These need to be addressed satisfactorily if airport growth is to occur without undue adverse consequences for the local and wider community.
- 6.57** Transport choice and adequate provision are essential to airport growth and to minimising congestion and related problems for local communities so a surface access strategy will need to be prepared by each airport operator, agreed by the relevant local planning and highway authority(ies) and implemented within an agreed timescale. Progress will need to be monitored and reviewed. The strategy will include proposed measures to achieve a progressive increase in the proportion of employees and passengers travelling to an airport by modes other than the car and to minimise congestion, particularly at peak times. The strategy will also need to cover car parking both on and off airport and its management.
- 6.58** It is imperative that airport operators ensure adequate and timely provision of all essential infrastructure in advance of need (see also policies T5 and ST5), in particular the implementation of key items of infrastructure, including enhanced public transport service provision, by key date(s) including schemes listed in the Regional Transport Strategy and/or as required by local development documents.

6.59 A major objective of strategic planning policy is safeguarding the amenity, character and appearance of the environment and communities in proximity to and affected by airport operations. This includes minimising noise and air pollution. Both day and night noise cause concern but night noise is particularly problematic. Levels must be monitored against national and local targets with energy and resource conservation measures introduced whenever appropriate. At all times best practicable means should be used to achieve pollution reduction.



7 housing

Context

7.1 Development rates need to provide for additional housing stock, distributed to contribute to the delivery of sustainable patterns of development, as set out in the chapter 4, 'core spatial strategy'. This points towards concentrated rather than dispersed patterns of development following the sequential test. Housing development must also support the regional economy while protecting the region's environmental and ecological assets. In establishing levels of planned housing provision, draft RSS takes into account:

- the spatial development framework
- the Regional Economic Strategy targets
- Government policy set out in the Sustainable Communities Plan
- the potential for new housing to be accommodated on previously-developed land or by re-use of existing buildings
- the potential for increasing housing densities to avoid the inefficient use of land
- existing development plan allocations and commitments
- means of making the best use of existing housing stock and the need to reduce the present level of vacancy
- the need for more houses that are affordable, in both urban and rural areas
- environmental and other policy considerations
- the need for housing provision and the ways of meeting it to be kept under continuous review in accordance with the 'plan, monitor and manage' approach.

Policy H1 – distribution of dwelling provision 2001-2021

Policy SS13 in chapter 4, 'core spatial strategy' indicates that 23,900 net additional dwellings per annum will be built in the East of England between 2001 and 2021, a total of 478,000 dwellings.

Local development documents will provide for the following net increase in dwellings within the region:

	Annual average	Total
East of England	23,900	478,000 ¹
Bedfordshire and Luton ²	535	10,700
Bedford	42	830
Mid Bedfordshire	414	8,270
South Bedfordshire	80	1,600
Luton UA	–	–

	Annual average	Total
Cambridgeshire and Peterborough	4,465	89,300
Cambridge	735	14,700
East Cambridgeshire	430	8,600
Fenland	505	10,100
Huntingdonshire	560	11,200
South Cambridgeshire	1,175	23,500
Peterborough UA	1,060	21,200
Essex, Southend and Thurrock	6,170	123,400
Basildon	535	10,700
Braintree	385	7,700
Brentwood	145	2,900
Castle Point	200	4,000
Chelmsford	700	14,000
Colchester	855	17,100
Epping Forest	550	11,000
Harlow	400	8,000
Maldon	120	2,400
Rochford	230	4,600
Tendering	425	8,500
Uttlesford	400	8,000
Southend UA	300	6,000
Thurrock UA	925	18,500
Hertfordshire	3,980	79,600
Broxbourne	255	5,100
Dacorum	315	6,300
East Hertfordshire	1,040	20,800
Hertsmere	210	4,200
North Hertfordshire	790	15,800
St Albans	350	7,000
Stevenage	320	6,400

Three Rivers	180	3,600
Watford	230	4,600
Welwyn Hatfield	290	5,800
Norfolk	3,630	72,600
Breckland	760	15,200
Broadland	610	12,200
Great Yarmouth	300	6,000
King's Lynn and West Norfolk	550	11,000
North Norfolk	320	6,400
Norwich	530	10,600
South Norfolk	560	11,200
Suffolk	2,930	58,600
Babergh	260	5,200
Forest Heath	320	6,400
Ipswich	770	15,400
Mid Suffolk	385	7,700
St Edmundsbury	400	8,000
Suffolk Coastal	505	10,100
Waveney	290	5,800

¹ This includes an assumption of 43,800 net additional dwellings for the in Bedfordshire growth areas. These are being determined as part of a separate inquiry process into the Milton Keynes and South Midlands sub-regional strategy.

² The provision for Bedfordshire, Luton UA and constituent authorities excludes anticipated total provision from the Milton Keynes South Midlands sub-regional strategy, and so the provisions set out relate only to the residual area of each UA/district.

Supporting text

- 7.2 Policy SS13 sets out the overall regional dwelling provision for the East of England over the period 2001-2021. The distribution reflects, at a local level, factors taken into account in preparing the regional total, together with an assessment of the level of development that could be accommodated and the potential constraints.
- 7.3 In Bedfordshire and Luton, the dwelling figures exclude those within the Bedford/Kempston and Luton/Dunstable/Houghton Regis parts of the Milton Keynes South Midlands sub-region (see chapter 5). The RSS cannot include any provisions for the Bedford/Kempston/Marston Vale or Luton/Dunstable/Houghton Regis and Leighton Linlade growth areas. The provisions of policy H1 therefore apply only to the residual areas of Bedfordshire and Luton not covered by the Milton Keynes South Midlands sub-regional strategy. In these residual areas, dwelling provision is based on existing commitments together with allowance for further urban capacity and provision to be made in local development documents. The final distribution and phasing of housing provision in Bedfordshire will need to be amended to conform with the final provisions of the Milton Keynes South Midlands sub-regional strategy.
- 7.4 The Government indicated to EERA in January 2004 that: *“the RSS proposals should strongly reflect the potential of the London-Stansted-Cambridge (Peterborough) corridor for contributing to the Government’s objective of a 200,000 increase in housing supply as set out in the Sustainable Communities Plan.”*
- 7.5 The Government considers that the total dwelling provision set out in policy H1 – providing for regional housing supply of 23,900 dwellings per year – should be increased by 900 per year (18,000 total to 2021). The total RSS dwelling provision figure would therefore rise to 496,000 up to 2021.
- 7.6 Achievement of a further increase of this order would need to accord with the ‘plan, monitor and manage’ approach and, more particularly the sequential approach that underpins draft RSS spatial strategy. While capacity for such additional development has been shown to exist¹, the need for it, and the ability of the region’s infrastructure to support further growth, has not been proven. EERA proposes therefore that there should be an early review of the RSS to address this issue. The review should also consider the need, role, and possible location for a large new settlement as a development of RSS strategy beyond 2021.
- 7.7 In Cambridgeshire and Peterborough, the figures take account of the step change in dwelling provision over current RSS already committed within the Cambridgeshire and Peterborough Structure Plan. In the case of Peterborough they recognise its potential to contribute to substantial growth provided that employment growth can be secured.
- 7.8 In Essex, Thurrock and Southend-on Sea, the dwelling figures reflect the role of Thames Gateway South Essex and Stansted-M11 Corridor sub-regions as ‘growth areas’ within the Government’s Sustainable Communities Plan (see chapter 5).

¹ London-Stansted-Cambridge-Peterborough growth corridor study 2004, Hertfordshire housing development and spatial strategy audit 2004, and Peterborough sub-region study stage 2, 2004

- 7.9** In Hertfordshire, the dwelling figures reflect the findings of the Hertfordshire housing development and spatial strategy audit, which has demonstrated the capacity for brownfield and greenfield development within a sustainable development strategy. The district-level provisions in most districts reflect their urban development capacity and known greenfield sites, and should be capable of early development. Around two centres – Stevenage, and adjoining Harlow – major growth is proposed. At Stevenage the provisions affect both Stevenage Borough and North Hertfordshire District. The provisions reflect the urban capacity of the two districts plus the major commitment west of Stevenage and an additional urban extension north of Stevenage. In East Hertfordshire the provision reflects the urban capacity of the district, and potential urban extensions to the district’s towns. It also reflects the overall strategy for major regeneration and expansion of Harlow as part of the strategy outlined in chapter 5 ‘sub-regional and sub-area policies’.
- 7.10** In Norfolk, the dwelling figures are seen as sustainable given the attractiveness of parts of the county for retirement in-migrants and the related historically low levels of people who are economically active. This is likely to continue to constrain the potential labour supply that can be achieved from additional housing, although in some parts of the county, such as King’s Lynn, growth is economy based.
- 7.11** In Suffolk the dwelling provision figures reflect the economic buoyancy of much of the county apart from Waveney, and Lowestoft in particular, where a more cautious approach has been taken reflecting the regeneration issues that need to be addressed.
- 7.12** There are some real challenges to securing these levels of housing supply:
- in nearly all areas there is an issue about infrastructure provision – both physical infrastructure, such as road capacity needs, and social infrastructure, such as education and health facilities
 - in several areas, the over-expansion of market towns is a difficulty where town centre expansion is limited or the market viability of development is weak
 - positive economic interventions will be needed in some areas, notably Norfolk, Peterborough and Suffolk, to achieve increased output
 - the ability of the construction industry to deliver increased development rates in the light of its recruitment and skills problems.
- 7.13** The delivery of housing at this rate and scale is dependent upon the timely delivery of infrastructure and job growth throughout the RSS plan period. EERA will closely monitor housing completions, infrastructure delivery and job creation through its annual monitoring arrangements as described in chapter 11 ‘implementation and delivery’.

Policy H2: affordable housing and mix of housing types

Policy SS13 in the core spatial strategy specifies the requirement for all forms of affordable housing within the total regional annual provision.

Local planning authorities will monitor housing needs in co-operation with EERA, Regional Housing Board and other relevant stakeholders to ensure that everyone, in urban and rural areas, has the opportunity of a decent home. Local development documents will:

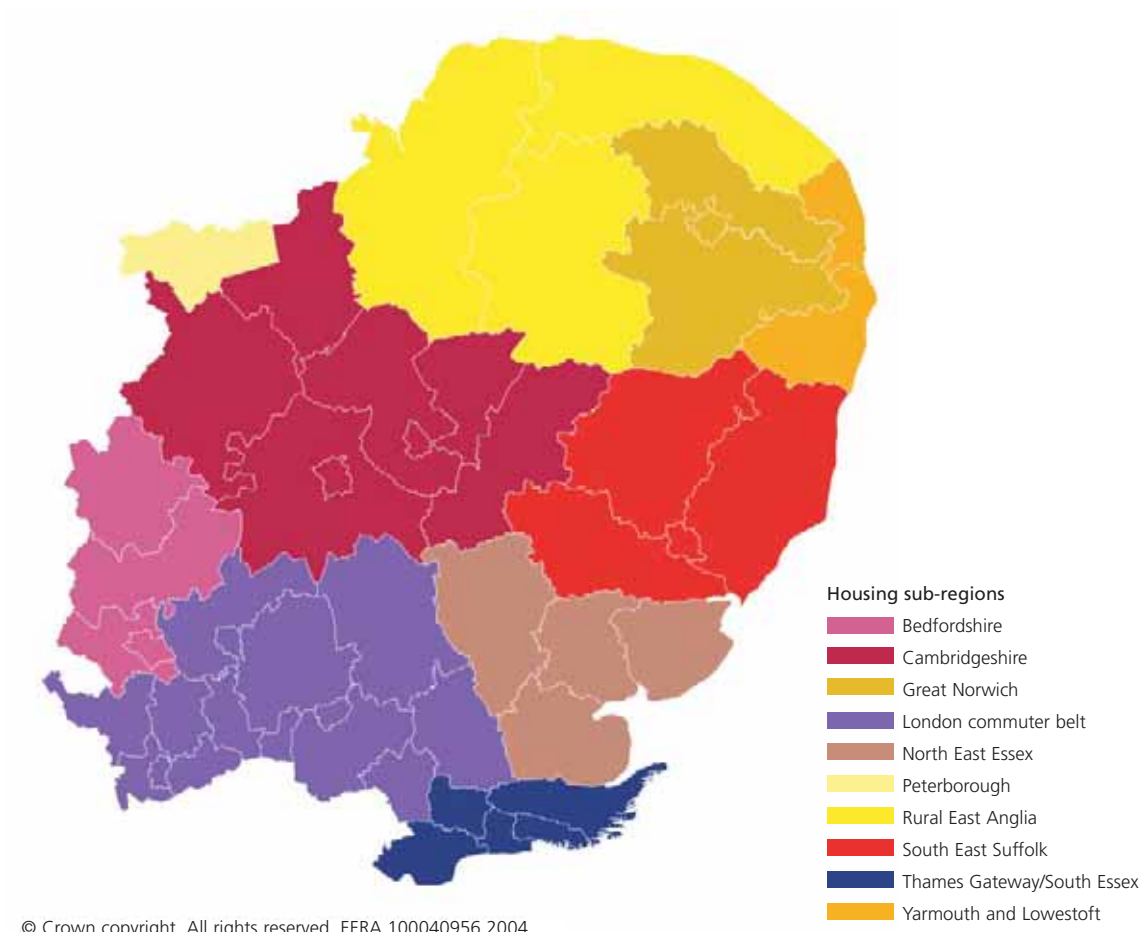
- require provision of a range of dwelling types and sizes to meet the assessed need of all sectors of the community based on up-to-date local housing needs studies
- secure an adequate supply of affordable housing consistent with local assessments of need
- specify the proportion of housing which should be affordable
- specify the circumstances in which thresholds for the inclusion of affordable housing in new developments will be applied below those indicated in Government guidance, in particular to address the need for affordable housing in rural settlements
- make provision for sites wholly for affordable housing as an exception to normal planning policies to meet rural housing need
- ensure that where affordable housing is secured it will be available in perpetuity or for an appropriate period to be set and secured by planning agreement.

EERA will work with other regional partners and local authorities to prepare regional level guidance on the conduct and use of housing needs surveys.

Supporting text

- 7.14** Affordable housing is defined in this RSS as housing accessible to households who cannot afford to rent or purchase on the open market. It includes subsidised social renting, key worker housing, shared home ownership, equity sharing, sub-market renting and discounted market ownership.
- 7.15** An adequate supply of good, affordable housing is essential to the quality of life of those of the region's residents who cannot afford to compete in the open market. Accessible housing for key workers is of strategic economic importance for the region. It will be particularly to ensure that new affordable housing enables management problems within the existing stock (e.g. shortages of large family units, small household units) to be re-balanced where local housing assessments identify such issues.
- 7.16** The East of England Affordable Housing Study (stage 1) indicates where the greatest need is likely to be by housing sub-regions (as defined in the Regional Housing Statement and shown in map 7.1) namely in the London Commuter Belt, the Cambridge sub-region, Thames Gateway, Bedford, Greater Norwich, South East Suffolk (Babergh, Ipswich, Mid-Suffolk and Suffolk Coastal) and North Essex (Braintree, Colchester, Maldon and Tendering).
- 7.17** Policy SS13 specifies the proportion of overall housing supply to be focussed on the affordable sector, including intermediate, key worker and un-met needs.

Map 7.1 Regional housing strategy sub-regions



- 7.18 Local authorities should make use of supplementary planning guidance and site specific development briefs to guide developers. Such guidance can also establish mechanisms designed to ensure that affordable housing is kept affordable in perpetuity.
- 7.19 Local planning authorities should also ensure that local housing needs assessments are related to local conditions and are undertaken in a consistent way. They should also work together to decide if there are sub-regional areas where local needs assessments justify the common application of thresholds. Joint-working with local employers will help establish the scope for assisting employees secure housing appropriate to their needs. Urban capacity studies and empty home strategies should be used to identify opportunities for increasing affordable housing provision.

- 7.20 The Affordable Housing Study stage 1 (2003) recommended that there was a need to improve the consistency of data collection and reporting. Regional guidance on the preparation of housing needs surveys will improve the consistency of approach to the assessment of housing needs as well as assisting monitoring.

Policy H3: phasing of housing development

Housing proposals in local development documents will be prepared having regard to housing market sub-regions defined in the East of England Regional Housing Strategy (Map 7.1)

Local authorities should keep under review the phasing and release of housing sites in line with government guidance. Phasing mechanisms should take account of the following guiding principles:

- the release of sites should not be considered on a short term, ad hoc basis but in relation to the overall timescale of the plan in line with Government guidance
- the re-use of previously developed land and buildings will be promoted as the first priority (see policy SS4 in the core spatial strategy). Provision for greenfield development will be in accordance with policy SS3 in the core spatial strategy
- housing land provision and policy frameworks in adjoining local authorities areas should be planned to ensure that a sub-regionally consistent approach is adopted that does not allow urban renaissance to be undermined by the early release of greenfield land in neighbouring areas
- the need for close co-ordination between development and the provision of supporting social, health, education and transport infrastructure.

Adjoining local authorities will co-ordinate policies for the sequence and timing of release of housing sites to ensure consistency with the sequential approach. The release of sites and trends in land availability will be kept under review.

Supporting text

- 7.21 The 'plan, monitor, and manage' approach requires that new housing provision and trends in land availability are kept under review. Phasing will be an important mechanism for managing the release of land, giving priority to previously developed sites and ensuring that the provisions of this RSS and local development documents are met.
- 7.22 The management of land supply should include assessment of existing housing provision and the potential of urban areas to accommodate additional development.

7.23 Development plan allocations, or grant of planning permissions that would result in the over-provision and early release of greenfield land in one district to the detriment of urban renaissance in other local authority areas will not be supported. Regular housing provision studies (at least every 5 years) should be undertaken jointly by groups of local authorities together with the house building industry to take account of sub-regional circumstances. This should allow for monitoring of the development of brownfield and greenfield sites, enable urban potential study assessments to be rolled forward and the provision of housing land supply to be assessed.



8 regional transport strategy

- 8.1 This chapter presents the Regional Transport Strategy (RTS) for the East of England. It sets out the objectives of the RTS together with policies and investment proposals. The policies cover: serving the regional spatial strategy; environment and safety; accessibility; and traffic management. The framework for monitoring the RTS is set out in appendix D.

Objectives

Policy T1: regional transport strategy objectives

In seeking to meet the overall vision and objectives of the RSS set out in chapter 3, 'vision and objectives', transport policy will seek to meet the following objectives in no particular order:

1. improve opportunities for all to access jobs, services and leisure/tourist facilities
2. enable infrastructure programmes and transport service provision to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and further housing growth)
3. reduce the need to travel
4. reduce the transport intensity of economic activity, including freight
5. minimise the environmental impact of transport provision and travel, protecting and enhancing the natural, built and historic environment
6. improve safety and security.

To achieve these objectives the Regional Transport Strategy (RTS) seeks to:

- widen travel choice: increasing and promoting opportunities for travel by means other than the private car, particularly walking, cycling and public transport, improving seamless travel through the provision of quality interchange facilities and raising travel awareness
- promote the carriage of freight by rail and water and encourage environmentally sensitive distribution
- stimulate efficient use of the existing transport infrastructure, efficiently maintaining and managing existing road, rail, port and airport infrastructure.

Supporting text

- 8.2 The task of the RTS is to improve accessibility to jobs, services and leisure/tourist activities whilst reducing the need to travel, minimising the environmental impact and improving safety and security. Within the context of the RTS this means enabling the provision of the necessary infrastructure and services to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and further housing growth). Both business (including freight) and personal requirements have to be considered. The secondary RTS objectives of widening travel choice and efficiently managing and maintaining transport infrastructure should help address these concerns. But providing extra transport facilities and infrastructure without measures to manage demand will merely worsen existing problems.

- 8.3 The RTS and the RSS together put forward an integrated land use policy through a spatial strategy which seeks to reduce the need to travel. It is crucial that this is also addressed in local land use plans and in other plans and policies which influence travel demand, notably economic development strategies and the delivery of public services. Otherwise the transport system will fail in its objectives to deliver better access and improve the quality of life. Reducing the need to travel and reducing the transport intensity of economic growth (i.e. reducing the need for freight miles and breaking the link between economic growth and more travel) cannot be achieved through transport policy alone; nevertheless transport policy can help and, since they are so fundamental, they are put forward amongst the RTS objectives.
- 8.4 A full analysis of the transport problems and opportunities in the region is contained in work carried out for EERA by consultants (Existing Conditions Report STEP June 2002).

A. serving the regional spatial strategy

- 8.5 The land use strategy put forward in the RSS as a whole seeks to reduce dependence on car travel. The existing transport network and scope for service improvement has been an important factor in determining the spatial strategy. Furthermore within the RTS, transport solutions which control the use of the car while improving scope for alternatives are accepted as the better way to meet demand in many circumstances (particularly in urban areas). The RTS policy is not therefore one of 'predict and provide'.
- 8.6 Notwithstanding, if transport infrastructure and the level of transport services are to enable the regional economy to flourish they must be planned to support the future development of the region. To serve these needs it is important to take into account the problems which currently exist as well as the locations where growth and regeneration are planned. Existing problems include the infrastructure deficit in many parts of the region and the paucity of east-west or orbital links. Easing movement on strategic routes to neighbouring regions and key international, national and regional facilities (including ports, airports and the Channel Tunnel) is an important part of this strategy. All these factors are reflected in the identified investment priorities.

Policy T2: public transport provision and regional interchange centres

A significantly enhanced level of public transport service provision to, from and within the Regional Interchange Centres (Basildon, Bedford, Cambridge, Chelmsford, Colchester, Harlow, Ipswich, King's Lynn, Luton/Dunstable, Norwich, Peterborough, Stansted, Stevenage, Thames Gateway (Southend), Thames Gateway (Thurrock) and Watford) will be sought.

Supporting text

- 8.7** Regional Interchange Centres (RICs) have been identified on the basis of the following key public transport characteristics (though not all have all the characteristics):
- access to key mainline railways (north/south routes and actual or potential east/west routes)
 - served by strategic inter-urban bus/coach links
 - major bus hubs with strong sub-regional bus networks
 - international airports serving domestic and international destinations direct, and accessed by rail and long distance coach services.

Some also have waterway connections within them or nearby.

- 8.8** The locations identified are shown in map 8.1. Adjoining the East of England, surrounding regions have identified similar centres. In the East Midlands, Northampton has been defined as a principal urban area and in the South East, Milton Keynes, Aylesbury and Ebbsfleet are defined transport hubs. In London, links to centres such as Stratford are of importance to the region as well as the central zone.

Map 8.1 Regional Interchange Centres and the Regional road and rail network



- 8.9** Most of the RICs are the region's major urban areas (except for Stansted and Thurrock) and many are identified for significant growth in the spatial strategy. They are included among the key centres identified in the RSS (policy SS2). Each has different roles and needs, but each provides an important public transport interchange role within the region.
- 8.10** The strengthening of the role of RICs for public transport interchange is complemented by an assured role for the other key centres (see policy SS2), market towns and key service centres (see policy SS9), both in the provision of local services and as smaller transport hubs. The transport links both into the smaller towns and between those towns and the RICs, are critical in achieving the improved accessibility which the RTS seeks. These should be commensurate with the role of the settlement.

- 8.11** Clearly, within each of the urban RICs some areas are more accessible by public transport than others. It is critical that this is taken into account when considering the detailed siting of facilities (see policy SS1). The public transport corridors (see policy T6) emanating from these centres may offer potential, but there are other legitimate planning considerations which need to be taken into account when deciding the location of major development (e.g. green belt policy, brownfield land availability, proximity to labour force). Public transport accessibility criteria form one element in decisions regarding the location of development.
- 8.12** Two RICs are not urban areas – Stansted Airport and the Thames Gateway logistics hub identified in Thurrock. Whilst these are important components of the regional transport network they do not provide potential for development in the same way. There are other locations within the region with similar though less strategic roles (e.g. Harwich International Port), and there is potential for new interchanges in connection with proposed new infrastructure (e.g. Shenfield station in relation to Crossrail proposals). The region is also reliant on good interchange at locations outside the region (e.g. Stratford, Liverpool Street, King's Cross).
- 8.13** Although the RICs have been identified because they are key transport nodes on the strategic corridors, the development of some of them to their full potential will require further investment in the network (e.g. rail connections to Cambridge, Stansted and Thames Gateway) as well as improvements to services. Priorities for these improved connections are referred to in policy T6 and included in the proposal list (policy T17).
- 8.14** The RTS puts considerable emphasis on enabling seamless journeys. The objective is to make it easy to change modes hence enabling the use of the most appropriate mode for each leg of a journey. This will encourage the use of public transport, walking and cycling in conjunction with the private car.
- 8.15** Within the RICs there is scope for significant new investment in public transport. Some proposals have already been identified and are included in the priority schemes (e.g. in Southend, Basildon, Norwich, Cambridge, Harlow, and Luton). However, it is envisaged that within the life of the RTS the other RICs will benefit from similar proposals.
- 8.16** The development of public transport in the RICs should be accompanied by increasing levels of traffic restraint to improve urban environments (see policies T14, T15 and T16) and encourage cycling and walking (see policy T12).

Policy T3: strategic freight interchange

Existing well located wharves and facilities for rail and water freight interchange should be safeguarded, and improved provision made in locations with good road and rail access to end users.

Supporting text

- 8.17** The movement of freight through and around the region is largely by road (about 88% nationally). The demands of freight on both the road and rail network have been taken into consideration in the definition of the strategic network (see policy T6) and the management and investment priorities proposed address this issue. The freight study undertaken in the Thames Gateway (Thames Gateway Freight Study Sinclair Knight Merz 2002) shows the large increases in freight movement anticipated and the analysis of freight distribution in the London to South Midlands Multi Modal Study shows the particular importance of freight distribution depots in that area. Freight is a topic where EERA will be considering further work.
- 8.18** To support the RTS objective of promoting the carriage of freight by rail and water there is a need for interchange locations where transfer to and from rail and water can take place. Such interchange already takes place at all the major ports in the region (ship to ship, ship to rail and ship to road). In accordance with national policy, local authorities should protect wharves, where appropriate, in local development documents. Only at Ely and Peterborough stations are there significant facilities for rail freight transfer. EERA will work with the Strategic Rail Authority (SRA) in the development of a regional planning assessment for the region which, inter alia, will identify areas which need additional freight interchange capacity.
- 8.19** Proposals for the Thames Gateway envisage the development of a logistic hub at Thurrock (Shellhaven Zone of Change). Part of the former oil refinery at London Gateway (Shellhaven) has been identified for possible redevelopment and this includes a major distribution centre. Together with the proposed port development (see below), if approved, this will give greater urgency to the priority already afforded to both road and rail access in this area (see table 8.3C).
- 8.20** The movement of minerals lends itself to rail more than some commodities and the RTS supports the policy in relation to minerals (see policy ENV15, chapter 9, 'environmental resources') which encourages the use of rail, sea and inland waterway networks as a means of transport and safeguards facilities which are required. With waste, the phasing out of landfill together with greater emphasis on reducing waste and application of the proximity principle should reduce the demand for long distance transport (the proximity principle is about disposing of waste or treating waste as close as possible to where it is created). However, there may be new opportunities for moving recyclable materials and products (including by inland waterway).

Policy T4: ports and water transport

Access to the region's ports, particularly by rail and inland waterway, will be managed and enhanced to support development as it is approved and to enable the ports to contribute to national and regional objectives in relation to economic growth, regeneration and sustainable transport.

Supporting text

- 8.21** The region's ports serve a key role in the transport network and in the national and regional economy. The RTS has the task of providing general support for meeting the transport needs of the ports and encouraging rail and water use wherever possible.
- 8.22** Access to the ports has been an important component of the definition of the network hierarchy (see policy T6) and investment and management required to fulfil this role for the existing major ports (Felixstowe, Harwich, London, Tilbury) and currently approved expansion has been identified in the overall investment priorities. Provision of adequate rail access to these ports and onwards to destinations across the country is critical to the achievement of targets for increasing rail freight. Because port traffic is such an important component of freight movement in the region and much is travelling long distances, the RTS has set the target of increasing the proportion of rail freight carried by rail by 2010 to 25% by 2010 and 30% by 2020 (see appendix D). A number of priority schemes will improve access to the region's main ports, but in particular the Haven Gateway to Nuneaton freight route (phases 1, 2 and 3) and the proposed study of the A14 corridor.
- 8.23** Other ports in the region have important regional or sub-regional roles (Great Yarmouth, Ipswich, King's Lynn, Lowestoft and Wisbech see chapter 5 'sub-regional and sub-area policies').
- 8.24** Opportunities for moving freight along the coast and on inland waterways should also be seized. These are already encouraged by national policy. The former could be significant and provide an important role for the region's smaller ports. The potential for trans-shipment and movement up the Thames could also be significant, but there are few other opportunities for using inland waterways for transport in the East of England.
- 8.25** Government has taken the view that further development of ports should be determined through commercial considerations (within the context of the planning system) and has provided no guidance on which ports should be encouraged to expand. EERA would like to see Government taking a more proactive role in ports policy. The South East and Anglian Ports Study has suggested some criteria for assessing the acceptance of proposals.
- 8.26** In principle the best use should be made of existing ports before new ports are contemplated (in line with Government policy) and where new development is proposed the ability to provide access (particularly by rail and water) should be a factor in the decision. The developer should also be expected to contribute to the provision of the necessary infrastructure. If and when permission is given for any of the published port expansion plans (which will be a decision for Government) it will be necessary to re-consider regional and sub-regional investment priorities. In particular the scale of the port proposal at London Gateway (Shellhaven 3.5 million containers per annum) and Haven Gateway (3.2m containers per annum) would have a significant impact on the road and rail network. At London Gateway the development of port and non-port uses (see above) would need to be phased in relation to the completion of adequate improvements to road and rail infrastructure, both strategic and local (see tables 8.3C and M). In the case of port proposals at Harwich, dualling of the A120 between Hare Green and Harwich would need to be reconsidered for regional priority if planning approval were given.



Policy T5: airports

Access to the region's airports, particularly by rail and bus/coach, will be managed and enhanced to support development as it is approved and enable the airports to contribute to national and regional objectives in relation to economic growth, regeneration and sustainable transport.

Supporting text

- 8.27** The existing major airports in the region, Stansted and Luton, (which with Heathrow and Gatwick make up London's principal airports), have relatively good access provision, including rail access, although this is orientated towards London rather than to the East of England. While this accommodates current throughput it needs augmenting to meet further approved expansion. Development beyond that, as proposed in the Aviation White Paper, would certainly require major prior infrastructure investment. The region would be looking to benefit from such expansion by ensuring that connections to the airport from around the region were improved.
- 8.28** EERA has agreed that the draft RSS/RTS should be based on the assumption that the existing regional airports are expanded to the capacity of their existing runways. In the case of Stansted this could mean some 35 million passengers per annum (permission currently exists for 25 million). At Luton it could mean 18 million passengers per annum (current provision is for 10 million subject to environmental conditions). See also policies E14 and ST5
- 8.29** The regional airports, Norwich (first tier) and Southend (second tier) are confirmed in the Aviation White Paper as having considerable scope to meet demand for air services and EERA has indicated its support for their continued use and development provided this is consistent with their own operational safety and that of the major airports. However, the Government does not support development of Alconbury for passengers or freight, though recognising it as a potential site to replace the aircraft maintenance facility at Cambridge airport.
- 8.30** Access to the airports has been an important component of the definition of the network hierarchy (see policy T6) and investment and management required to fulfil this role for the existing airports (including expansion to maximum capacity of existing runways) has been identified in the overall investment priorities. A number of priority schemes will improve access to the region's main airports from around the region, particularly: Luton/Dunstable Translink, East/West Rail phases 1 and 2, and bus /coach access to Stansted Airport from the east. There are also proposals for a new station at Southend Airport included in the rail improvements proposed for the Liverpool Street to Southend line. Access to Norwich International Airport from the strategic network also needs to be addressed. It is assumed that the airport developers will be contributing to some of these requirements. However, as discussed below, the combination of airport growth now proposed alongside a step change in the scale of housing/economic development will require some major new infrastructure in the London Arc. An example of this is a rail route from mid to west Essex with a link to Stansted. It is proposed that there should be a thorough investigation of access issues to take account of the decision regarding airport growth.

- 8.31** Both Stansted and Luton have been identified as Regional Interchange Centres (the latter as a part of Luton/Dunstable, see policy T2). Their role in this regard extends beyond that of a gateway to the rest of the world, often providing a useful interchange for movement within the region as well. The location and design of rail and bus stations must be an integrated part of the development of the airports to enable easy travel for both workers and passengers. The objectives of the airports surface access strategies to increase the proportion of passengers and workers travelling by public transport are supported.

Policy T6: strategic network hierarchy

Investment in the strategic rail and road network will be focused on providing an inter-modal network as set out in map 8.2. In particular this will require investment as set out in the proposals list in tables 8.3 A and B.

Supporting text

- 8.32** The RTS policies seek to achieve an inter-modal strategic transport network that reflects the needs of the region and integrates with the local network. The aim is to improve flows on existing movement corridors and provide better inter-urban orbital links across the region (east/west in the north of the region). To the extent that this cannot be achieved by reducing long distance movement, there will be a need for additional provision.

Map 8.2 Regional Interchange Centres and the strategic road



- 8.33 The starting point is the identification of a network hierarchy. The purpose of this hierarchy is to distinguish between those elements that serve a major national or strategic regional purpose (the strategic road and rail corridors shown on map 8.2) and those that connect urban areas within the region (the additional routes shown on map 8.1). It is not about determining priorities, nor about particular standards of provision, but about different roles. It is anticipated that movements through the region, and connecting to the major economic generators within the region, will be carried by the strategic corridors. The other links of the hierarchy complete the connectivity of the network.
- 8.34 The network is based on an analysis of the current situation and the future proposed development pattern for the region. It was developed using a wide range of indicators (e.g. proportion of longer distance traffic, proportion of HGV traffic, routes to airports, seaports and peripheral areas). (For a

fuller explanation of the factors taken into account and the weighting given to them see Options Development Report, STEP October 2002). It is designed to strengthen the orbital (east-west in the north of the region) routes and increase the focus on those centres where significant growth is anticipated. The guiding principle is to identify a set of routes which serve the major movement patterns (including connections to London, surrounding regions, ports and airports) and which can be managed as an integrated network. As much as possible, the road and rail networks are viewed together, so that, as travel demand builds, there is a good alternative to the use of the car. For urban areas not served directly by the strategic rail network, the bus/coach plays a significant role. The network broadly reflects the priorities in surrounding regions. In particular it supports the emphasis on the links to Felixstowe and Harwich which are of concern to the East Midlands.

- 8.35** It is considered that the network identified (suitably enhanced) can support the likely demands of the emerging strategy for much of the region. It relates well to the regeneration areas, growth areas and regional centres. The exception to this is in the London arc, and particularly in the Stansted/M11 sub-region. The RTS proposes some limited new rail and road infrastructure to improve provision for intra regional orbital movement and some radial improvements. However, housing growth in this area is likely to place additional demands on rail routes into London which the existing network cannot sustain. Combined with the scale of airport growth envisaged for this part of the region, it may be necessary to consider a new strategic rail route linking the Channel Tunnel Rail Link (CTRL) in Kent across a Lower Thames Crossing and via Stansted to meet up with the West Coast mainline.
- 8.36** EERA considers that a comprehensive study should be made of the proposal to develop a multi-modal Lower Thames Crossing and outer London orbital. In particular the option of a road Thames crossing designed to stimulate sub-regional development within the Thames Gateway combined with a rail crossing and orbital rail route should be explored. This could have potential benefits for freight movements and for regeneration in the Thames Gateway but it would also have significant financial and environmental costs. All the costs and benefits at the national, regional, sub-regional (Thames Gateway) and local levels need to be considered.
- 8.37** In line with their status, the strategic roads and railways would provide the highest standard of service. Significant problems on many of these routes have been addressed through multi modal studies. Where the outcomes of these reflect the RTS, they have been incorporated in the proposal list. From the regional perspective it is important to ensure adequate recognition of the regional and local roles these routes provide and consequent appropriate management. In the case of the roads this includes their importance in relation to the strategic inter-urban bus and coach network (see policy T7), in particular where this provides a link between radial rail lines. With rail it includes achieving a balance between inter-city and more local services.
- 8.38** It is expected that the other regional routes of the road hierarchy will be the lowest level which would carry any significant movements (apart from for access) by heavy vehicles. Existing roads that are not identified within this hierarchy are anticipated to carry predominantly local traffic, apart from commuting flows, and are not expected to be part of the region's lorry network.
- 8.39** The relationship between the strategic network thus identified and the local networks, both in rural and urban areas, should be subject to specific consideration in local transport plans (LTPs) to ensure that local access improvements under policies T12 and T13 enable links to the strategic network to be made.

Policy T7: strategic public transport services

Improvements sought to the strategic public transport services will focus on the strategic network (see map 8.2), on movement between the Regional Interchange Centres (including those in neighbouring regions) (map 8.1) and on integration with the local network.

Supporting text

- 8.40** The starting point for considering the provision of strategic public transport services has been the strategic road and rail network previously referred to (map 8.2) and the inter-urban bus and coach network. The objective is to enable more strategic movements to be made by public transport and to provide links between modes and with local service provision. This includes encouraging an integrated bus/coach/rail network (including integrated ticketing) which provides good public transport access to employment and service centres throughout the region. Service frequency and access to services are critical factors in ensuring the rail and bus/coach/rail services provide a viable alternative to travel by car and reduce social exclusion.
- 8.41** An analysis of the frequencies of inter-urban bus and coach services (for details see Final Report, STEP April 2003) shows that there are a number of sections of the strategic network where service provision is very poor. This is of particular concern where there is no rail alternative (e.g. sections of the A47, the A428 from Bedford to Northampton and around the M25).
- 8.42** Similarly consideration of the rail service provision indicates shortcomings in meeting regional requirements. For instance, rail service provision from Stansted to the north or Cambridge to the east. Those parts of the strategic network which are rail only are particularly critical. And here the service provision on the rail line between Bury St Edmunds and Peterborough must be of concern. An hourly service on this route as well as Cambridge to Ipswich, Ipswich to Lowestoft and Norwich to Great Yarmouth are the minimum standards acceptable on these lines. Through services from Norwich to Stansted should also be achieved.
- 8.43** There are many rail improvements that can be completed at reasonable cost and with substantial benefits. These include station upgrades, development of new stations, support for new services and minor works like additional passing loops or signalling enhancements. Though not cheap, these sort of expenditures would have significant returns for their cost. The RTS looks to local authorities to work with train operating companies to deliver some of these through local transport plans.
- 8.44** The provision of strategic bus services is unlikely to require new large scale infrastructure and is therefore a relatively fast solution to existing problems. However, there are major difficulties with securing bus services related to funding, commercial viability and consistency. Policies that promote buses, improve information, reduce the cost of bus travel relative to private motoring and give buses priority for road space where they would otherwise be held up in traffic, can all help to improve commercial viability.

- 8.45** Coaches and express buses are not always well integrated with the rail network. For instance, there is scope for the development of express buses as an integral part of the rail timetable. Examples could be linking radial rail lines for instance, around London as an alternative to the M25, or a station to station service from Cambridge to Bedford as an integrated part of the national rail network (to fill a temporary gap in the network ahead of completion of the east-west rail scheme and identify the demand for such a service).
- 8.46** Strategic rail and bus services also need to be well integrated with local public transport services and facilities for walking and cycling (see policies T12 and T13).

Policy T8: maintenance and management of the strategic road network

The maintenance and management of the strategic road network (see map 8.2) will seek to keep the network in good repair, improve safety, enhance the environment and reduce congestion. Particular emphasis will be given to improving conditions for buses (particularly where there is no rail alternative), and for walking and cycling.

Policy T9: maintenance and management of the strategic rail network

The strategic rail network (see map 8.2) will be maintained and managed to ensure safety, improve customer service, offer an alternative to congested road corridors and serve movement between Regional Interchange Centres.

Supporting text

- 8.47** There is a need to maintain and enhance the existing network hierarchy, with improvements to provide a better level of service on both road and rail.
- 8.48** On the roads there is a need for better maintenance and improved safety measures. This will include ensuring that roads are able to withstand more extreme weather conditions (e.g. flooding, cracking) as a result of climate change. Maintenance must be coupled with management designed to make the best use of the infrastructure. This will include using a range of techniques (signalling, variable speed restrictions, information provision and other IT solutions). Such measures should be coupled with policies to manage demand (see policies T14 to T16) in order to give transport investments a chance to deliver real improvement rather than being swamped by increased demand.
- 8.49** The management of roads for buses and coaches should be a key concern on the strategic network and not just in urban areas. The investment proposals put forward in the RTS include a number designed to improve such facilities (e.g. London-Ipswich (LOIS) bus corridor improvements, A13 passenger transport corridor, London South Midlands bus strategy, orbital coach services around London). Care should be taken to ensure that freight traffic is not unduly disadvantaged by specific proposals. Consideration should be given to potential in other strategic corridors.

- 8.50** On the rail network improved maintenance is also a primary concern. In terms of making the best use of the existing network capacity the Strategic Rail Authority (SRA) is carrying out a programme of route utilisation strategies. The RTS will be looking to these (and the franchising process) to deliver some of the improvements in service provision on the strategic network which new infrastructure investment may be unable to deliver in the short term. They should go beyond a limited role related to cost savings, management and reliability to achieve service improvements that make rail travel more attractive and relate to development proposals. Rail travel is considerably safer than road, but nevertheless further improvements are sought.

Policy T10: sub-regional transport

At the sub-regional level, infrastructure programmes, transport service provision and management will support existing development and that proposed in the spatial strategy, with a particular focus on:

- growth areas (as set out in chapter 5)
- priority regeneration areas
- sustaining rural communities, supporting the role of market towns/key service centres within wider rural hinterlands.

Supporting text

- 8.51** The RSS recognises transport investment and the provision of improved public transport services as critical to the delivery of the spatial strategy. In addition to the regional interchange centres and the strategic network referred to above, this requires packages of transport policies in the sub-regions and policy areas identified in chapter 5. That chapter describes how variations in transport policy are required to reflect development or regeneration in each sub-region or sub-area. And the section of this chapter on investment, indicates the regional and sub-regional priority schemes which relate to each sub-region or sub-area.
- 8.52** Within the region's growth areas, there is a need for considerable transport improvement if the proposed growth is to be delivered. Growth is being located and designed to reduce the need to travel, but, given the existing infrastructure deficit, this will not obviate the need for additional infrastructure, improved public transport services and better management of demand. This will require some revenue funding (partly developer funding) to ensure bus and rail services are in place in advance of development. It will also require a significant increase in local transport investment. The development and delivery of the package of transport policies at the sub-regional level suggests the need for local authorities to work together to prepare common local transport plan (LTP) sections or even joint LTPs.
- 8.53** The schemes required specifically to deliver the step change in growth provided by the spatial strategy must be implemented in parallel with the regional priorities. In the Sustainable Communities Plan growth areas they should be funded outwith the usual budgetary procedures. In all growth areas transport investment has been considered as a package in order to make a step change in accessibility. The sub-regional priorities which arise from this approach are indicated in the investment priorities table (table 8.3M).

- 8.54** Similarly in the region's priority regeneration areas there is a need for improved accessibility, to address inequalities and stimulate the local economy. The needs of each area vary, though generally the emphasis will be on local improvement and on those schemes identified in the proposal list.
- 8.55** In the region's rural areas transport is key to ensuring access to jobs and services and helping to sustain rural communities and their economies. Recognising the high level of dependency in rural areas on car use, local transport plans need to give adequate consideration to the role of local networks and the integration between these and the strategic network, in particular enabling transfer to public transport (e.g. through park and ride). The potential for demand responsive public transport services as well as scheduled services should continue to be supported along with supporting accessibility by enabling service provision in market towns.
- 8.56** Elsewhere in the region the general RTS policies apply and the investment priorities in relation to the strategic network and the regional interchange centres is set out below.

B. environment and safety

- 8.57** Environment and safety is about protecting and improving the region's wider environment. It covers the direct impact of transport on the environment (local and global) and issues around health and safety. The RTS objectives which it addresses are to:
- minimise the environmental impact of travel (including the impact of transport infrastructure and travel on land take, air pollution, noise, global warming, health, biodiversity and heritage)
 - improve safety and security (for the travelling public and the wider community).
- 8.58** The environmental policies reflect and support those on air quality and built environment in chapter 9, 'environmental resources'.
- 8.59** The transport policies of the RTS, taken as a package, seek to support local and national initiatives designed to achieve similar aims by:
- stimulating efficient use of the existing transport infrastructure. This can obviate the need for providing additional capacity
 - reducing the need to travel. Again this will reduce the need for new transport infrastructure as well as having benefits in relation to pollution and health. An additional reason for reducing dependency upon long distance travel is the vulnerability of the transport network to extreme weather conditions (e.g. flooding, cracking) which, with climate change, are likely to become more common (Living with Climate Change in the East of England EERA/East of England Sustainable Development Round Table 2004)
 - encouraging a shift to environmentally friendly modes. Travel by public transport (at the same load factor) produces less in the way of CO2 emissions. Walking and cycling produce no harmful emissions and also have health advantages
 - supporting safety initiatives.



Policy T11: environment and safety

The development and design of transport infrastructure, and policy will seek to protect and enhance the natural, built and historic environment, minimise environmental impact and improve safety and security by reducing sources of danger.

Supporting text

- 8.60** Environmental enhancement and safety is at the forefront of much of the detailed policies within the RTS. The specific policy on the environment is designed to ensure that impacts on the environment (both at the local and global level), on safety and on quality of life are key determinants of decisions regarding transport priorities. In addition it emphasises the need to consider how all investments, and indeed existing movement corridors, can be designed to minimise environmental damage (e.g. tree planting). All the policies in chapter 9, 'environmental resources' (in particular ENV2 landscape character, ENV3 biodiversity and earth heritage, ENV5 the historic environment, ENV7 air quality and ENV8 renewable energy and energy efficiency) will be components of transport policy and development in the region. These reflect the Regional Environment Strategy adopted by the Regional Assembly in July 2003 (Our Environment, Our Future).
- 8.61** One aspect that needs to be considered is the trade off between strategic advantage and local disadvantage. It will often be the case that proposals with wide environmental benefits will have local disadvantages. In particular, infrastructure investment on the strategic network often passes through the countryside with likely detrimental environmental impact. It is important, for instance, that national designations and landscape character are taken into account in the decision making process.
- 8.62** Road safety is an important consideration in transport policy. The Government has set national accident targets which have been adopted throughout the region. These are included as one of the contextual indicators for the monitoring of the regional strategy (see appendix D). Safety improvements should be sought through eliminating or reducing sources of danger (especially traffic) rather than by further restricting the movement of pedestrians and cyclists. Control of speed of vehicles has potentially massive safety benefits (as well as the management role referred to under policy T14).

C. accessibility

- 8.63** Accessibility is partly about addressing social exclusion and in particular the needs of those in transport deprived areas or those without use of a car, but it is also about generally improving residents' accessibility to jobs, services and leisure facilities. This includes improving access on foot, on bicycle and by public transport, but it also means acknowledging the particular needs of the mainly rural areas of the region where there is little choice other than car/lorry access. The real issue is one of ease of access to jobs, services and facilities and is largely dependent upon the location of these (see policy SS9).

- 8.64** The relevant policies, therefore are about:
- improving facilities for walking and cycling
 - improving public transport provision
 - supporting good inter-modal interchange facilities (see policy T2)
 - locating public facilities and employment generating development where they can be accessed readily by all modes (delivered through the spatial policies – see policy SS1)
 - ensuring that provision for access to such developments is by all modes and that parking policy does not encourage car access when alternatives exist (see policies T6 and T16)
 - locating and designing housing to enable and encourage public transport, walking and cycling provision (delivered through the spatial policies – see policies SS1 and SS16).
- 8.65** These policies are already promoted in national guidance and largely adopted in local transport plans. The task of the RTS is to interpret the implications for these at the regional level.
- 8.66** To meet objectives for increasing the proportion of journeys made by walking, cycling or public transport, it is important to improve the quality of the experience. The environment for walking and cycling can be greatly improved and there needs to be a step change in the quality of public transport provision. This would include greater emphasis given to providing easy interchange, including the provision of information, through ticketing and interchangeability. These improvements should address needs of tourists and visitors to the region as well as inhabitants. Cost of public transport is also a key issue in relation to social inclusion. Its greater use is discouraged by fares which continue to rise faster than the cost of motoring.
- 8.67** It is also necessary to improve security and address concerns about safety. There is a perception (statistically unfounded) that personal attack is likely if using the alternatives to the private car and this is often used as an argument against their use (see policy T11).
- 8.68** ‘Soft’ measures can create a significant shift in travel modes provided alternatives are viable. A concerted effort to introduce workplace and school travel plans, car sharing and individual marketing programmes coupled with other measures would be effective in reducing traffic in urban areas. Through marketing promotion and local ownership, community rail partnership schemes can also be effective in increasing patronage.
- 8.69** Existing campaigns to change travel behaviour (TravelWise, green travel plans, school travel plans) and promote travel awareness (i.e. improving awareness of environmental implications of travel and providing details of alternatives to the car) are positively supported and reinforced at the regional level. Resources put into these initiatives should be increased and public authorities (including health and education) should set an example by taking travel consequences into account in their management decisions.

Policy T12: walking and cycling

Walking and cycling will be encouraged and provision for both will be improved. Strategic access to and within the Regional Interchange Centres (see policy T2) will integrate with pedestrian and cycle provision at the local level. Support will be given to the completion (by 2010) of the National Cycle Network in the region and linking it with local cycling networks to form continuous routes.

Supporting text

- 8.70** The promotion of walking and cycling is largely a matter for local planning, however the cumulative affect on the environment, on car traffic, on health and on quality of life make it a regional issue. With so many short distance journeys being made there is much scope for greater use of these modes. The National Cycling Strategy gives guidance on how cycling can be encouraged and local authorities set local targets. Furthermore there is potential for provision to be related more directly to demand and for more strategic provision (e.g. cycle routes, access to towpaths) and better integration between facilities for these modes and the strategic network.

Policy T13: public transport accessibility

Public transport provision will be improved and its use encouraged. Levels of public transport accessibility will be increased in line with the standards set out in table 8.1.

Supporting text

- 8.71** Clearly some parts of the region will have much better, or potential for better, public transport access than others. Nevertheless the RTS proposes minimum standards for levels of public transport services in different types of location around the region (see table 8.1 below). In this context public transport includes demand responsive services such as community transport. These alternatives should provide a comparable level of service to that set out in the table.

Table 8.1 Definition of minimum accessibility levels by public transport services levels (relates to bus route or rail station within 400 metres – except for rural areas)

Area Type	Minimum accessibility level
Urban Regional Interchange Centres (Basildon, Bedford, Cambridge, Chelmsford, Colchester, Harlow, Ipswich, King's Lynn, Luton/Dunstable, Norwich, Peterborough, Southend, Stevenage and Watford)	Quarter-hourly service during day for 90% of households/jobs plus half-hourly evening services
Other urban centres	Half-hourly service during day for 90% of households/jobs plus hourly evening services.
Peri-urban areas	Hourly daytime service (and 2 in peak) for 75% of households/jobs plus limited evening service.
Market towns	Up to five services (including 2 in peak) per day for 50% of households/jobs
Rural areas	Hourly daytime service within 13 minute walk of x% of households/jobs (% to be added once current situation known (national base figure is 35%).

- 8.72** In order to meet these accessibility levels, particularly outside urban centres, it is essential that adequate revenue support for non-commercial services is available, either from specific financial allocations or from other sources such as developer funding (see chapter 11).
- 8.73** Local authority bus strategies set out levels of bus services within their areas. It will be the role of local development documents and local transport plans to identify levels of public transport accessibility within their area in relation to the accessibility levels defined above. This will highlight where services may be inadequate and enable local priorities to be established. As a general rule, the aim should be to achieve these accessibility levels or their equivalent in demand responsive services. Full use should be made of developer contributions towards the provision of improved bus and rail services, but it will not be possible to achieve these targets unless Government ensures that adequate revenue funding is provided for bus strategies via local transport plans.
- 8.74** In many rural areas within the region there is little prospect of meeting access needs by public transport, and continuing dependence on the car is acknowledged. Nevertheless, there is potential for commercial services to reduce this dependence, by improving services to market towns and integrating with more strategic services into the urban centres. In many areas, where social exclusion is to be tackled, demand responsive services may offer the greatest levels of accessibility to all.

- 8.75** Social inclusion should be an important focus, related to the development of accessibility planning (and audits). Based on recent advice from Government, EERA will work with local authorities to develop policy consistency at the sub-regional level. The findings of the Social Exclusion Unit (Making the connections: transport and social exclusion. SEU 2002) will be taken on board. Poor transport contributes to social exclusion. It restricts access to activities that enhance people's life chances, and deprived communities suffer disproportionately from pedestrian deaths, pollution and isolation which can result from living near busy roads. In addition, much public transport in the region (including railway stations at RICs) does not meet standards for disabled access.

D. traffic management

- 8.76** Traffic management is already a key component of all transport policy particularly in larger urban areas. Policy measures such as parking charges, wider parking policy and the reallocation of road space for bus or pedestrian priority all have the effect of restricting the use of cars and/or increasing the cost of car travel. Congestion has similar effects, but is very inefficient, affecting buses and delivery lorries as well as journeys which have less value. Accordingly, the RTS envisages a growing and developing role for traffic management not just in larger urban areas, but increasingly on the strategic network and in smaller towns. It is often not possible to expand capacity to keep pace with traffic growth, so to reduce congestion, improve accessibility and ensure that transport improvements are not just wasted it is necessary to manage demand. Many of the infrastructure improvements and service changes proposed in the RTS are therefore designed to improve quality rather than increase capacity. The RTS sets the direction for this new approach, anticipating an escalation of management activity over the life of the strategy.
- 8.77** However this change in emphasis can only come about in conjunction with significant improvements to the alternatives to car use. Investment in the public transport network therefore forms a large component of the priorities identified in the proposal list (see policy T17). Revenue support for public transport services is also critical.

Policy T14: traffic management

The combination of measures presented in the RTS will together seek to reduce the rate of growth of car traffic in the region and in particular to stabilise car traffic levels in the region's urban Regional Interchange Centres (Basildon, Bedford, Cambridge, Chelmsford, Colchester, Harlow, Ipswich, King's Lynn, Luton/Dunstable, Norwich, Peterborough, Southend, Stevenage and Watford) at 1999 levels.

Policy T15: road user charging

The principle of area-wide road user charging is supported, providing that:

- significant improvements in public transport services have taken place before its implementation
- any additional monies raised are hypothecated into improved access
- all technical and other implementation problems can be adequately addressed
- application takes full account of the variation in circumstances across the region
- the best available research indicates the likelihood that charging could be implemented in such a way that potential detrimental effects will be outweighed by advantages.

Supporting text

- 8.78** Improvements in public transport provision and ‘soft measures’ to encourage alternatives to the car should be coupled with further traffic management in the RICs to ensure that traffic levels are at least stabilised. Parking policy is an important tool (see policy T16). Increasingly the problems of congestion in smaller towns will grow and local authorities should be preparing strategies for traffic management here as well.
- 8.79** An important means of reducing traffic in urban areas is the introduction of park and ride schemes in conjunction with parking controls. Park and ride, be it at rail stations, major bus termini or transport interchanges, is already playing a major role in improving accessibility in many of the major towns in the region. To date they have been used to supply individual towns. There is also potential for park and ride sites to be utilised as strategic sites for those seeking to move across the region either by bus or by rail.
- 8.80** Reduced speed limits are an important management tool which should be given further consideration. They can increase throughput on the strategic network and serve to reduce CO2 emissions (thus addressing global warming). Speed also has a major impact on health (causing accidents, increasing seriousness of accidents, discouraging walking and cycling, restricting social interaction, increasing stress and affecting quality of life), which falls disproportionately on less affluent areas. Thus speed restrictions are a relatively cheap and quick way of improving the environment and quality of life as well as influencing travel decisions.
- 8.81** There is inconsistency across the region in the management of powered two-wheelers. In some areas they are seen as a preferred option to cars (and may be afforded some priority) because of lower emissions and the use of less road space. Elsewhere the noise and safety aspects of this mode of transport mean it is not given any favoured treatment. Powered two-wheelers are of greater significance in the East of England than nationally, but they still only account for 1.5% of journeys. No specific need for a regional approach to their management on the regional road network has been identified, though more should be done to address noise and safety issues so that their use could be further encouraged.

- 8.82** In the longer term, the RTS considers that demand management will need to be introduced on the strategic road network as well, through the development of area-wide road user charging. The multi modal studies demonstrated that the widened strategic networks would not be able to cope with the increasing demand unless area-wide charging was introduced. In common with Government thinking it is assumed that this will not come into operation until post 2010, but it is considered that it will be needed shortly thereafter. However, it may not be necessary to introduce charging throughout the region initially – for instance it could be applied first to the area around London. The distance based charging for heavy goods vehicles to be introduced in 2008 should serve to change attitudes to the view of road transport as an almost free good.
- 8.83** This is not a policy which can be implemented by a region working independently. The Government's decision to undertake a comprehensive feasibility study on practical options for the design and implementation of a new system of charging for road use and the conclusions of that study are therefore welcomed. EERA will be happy to participate in the ensuring debate and looks forward to further details from the Government on how it intends to take this forward. Ultimately it will be for Government to make a policy decision. However it is important to negotiate details with highways authorities and road users to ensure integration with public transport improvements and avoid diversion of traffic pressure onto local routes. The objective must be to reduce less necessary journeys in order to free up road space for essential users – it is not about restricting all car movement. Ideally a system should be introduced which enables charging throughout the network, though the level of charge (which could be zero) must take into account economic policies as well as congestion levels. The system could be introduced in conjunction with changes in vehicle tax and fuel tax to maintain fiscal neutrality if required. These are matters for further detailed study.

Policy T16: parking

As public transport accessibility improves, demand-constraining maximum parking standards will be applied for commercial development. In Regional Interchange Centres and other urban centres, once the public transport accessibility levels in table 8.1 have been met, parking standards will be no higher than 70% of PPG13 standards (for those uses set out in table 8.2). Elsewhere PPG13 standards will be achieved.

Supporting text

- 8.84** The level of public transport accessibility is one of the key factors influencing parking policy. The objective is to achieve better public transport accessibility, thus enabling lower levels of parking provision. This approach is particularly relevant to parking standards, but should also influence policy on charging and the provision of public parking spaces.
- 8.85** Regional car parking standards are required to support the integrated land use and transport policy envisaged by the RTS. A common approach in the region, and adjoining regions, will avoid the development of a competitive framework between authorities. The region exhibits a wide range of social and economic circumstances that necessitates a flexible approach to the setting of maximum levels of parking at a local level. It is proposed that parking standards are based on an approach which takes account of three key parameters: location; land use types; and accessibility.

- 8.86** The base position is the application of maximum standards as set out in PPG13 (see table 8.2 below). These apply to all new developments above the threshold size defined in PPG13. However it is recommended that more rigorous rates are set in those parts of the region where, and as, the levels of public transport accessibility (shown in table 8.1) are achieved. Where these accessibility levels are achieved in urban centres, 70% or less of PPG13 standards should be applied. However where lower accessibility levels still exist some relaxation of PPG13 standards may be necessary.

Table 8.2: PPG13 maximum car parking standards

Land use	Maximum parking standard	Threshold above which standard applies
Food retail	1 space per 14 sq m	1,000 sq m
Non-food retail	1 space per 20 sq m	1,000 sq m
D2 including cinemas and conference facilities	1 space per 5 seats	1,000 sq m
D2 including leisure	1 space per 22 sq m	1,000 sq m
B1 including offices	1 space per 30 sq m	2,500 sq m
C2 including hospitals	General guide: 1 space per 4 staff + 1 space per 3 daily visitors	2,500 sq m
Higher and further education	1 space per 2 staff + 1 space per 15 students	2,500 sq m
Stadia	1 space per 15 seats	1,500 seats

- 8.87** It is for local authorities to identify current levels of accessibility and apply the framework locally. In doing this they will want to take into account factors such as the economic buoyancy of the area, and the pressures on historic centres. They should also consider policies in neighbouring authorities and may wish to explore the potential for a sub-regional approach (as proposed in the Milton Keynes South Midlands sub-region strategy). An integrated parking and accessibility policy is critical and parking standards should be seen as part of a package of measures. For instance, within an overall management policy for parking stock it will be important to review on-street parking and address levels and prices (short stay/long stay) of public town centre parking and park and ride provision. The provision and management of railway station parking must be aimed at encouraging the use of rail and avoid conflict with town centre parking policies.
- 8.88** It is not intended to give specific regional advice on the provision of parking for residential development. Government guidance in PPG3 discourages the provision of more than 1.5 off-street car parking spaces per dwelling in areas of high public transport accessibility and suggests that developers should not be required to provide more car parking than they want. The PPG3 approach is applicable to the region. Similarly, the provision for bicycles, motorbikes and lorries should be made in accordance with PPG13 and based on local judgement.



- 8.89** It is not proposed to put forward any co-ordinated regional policy in relation to the introduction of workplace parking charges. Charging is seen as a more viable alternative. However, any local decision to apply them would be entirely consistent with the objectives of the RTS and would be supported where high levels of public transport accessibility have been achieved and where minimal impact on the local economy can be demonstrated.

Proposal list

Policy T17: investment priorities

Investment will be sought for the regional and sub-regional proposals in table 8.3, as reviewed from time to time.

Supporting text

- 8.90** Regional and sub-regional priorities are set out in table 8.3. These will be reconsidered on a regular basis and specifically in the light of major development decisions (e.g. on port proposals – see policy T4).
- 8.91** The proposal list relates mainly to capital infrastructure investment expenditure. However, other capital investment (such as rolling stock) and revenue expenditure is also critical to the achievement of the strategy. To meet the social inclusion agenda, it is necessary to give a greater emphasis to the need to provide additional revenue support to buses (both conventional and demand responsive) than has been the case in the past.
- 8.92** EERA has sought to make the priority list realistic in terms of total spend. This is to give a greater chance of achieving an agreed investment programme, and therefore providing a degree of certainty over what infrastructure improvements can be anticipated across the region over the next 20 years. This will enable operators, developers and all interested parties to make informed decisions on their future plans.
- 8.93** However, the region has an infrastructure deficit which has to be addressed. Many parts of the region have seen significant levels of growth over many years with no concomitant infrastructure development. These needs of the region, as well as those created by new planned development, are therefore recognised in the proposals that follow.
- 8.94** The estimate of the amount of funding likely to be available to meet current deficits and to serve future needs therefore assumes an increase in investment in the East of England (for the earlier period this is based on the December 2002 progress report on the Government's 10 year plan). If resources were to be further increased during the period, there is scope for advancing some projects and introducing new ones.

- 8.95** Priorities have been identified through the application of a number of criteria relating proposals to the RTS objectives (policy T1) and the spatial strategy in the RSS. These enabled a scoring system to be developed. The details of this are included in a background paper (background paper to draft RTS: determining investment priorities). This paper also gives brief descriptions of the priority schemes. Five proposals (A130/A131 Chelmsford NE bypass, A131 Braintree Great Notley bypass, Norwich Northern Distributor Road, Harlow outer northern bypass and M11 junctions 7 and 8 improvements) have been given regional priority status, despite the fact that they did not qualify on scoring alone. This is because they enable the release of development land identified for meeting the growth area housing targets. The Chelmsford/Braintree schemes are included because they complete the strategic link between the Thames Gateway and Stansted/M11. The Harlow Bypass is needed to make a strategic link between the A414 and M11 and to serve major new development in, around, and north of Harlow. The other proposals are included because they enable the release of development land identified for meeting the growth area housing targets.
- 8.96** Three levels of priority have been identified. These range from A to C, depending on their importance to delivery of the RSS. This does not mean that those in category C can be seen as optional extras. It is considered that all the schemes in all three categories should be agreed as the programme of investment. All the regionally significant schemes in the Government's Targeted Programme of Improvements (TPI) have been included (as required by Government). Those schemes which, in response to multi modal studies, the Government has asked the Highways Agency to work up for inclusion in the TPI in due course are also included. The reason for including them here is that they may be in the TPI by the time the RTS is considered in EIP and certainly are likely to be implemented within the lifetime of the plan. Schemes in the SRA Strategic Plan 2003 and LTP approved schemes (of regional significance) have also been included. None of these commitments have been assigned a priority rating. Schemes under construction have not been included.
- 8.97** Chapter 5 provides greater detail of sub-regional priorities. Many of these are local schemes and fall within the categories of 'local transport schemes' or 'larger LTP schemes' (see table 8.3A), but a few are of regional significance (as defined in the background paper) and those which have not been identified as regional priorities are drawn together in table 3M.
- 8.98** Because the scoring relates to regional level objectives, there are nationally and locally important schemes which do not appear in the priority list. The fact that schemes are not regional priorities should not be taken to imply anything about their priority in another context. It is also likely that additional schemes will come forward (for instance through the local transport plan process) which meet the RTS objectives. These would be positively supported if they reflect the RSS/RTS in this way.
- 8.99** A schedule (table 8.3) indicates for each proposal its:
- priority within the RTS
 - the link between each scheme and the objectives and policies of the RTS
 - current status
 - proposed timing
 - mechanism for implementation (not necessarily the sole funder).

8.100 The timescales proposed reflect not only the ability to deliver and fund, but also (where appropriate) when the schemes must be in place to support planned development. Because of this it is clear that high priorities can exist in later time periods.

8.101 The priorities include:

- a. small local schemes and soft measures (table 8.3A). Included in these categories are a plethora of small schemes designed to improve the environment for walking and cycling, give bus priority, provide good interchange, develop park-and-ride, improve local railway stations, provide access for the disabled, achieve integrated ticketing, improve security. It was not considered appropriate to score these categories in the same way as specific schemes were scored. However, the RTS makes it quite clear that the cumulative effect of these small schemes will do much to deliver many of the objectives of the RTS. They are therefore given top priority for investment
- b. larger local schemes of sub-regional significance (table 8.3A). These include local transport plan major schemes and local schemes on the trunk road network. The vast majority of these have not yet been identified. They should include packages for all the Regional Interchange Centres. They will come forward through the next round of LTPs. Some have already been identified through the growth area and other sub-regional area studies and references to these are included in the sub-regional sections of the table. Again it is assumed that the cumulative effect of these makes them of high priority. In the context of the estimates of resources available it is assumed that the proportion of resources going to local transport (covering the first three categories in table 8.3A) will increase over the period, and certainly would not fall below the proportion of the total expenditure in the 2007-2011 period (i.e. about 30%)
- c. maintenance and management of the networks and demand management (table 8.3A). Maintenance and management is also of the highest priority in order to make the best use of existing infrastructure. The Government's consideration of area wide road user charging is supported
- d. proposals on the strategic network (table 8.3B). The emphasis is largely on the existing network. The only new pieces of infrastructure proposed are to improve east-west movement in the region: East/West rail (with a phased introduction through a bus link as part of the rail timetable); Crossrail 1; and a rail route from mid to west Essex (with a link to Stansted)
- e. sub-regional proposals (tables 8.3C-8.3L). Included here are the regional transport priorities to deliver sub-regional development. To make the impact which is required, these need to be combined with local policies and proposals in a total package
- f. sub-regionally significant priorities (table 8.3M). Priorities identified in sub-regional and sub-area studies which together with local schemes referred to in chapter 5 combine to give sub-regional transport policy packages.

8.102 In many cases the schemes/proposals shown in the schedule will require further appraisal. All that have not already done so will need to pass through the usual planning and statutory procedures before implementation, including, where required, an environmental impact assessment. Their inclusion in this schedule is without prejudice to these processes.

8.103 Over the period of the strategy a shift in emphasis is envisaged:

- from investment in the strategic network to smaller more local improvements
- from road to rail. Rail schemes emerge as high priority. However, given current problems in delivering rail improvements the rail investment is proposed for later in the RSS plan period. The much more highly developed road investment programme is for earlier delivery
- from capacity increases to demand management.

8.104 It should be noted that because of the way transport schemes are funded, there is considerable danger that proposals will be implemented in reverse order to the priorities which have been set out. This must not be allowed to happen. In particular the mechanisms that are set in place to deliver the Sustainable Communities Plan growth should ensure that transport improvements are phased in accordance with RTS priorities.

Table 8.3 Proposal List

A General

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
A	Obj: 1,3-6 Pol: 1,2 10-14	Soft measures	Ongoing						LHA-LTP
A	Obj: 1,2,5,6 Pol: 1,2-4,7 10-14	Local transport schemes	Ongoing						LHA-LTP
A	Obj: 1,2,5,6 Pol: 1,2,8-14	Larger LTP schemes	Ongoing						LHA-LTP
A	Obj: 1,2,5,6 Pol: 1,6 8-11	Maintenance & management of the networks	Ongoing						LHA/NR/HA
A	Obj: 2,6 Pol: 1,8 10-11,14 15	Area wide road charging	3						DfT
C	Obj: 1,2,5 Pol: 1,10,12 14	National Cycle Network	Ongoing						Sustrans/LHA

Key:

Priority level:

- X Not prioritised – these schemes are either committed or being prepared for inclusion in the Targeted Programme of Improvement
- A First priority
- B Second priority
- C Third priority.

Status:

- 1 Committed
- 2 Part of an endorsed transport strategy – further appraisal needed
- 3 Under investigation
- 4 Proposed for investigation.

B Strategic network

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 5,6 Pol: 1,8, 10	A421 Great Barford Bypass	1						HA-TPI
X	Obj: 5,6 Pol: 1,11,	A14 Rookery Crossroads	1						HA-TPI
X	Obj: 6 Pol: 1,11	A11 Fiveways to Thetford	1						HA-TPI
X	Obj: 5,6 Pol: 1,11	A14 Haughley New Street – Stowmarket	1						HA-TPI
X	Obj: 5,6 Pol: 1,8,10, 11	A428 Caxton Common to Hardwick	1						HA-TPI
X	Obj: 2,6 Pol: 1,2,8,10, 11	A14 Ellington to Fen Ditton	1						HA-TPI
X	Obj: 2 Pol: 1,6,8	M1 dual junctions 6A-10	1						HA-TPI
X	Obj: 5,6 Pol: 1,8,10	A421 dualling M1 to Bedford	1						HA-TPI
X	Obj: 1,2,5,6 Pol: 1,2,6,7, 9-11	Thameslink 2000	1						SRA
X	Obj: 5,6 Pol: 1,4,9,11	Haven Gateway Nuneaton freight to enhancement (phase 1)	1						SRA
X	Obj: 1,2 Pol: 1,2,6,7,13	West Coast Mainline Modernisation	1						SRA

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 1,2,5 Pol: 1,6,9, 11	Baldock bypass	1						LHA - LTP
X	Obj: 2 Pol: 1,6, 8,10	M11 dual 3 lane junctions 9-14	2						HA-TPI
X	Obj: 2,6 Pol: 1,6 8,11	A1 Sandy & Beeston bypasses	2						HA-TPI
X	Obj: 2,6 Pol: 1,6, 8,11	A1 widening Brampton to Alconbury	2						HA-TPI
X	Obj: 2 Pol: 1,6,8	A12 upgrade to dual 3 M25 to Chelmsford (A1016)	2						HA-TPI
X	Obj: 2 Pol: 1,6, 8	A12 upgrade to dual 3 Chelmsford (A1016) to A120 Ardleigh Interchange	2						HA-TPI
X	Obj: 2 Pol: 1,6	A120 dual 2 Braintree to A12	2						HA-TPI
X	Obj: 2 Pol: 1,6, 8,10	A428 dualling A1 to Caxton	2						HA-TPI
A	Obj: 1,2,5,6 Pol: 1,2,5-7, 10,11	E/W Rail – Bedford/Cambridge Stansted/Norwich Ipswich – Phase 1	3						SRA

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
A	Obj: 5,6 Pol: 1,4,6, 9,11	Haven Gateway Nuneaton to freight enhancement (phase 2)	4						SRA
B	Obj: 2,6 Pol: 1,6, 8,11	M25 incident and demand management	2						HA
B	Obj: 1,2,5,6 Pol: 1,2,5-8, 11,13,14	LOIS bus corridor improvements	2						LHA/bus operators
B	Obj: 1,2,5,6 Pol: 1,2, 5-8,10,11 13-16	Bus/coach access to Stansted from the east	4						LHA/bus operators/ SRA/BAA
B	Obj: 1,2,5,6 Pol: 1,7,8,10, 11,13	LSM bus strategy	2						LHA/bus operators
B	Obj: 5,6 Pol: 1,4,6, 9,11	Haven Gateway Nuneaton to freight enhancement (phase 3)	4						SRA
B	Obj: 1-2 Pol: 1,6,7	Crossrail 1	3						SRA-TfL
B	Obj: 2,6 Pol: 1,2,6,7, 9,11,14	Great Eastern Mainline capacity increases	2						SRA
B	Obj: 1-2,5,6 Pol: 1,2,5-7, 10,11	E/W Rail – Bedford/Cambridge Stansted/Norwich Ipswich – Phase 2	3						SRA



Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
B	Obj: 2,6 Pol: 1,2,6,7, 9-11,14	West Anglia Route further enhancements	4						SRA
B	Obj: 1,2 Pol: 1,2,6,7, 10,13	East Coast Main Line Upgrade	4						SRA
C	Obj: 1,2,6 Pol: 1,2,6,8, 10	Felixstowe to Cambridge	4						HA
C	Obj: 1, Pol: 1,2,5,7, 10	Rail route from mid to west Essex, with link to Stansted	4						SRA
C	Obj: 1,2,6 Pol: 1,2,6,7, 9,10,13	Bury St Edmunds/ Peterborough/ Midlands rail corridor	4						SRA
C	Obj: 2 Pol: 1,6,10	A130/A131 Chelmsford NE bypass	3						LHA-LTP
C	Obj: 2 Pol: 1,6,10	A131 Braintree, Great Notley bypass	3						LHA-LTP

C Thames Gateway/South Essex sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 1,2,5,6 Pol: 1,2,6-8, 10,11,13, 14	A13 Passenger Transport Corridor Phases 1 to 3	1						LHA-LTP
X	Obj: 1,2 Pol: 1,2,7,10, 12-14	Southend Travel Centre	1						LHA-LTP
X	Obj: 1,2 Pol: 1,6, 10	West Thurrock Regeneration Route	1						LHA-LTP
X	Obj: 1,2 Pol: 1,6,8, 10,11	A127/A1159 (Cuckoo Corner Priory Crescent)	1						LHA - LTP
A	Obj: 1,2,5,6, Pol: 1,2,10,11, 13,14	TG/SE integrated network of inter-urban buses	4						LHA-LTP
B	Obj: 2,5,6 Pol: 1,8, 10,11	A127 and A13 Route management strategy and implementation	4						LHA-LTP
B	Obj: 2,6 Pol: 1,6,8, 10,11	A130/A13 Sadlers Farm Junction	2						LHA-LTP
B	Obj: 1,2,5,6 Pol: 1,2,6-8,10, 11,13,14	A13 Passenger Transport Corridor Further Phases: link to Basildon, Canvey & Southend Airport/ town centre	4						LHA-LTP
B	Obj: 1,2,5,6 Pol: 1,2,6,7,9, 10,13,14	Metro/light rail loop	4						SRA

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
B	Obj: 1,2 Pol: 1,2,6,7, 9,10,14	Fenchurch Street – Shoeburyness (C2C) rail improvements	4						SRA
B	Obj: 1,2 Pol: 1,2,6,7, 9,10,14	Liverpool Street – Southend Victoria rail improvements	4						SRA
B	Obj: 1,2 Pol: 1,7,9,10, 13	Shenfield chord	4						SRA
B	Obj: 1,2,5,6 Pol: 1,2,4,6, 7,10,11	South Essex north-south rail link	4						SRA
B	Obj: 1,2,5,6 Pol: 1,2,7, 10-14	Strategic interchange improvements – Southend, Basildon, Thurrock	4						LHA-LTP
C	Obj: 1,2 Pol: 1,6, 10	A13 improvements (M25 to A130)	4						LHA-LTP/ HA-TPI
C	Obj: 1,6 Pol: 1,6,8, 10,11	A127 Improvement Phase 2 (M25 to A1159)	4						LH -LTP

D Haven Gateway sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
C	Obj: 1,2 Pol: 1,2,6,7, 9,10,13	Clacton branch line capacity enhancements	4						SRA

E Norwich sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 2,5,6 Pol: 1,6,10, 11	A11 Attleborough Bypass Dualling	1						HA-TPI
X	Obj: 1,2,5,6 Pol: 1,2, 10-13	Norwich City Centre	1						LHA-LTP
B	Obj: 1,2,5,6 Pol: 1,2,6-8, 10,13,14	Norwich to Peterborough various improvements to rail and bus services	2						LHA/bus operators
C	Obj: 2,6 Pol: 1,10	Norwich Northern Distributor road	3						LHA-LTP

F Great Yarmouth/Lowestoft sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 2,5,6 Pol: 1,10, 11,18	A47Blofield to North Bullingham Dualling	1						HA-TPI
X	Obj: 1,2,5,6 Pol: 1,10, 11,18	South Lowestoft Relief Road	1						LHA-LTP
B	Obj: 1,2,5,6 Pol: 1,2,6-11, 13,14,18	Train/bus services Norwich/ Great Yarmouth /Lowestoft	2						LHA-LTP

G Greater Peterborough sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 2,5,6 Pol: 1,10 11	A47 Thorney Bypass	1						HA-TPI
X	Obj: 1,5,6 Pol: 1,10, 11	A1073 Spalding to Eye	1						LHA-LTP
C	Obj: 1,2 Pol: 1,6,8, 10	A47 – A1 to Sutton roundabout improvements	4						H -TPI
C	Obj: 1,2,6 Pol: 1,2,10-13	Peterborough City Centre masterplan	3						LHA/private

H Cambridge sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 1,5 Pol: 1,10, 11	Fordham Bypass	1						LHA-LTP
X	Obj: 1,5 Pol: 1,10, 11	A1198 Papworth Everard Bypass	1						LHA-LTP
A	Obj: 1,2,5,6 Pol: 1,2,6,7, 10-14	Cambridge guided busway (Cambridge to Huntingdon)	1						LHA-LTP
C	Obj: 1,2,5,6 Pol: 1,2,6,7, 10,13	Chesterton station	3						LHA/SRA
C	Obj: 1,2,5,6 Pol: 1,2,6,7, 10,13	West Anglia Mainline remodelling of Cambridge & Ely stations	4						LHA/SRA

I Stansted/M11 sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 2 Pol: 1,5,6,8, 10	M11 dual 3 lane junctions 8 and 9	2						HA-TPI
A	Obj: 1,2,6 Pol: 1,2,5-8, 10,13	High quality bus link between Epping, North Weald, Harlow & Stansted	4						LHA/bus operators
A	Obj: 1,2,6 Pol: 1,2,5-8, 10,13	High quality coach link on A120	4						LHA/bus operators
B	Obj: 1,2,5,6 Pol: 1,2,7, 10-14	Harlow – public transport interchange improvements	4						LHA-LTP
C	Obj: 2 Pol: 1,8, 10	Harlow outer northern bypass and new junction on M11	4						HA-TPI/ LHA-LTP
C	Obj: 2 Pol: 1,7, 10	M11 junctions 7 & 8 improvements	4						HA-TPI/ LHA-LTP

J London Arc sub-area

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 2 Pol: 1,6,8	M25 widening to dual 4 junctions 16-31	1						HA-TPI
X	Obj: 2 Pol: 1,6,8	A12/M25 Brook Street Interchange	2						HA-TPI
A	Obj: 1,2,5,6 Pol: 1,2,5,7,8, 10,11,13,14	Orbital Coach Services around London	4						LHA/bus operators

K Bedfordshire and Luton growth areas

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 2 Pol: 1,6,8, 10	M1 dual junctions 10-13	1						HA-TPI
X	Obj: 2,6 Pol: 1,6, 10	A5-M1 link – Dunstable northern bypass	1						HA-TPI
X	Obj: 1,2,5 Pol: 1,6,8, 10,11	Bedford Western Bypass	1						LHA-LTP
X	Obj: 1,2 Pol: 1,10, 11	East Luton Corridor	1						LHA-LTP
X	Obj: 1,2,5 Pol: 1,10, 11	Ridgmont Bypass & Woburn Link	1						LHA-LTP
X	Obj: 1,2,5 Pol: 1,10, 1	A4146 Stoke Hammond & Linslade Western Bypass	1						LHA-LTP

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 1,2,5,6 Pol: 1,2,5,7, 10,11,13, 14	Luton/Dunstable Translink	1						LHA/SRA
A	Obj: 1,2,5,6 Pol: 1,2,7, 10-14	Luton Town centre	1						LHA-LTP
B	Obj: 2 Pol: 6,8,10	M1 junction 10A improvement	4						HA-TPI
C	Obj: 1,2 Pol: 1,6,10	Luton north – alternative bypass options	3						LHA-LTP
C	Obj: 1,2 Pol: 1,2,6,7, 10,13	Wixams station	4						LHA/SRA
C	Obj: 1,2 Pol: 1,2,6,7, 10,13	Luton North rail station	4						LHA/SRA

L King's Lynn sub-region

Priority level	Objective/ policy addressed	Scheme/ project	Status	Time period					Mechanism for implementation
				00-05	06-10	11-15	16-20	21+	
X	Obj: 1, 2 Pol: 1,10	Nar Ouse Regeneration Route	1						LHA-LTP
C	Obj: 1,2 Pol: 1,6 10	A47 – Middleton to East Winch local bypasses & improvements	3						HA-TPI

M Sub-regionally significant priorities (see chapter 5)

Sub-region/ sub-area	Scheme/ project	Status	Time period					Mechanism for implementation
			00-05	06-10	11-15	16-20	21+	
Thames Gateway/ South Essex	Gravesend-Tilbury River Crossing (Rail)	4						SRA
	New or improved access to Canvey Island	4						LHA-LTP
Haven Gateway	A120 dual 2 Hare Green to Harwich	4						HA-TPI
Norwich	Norwich Southern bypass junctions	3/4						HA-TPI
	Dualling of the A47 between the A1, Norwich & Gt Yarmouth	3/4						HA-TPI
	Improvements to the A140	4						LHA-LTP
Great Yarmouth/ Lowestoft	A47 Acle Straight Improvement	3						HA-TPI
	North Lowestoft Access Project	4						LHA-LTP
Greater Peterborough	A47 dualling Dogsthorpe to Peterborough boundary	4						HA/TPI
Stansted/M11	A120 Improvements A10 TO M11	4						LHA-LTP
Bedfordshire and Luton	Re-opening of Bedford- Northampton Railway	4						SRA
King's Lynn	A47 dualling	3/4						HA-TPI
	A10 West Winch Bypass	4						LHA-TPI
	A148 Rudhams bypass	4						LHA-TPI

9 environmental resources

Context

- 9.1** The Regional Assembly has adopted a regional environment strategy 'Our Environment, Our Future' (July 2003) which contains a summary of the current state of the environment of the East of England, an analysis of the main environmental challenges facing the region and a series of aims for responding to these challenges. The main challenges are identified as:
- delivering sustainable patterns and forms of development
 - meeting the challenges and opportunities of climate change
 - ensuring environmental sustainability in the economy
 - enhancing environmental capital
 - achieving sustainable lifestyles.
- 9.2** The Regional Environment Strategy sets out a number of actions that need to be taken to meet the identified aims. Many of these are addressed through the policies of this RSS. Conversely, other actions in the Regional Environment Strategy will support and complement the policies of the RSS. This chapter also addresses issues arising from other regional strategies, in particular the Regional Waste Management Strategy and the Regional Woodland Strategy.
- 9.3** The principles set out in box 9.1 below underpin, and are developed in, the policies set out in this chapter. They reflect national guidance given in various planning policy guidance notes and statements.

Box 9.1. Principles for the management of the East of England's natural, built and historic environment

Planning authorities and other agencies in their plans, policies and programmes should seek to:

- conserve and enhance the natural, historic and built environment by positive management and protect it from development likely to cause harm
- adopt an approach that integrates protection and enhancement of nationally and internationally designated areas while meeting the social and economic needs of local communities
- protect, for their own sake, all important aspects of the countryside, including individual features, special sites and the wider landscape
- conserve and enhance, whenever possible, regional and local distinctiveness and variety, based on a thorough assessment of local character, scrutinised in depth through the development plan system
- promote a sustainable approach to the use of the region's natural resources
- secure effective protection of the environment by considering the nature and location of proposed development as part of a broadly based concern for, and awareness of, biodiversity and other environmental issues, including light and noise pollution
- restore damaged and lost environmental features whenever possible
- adopt a common approach to environmental issues which cross local planning authority boundaries.

Policy ENV1: environmental infrastructure

Environmental infrastructure will be identified, developed and implemented in the region to ensure that a healthy and enhanced environment is provided for the benefit of present and future communities and to contribute to economic objectives. This will be particularly important in the implementation of the Government's Sustainable Communities Plan growth areas. Local development documents will:

- provide connected and substantial networks of accessible multi-functional green space, in urban, urban fringe and adjacent countryside areas to service the new communities in the sub-region by 2021
- have a multiple hierarchy of provision of green infrastructure, in terms of location, function, size and levels of use, at every spatial scale and all geographic areas of the region
- provide and safeguard green infrastructure based on the analysis of existing natural, historic, cultural and landscape assets, provided by characterisation assessments, and the identification of new assets required to deliver green infrastructure
- identify biodiversity conservation areas and biodiversity enhancement areas, to deliver large-scale habitat enhancement for the benefit of wildlife and people
- set targets for the provision for natural green space within development areas.

Supporting text

- 9.4 Existing environmental infrastructure requires protection throughout the region, and creation of significant new environmental infrastructure to deliver quality of life, and ensure that existing, extended, and new communities are attractive places to live and work. Local development documents should set policies or strategies for sustainable management of environmental resources (e.g. minerals and water), waste management, sustainable travel, sustainable construction, a high quality built environment and new 'green infrastructure.' New provision for green infrastructure should extend and enhance existing infrastructure to create a coherent linked network of green space and deliver 'liveability' for new communities. This will be particularly important in the Sustainable Communities Plan growth areas, but also in other areas where locally significant development is proposed.

Policy ENV2: landscape character

Planning authorities and other agencies in their plans, policies and programmes will provide the strongest levels of landscape character protection for the East of England's finest landscapes and areas of national importance – the Broads; the Chilterns, Norfolk Coast, Dedham Vale and Suffolk Coast and Heaths Areas of Outstanding Natural Beauty; and the North Norfolk and Suffolk Heritage Coasts.

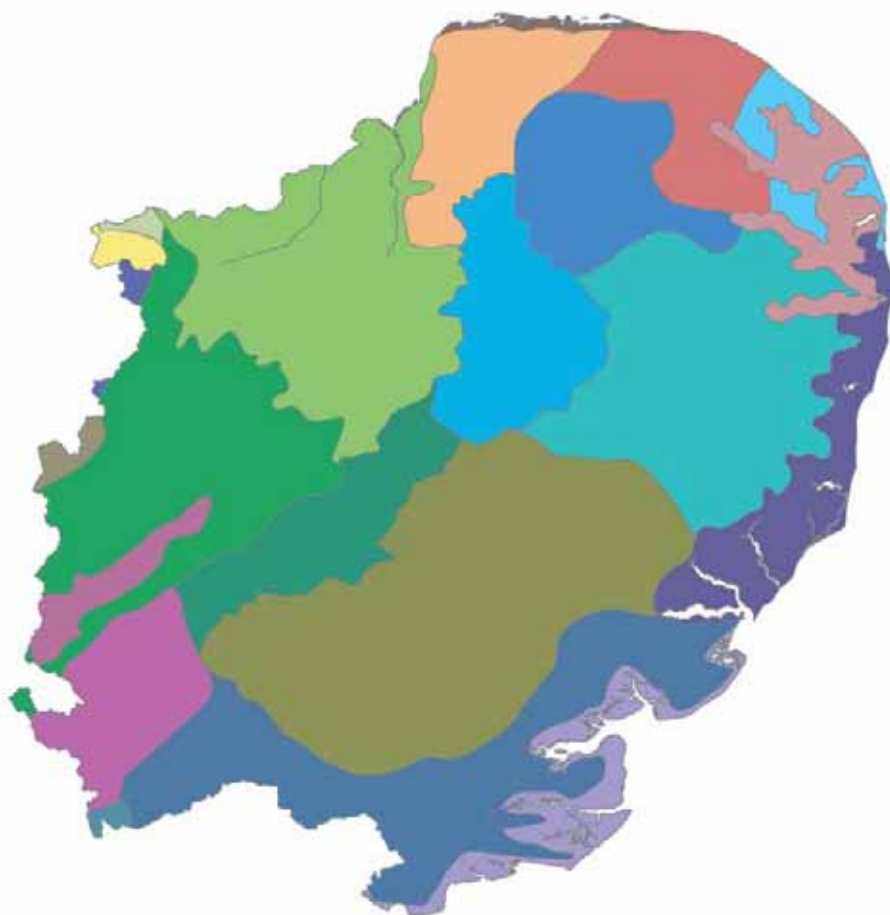
The diversity and local distinctiveness of landscape character throughout the East of England should be protected and enhanced. Planning authorities and other agencies in their plans, policies and programmes will conserve and enhance landscape character by:

- developing area-wide strategies based on character assessments, to set long-term goals for landscape change, particularly in the regional growth areas identified in chapter 5 and by targeting planning and land management tools and resources to influence change
- developing criteria-based policies, informed by landscape character assessments to ensure that all development, wherever possible respects and enhances local landscape character
- providing appropriate mitigation measures where avoidance of damage to local landscape character is unavoidable.

Supporting text





















- 9.5 This is a region of dramatic and often sharp, contrasts. Its landscapes range from a long, low-lying coastline, containing windswept beaches and dunes, to the large scale open arable landscape of the peat Fens to the north, extensive lowland heathland particularly in Norfolk and Suffolk, and the more intimate rolling landscapes of mixed woodland and hedgerow of the south and west of the region. The landscape has been shaped by people over the centuries, meaning that very little of what is seen today is truly natural.
- 9.6 7.5% of the land area of the region is designated as nationally important landscape: the Broads, which have equivalent status to a National Park; the four Areas of Outstanding Natural Beauty (only a part of the Chilterns AONB lies within the East of England) and the two Heritage Coasts listed in policy ENV2.
- 9.7 Not all landscapes which contribute to the beauty, diversity and distinctiveness of the region are covered by national designations. Twenty-two countryside character areas have been mapped and described for the East of England region by the Countryside Agency and English Nature (map 9.1). In addition, many local authorities in the East of England have published landscape character assessments that provide a finer level of analysis and inform the preparation of development plans.

Map 9.1 Countryside Character Areas



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Source: Countryside Agency 2003

- | | |
|---|--|
|  Bedfordshire and Cambridgeshire claylands |  North West Norfolk |
|  Bedfordshire greensand ridge |  Northampton vales |
|  Breckland |  Northern Thames basin |
|  Central North Norfolk |  Rockingham Forest |
|  Chilterns |  South Norfolk and high Suffolk claylands |
|  Greater Thames Estuary |  Suffolk coast and heaths |
|  Kesteven uplands |  Thames valley |
|  Mid Norfolk |  The Broads |
|  North East Norfolk and Flegg |  The Fens |
|  North Norfolk coast |  Yardley-Whittlewood ridge |

- 9.8 National policy set out in PPS7 (sustainable development in rural areas) emphasises the continuing need to protect the countryside for the sake of its intrinsic character and beauty, the diversity of its landscapes and wildlife and the wealth of its natural resources. It advises that, while giving priority to protecting areas statutorily designated for their landscape qualities, development plans should also set out positive policies for development necessary to facilitate the economic and social well-being of these areas and their communities, including the provision of adequate housing to meet identified local needs. Major development likely to significantly affect such areas should be allowed only if there are no alternative solutions and only if there are reasons of overriding public interest.

Policy ENV3: biodiversity and earth heritage

Planning authorities and other agencies in their plans, policies and proposals will ensure that the internationally and nationally designated sites in the region, shown on map 9.2, are given the strongest level of protection. The region's biodiversity, earth heritage and natural resources will be protected and enriched through conservation, restoration and re-establishment of key resources by:

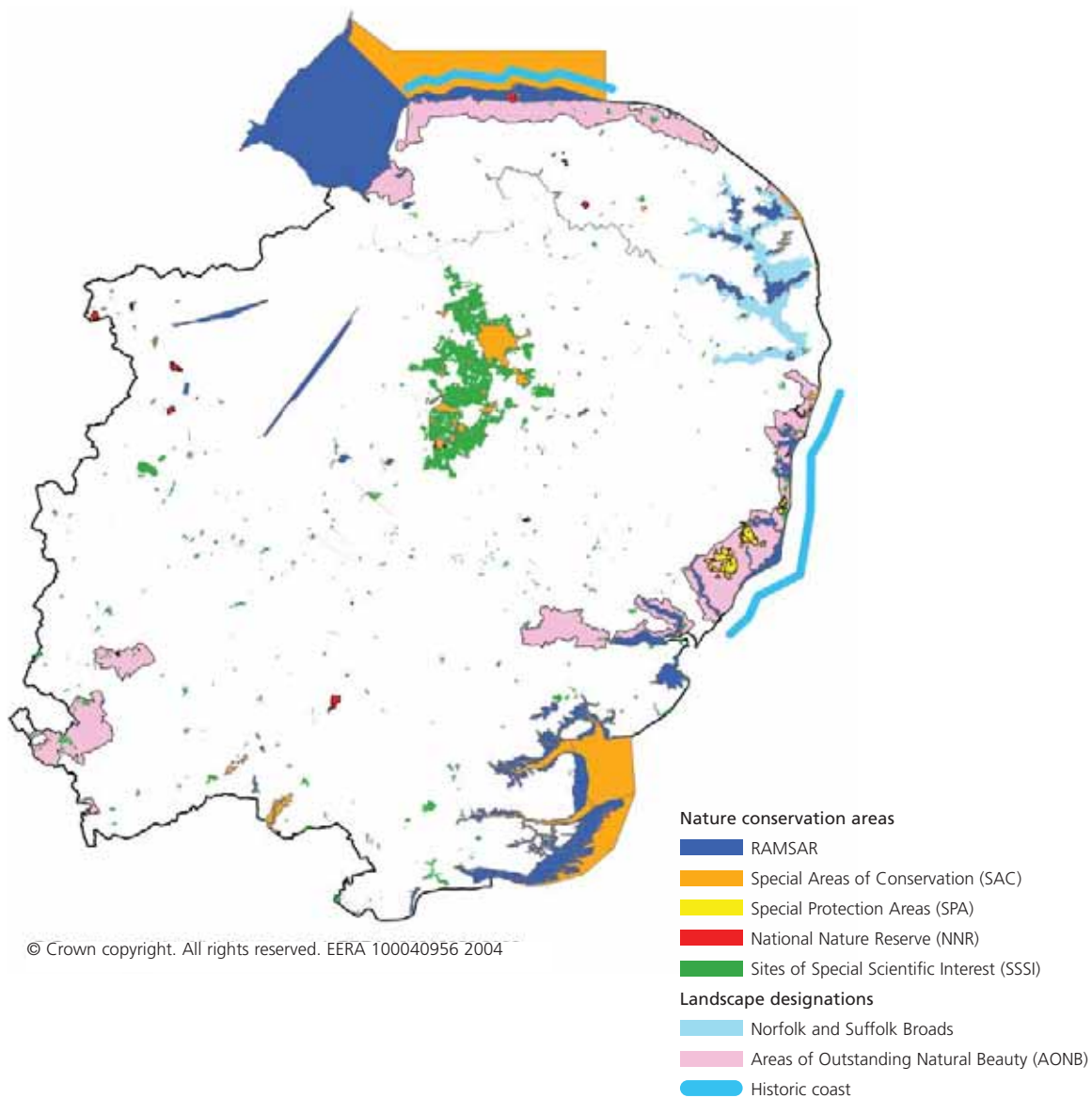
- promoting the restoration and re-establishment of habitats and species populations in accordance with the East of England regional biodiversity targets in appendix B and the targets set out in the UK, England and local biodiversity action plans
- identifying and safeguarding areas for habitat restoration and re-establishment, in particular for large-scale (greater than 200 ha) habitat restoration which bring associated social and economic benefits
- identifying and safeguarding regionally important geological and/or geomorphological sites (RIGS) and promoting the expansion of the number of sites receiving active conservation management
- ensuring the appropriate management and further expansion of wildlife corridors that are important for the migration and dispersal of wildlife
- establishing networks of semi-natural green spaces in built up areas as part of the process of developing more sustainable, safer, secure and attractive urban and built forms
- ensuring that all new development minimises any damage to the biodiversity and earth heritage resource and, where possible, enhances it.

The East of England Regional Assembly will actively pursue arrangements for the establishment of effective co-operation with authorities from neighbouring regions on cross-border issues which require inter-regional co-ordination, specifically with regard to the Wash, Thames Estuary and such important landscape and biodiversity initiatives as the Chilterns Management Strategy, and more widely in relation to the potential impacts of climate change, water transfer and waste management.

Supporting text

- 9.9 The UK Biodiversity Action Plan (BAP) proposes ambitious targets to create new wildlife habitats and restore species populations and there is considerable potential for the East of England to achieve these. Action plans for the management and restoration of the region's biodiversity are contained in the Regional Environment Strategy.
- 9.10 The East of England is renowned for its lowland habitats, many of which have been designated as of both national and international importance. The region contains 567 Sites of Special Scientific Interest (SSSIs) covering 6.6% of the land area. There are extensive Ramsar Sites, Special Protection Areas, candidate Special Areas of Conservation, as well as National Nature Reserves. These designated sites are shown on map 9.2 and, together with statutorily protected species, will continue to receive the highest levels of protection in local development plans in accordance with national policy as expressed in PPG9 (Nature conservation). However, important wildlife is not restricted to designated areas and is found throughout the region.
- 9.11 There has been a dramatic reduction in biodiversity in the East of England, historically and in recent years. Many wildlife sites, for example heathlands, are fragmented and isolated, leaving them vulnerable to damage, and others, including farmland habitats, have a lower capacity to sustain wildlife. Over one hundred species have disappeared from the East of England this century.
- 9.12 There is a need to protect and actively manage wildlife sites to restore their wildlife interest. There is a need, in particular, to manage the coast dynamically, allowing for the uncertainties inherent in climate change predictions, to mitigate the predicted impacts of sea level rise. There is also a need for long-term action to reverse earlier habitat fragmentation by restoring and re-creating habitats to ensure long-term survival of communities and species. Opportunities are likely to arise as a result of climate change, notably including wetland creation in the Fens, saltmarsh creation on the undeveloped Essex coast and heathland restoration in Breckland and on the Suffolk Sandlings. With careful planning, large-scale habitat re-creation schemes can also bring important social and economic benefits through providing accessible and attractive new spaces for local communities and visitors to enjoy.
- 9.13 The conservation and enhancement of the region's earth heritage resource is of vital importance as geology and geological/geomorphological processes play a fundamental role in shaping and influencing the region's landscape, landform and biodiversity.

Map 9.2 Environmental assets



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Nb: where more than one nature conservation designation applies to an individual site, the highest tier of protection only is displayed (i.e. RAMSAR over SAC, SAC over SPA etc.)



Policy ENV4: woodlands

Planning authorities and other agencies in their plans, policies and proposals will encourage the increase in woodland cover in the region in ways which respect local landscape character and reinforce and support the RSS. Such woodland should optimise economic, social and environmental value whilst protecting the biodiversity and character of existing woodland and other areas of established or potential nature conservation or archaeological interest.

Ancient semi-natural woodlands and other woodlands of acknowledged national and regional importance will be strongly protected and there will be a general presumption against the conversion of any woodland to other land uses unless there are overriding public benefits.

In seeking additional woodland planting, the following principles will be applied:

- 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
- the woodland planting component of the regional aggregate area of derelict, contaminated and former mineral or industrial land restored as greenspace should be increased to at least 20% by 2010
- the provision of new woodland as a condition of or in association with planning permissions should be increased, with targeting focused on:
 - the Sustainable Communities Plan growth areas, where significant new woodland areas (e.g. of 1000 ha or more) should be provided
 - urban areas and areas within 8 kilometres of urban areas with populations of more than 100,000
 - the Thames Chase, Watling Chase and Forest of Marston Vale Community Forests
 - transport corridors
 - addressing local biodiversity action plan (BAP) targets e.g. by expanding and linking areas of native woodland and the creation of new wet woodland for which this region is a priority.

Supporting text

- 9.14 Woodland is the second largest land use in the region after agriculture. It comprises 7.3% of the land area (139,000 ha) of which 25,000 ha is managed by the Forestry Commission. The southern part of the region contains some of the most heavily, and ancient, wooded areas in England. By contrast, woodland cover in Cambridgeshire is only 3.6% of the county's area. Near the centre of the region lies Thetford Forest, largely conifer woodland, which extends over 19000 ha. Conservatively, trees and woodlands contribute some £680m/annum to regional GDP, as well as providing a wealth of economic, social and environmental benefits¹.

¹ Woodland Wealth Appraisal for the East of England; Countryside and Community Research Unit University of Gloucestershire;2003

- 9.15 Through the efforts of landowners, government agencies, local authorities and conservation bodies, the area of land covered by woodland in the East of England increased by over 26,000 ha or by 25% between 1980 and 1998. The area of broadleaves increased by 52%: broadleaved woodland is now the dominant type, representing 60% of all woodland. It is estimated that there are an additional 13.6 million living trees in the region's countryside outside woodlands of 0.1 ha and above.
- 9.16 The woodlands of the East of England provide a wide range of social and environmental benefits to the people of the region. An expansion of accessible woodland, especially close to urban areas would enhance this provision. The three community forests of the region (Thames Chase, Watling Chase and Forest of Marston Vale) have developed considerable experience and expertise in the establishment and management of woodlands primarily for social and environmental benefits with extensive local involvement.
- 9.17 The Regional Woodland Strategy for the East of England, (Woodland for Life 2003), sets out a vision for woodlands in the region and measures for realising that vision, as a regional expression of the Government's England Forestry Strategy. The Regional Woodland Strategy provides the relevant context for implementing policy ENV4 in the form of an overarching framework and action plan for managing and developing the region's woodland resource.

Policy ENV5: the historic environment

Planning authorities and other agencies in their plans, policies and proposals will identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings and areas and historic landscapes, including those features and sites (and their settings) especially significant in the East of England:

- the internationally renowned historic cities of Cambridge and Norwich
- the exceptional network of historic market towns
- the major concentration of medieval churches
- coastal fortifications, historic ports and traditional seaside resorts
- the early garden cities of the 20th century
- listed buildings and conservation areas – domestic and industrial buildings, and the settlements and settings which define their character
- the wider historic landscape that contributes to the distinctiveness of the region, including scheduled ancient monuments and other nationally important archaeological sites and monuments.

Supporting text

- 9.18** National advice for identification and protection of historic buildings, conservation areas, archaeological remains and other elements of the historic environment is set out in PPGs 15 (planning and the historic environment) and 16 (Archaeology and planning). Policies for the historic environment are included in the Regional Environment Strategy which characterises the historic environment of the East of England, identifies issues relating to erosion of assets and emphasises the need for more robust policies at regional level. The Regional State of the Historic Environment Report (Heritage Counts 2003) is a source of data and monitoring information.
- 9.19** To conserve the wider historic environment that contributes to the distinctiveness of the region, local authorities and other agencies should afford the highest level of protection to historic and archaeological areas, sites and monuments of international, national and regional importance. Plans and policies should ensure that new development preserves or enhances historic buildings and landscapes, conservation areas and important archaeological features and their settings. Policies and programmes should also work towards rescuing buildings and monuments at risk, and take an active role in promoting repair and re-use of historic buildings, especially where this would assist urban renaissance and regeneration (see policies SS5 and SS11). The landscape context and setting of buildings and settlements is an essential component of their quality, and should be safeguarded in policies relating to historic assets.
- 9.20** In order to ensure conservation, enhancement and management of the historic environment, the development and implementation of local development documents and strategies should adopt an approach based upon:
- adequate identification and assessment of the range and nature of historic assets, (including the use of new tools such as historic landscape characterisation)
 - consideration of the contribution that these make to local character and diversity
 - the capacity of these assets to absorb change, together with the impacts that proposals for change will have upon the quality and character of the historic environment both regionally and locally.
- 9.21** In areas identified for growth and regeneration, it is particularly important that the impact of new development on the historic environment is properly understood and considered. The character, significance and opportunities that the historic environment offers should be considered at an early stage in the development process, including the development of master plans and planning briefs.

Table 9.1 – Distribution of listed buildings, scheduled monuments and conservation areas by geographical county

County/ Unitary	Listed Buildings	Scheduled Monuments	Conservation Areas	Registered Parks & Gardens
Bedfordshire & Luton	3364	151	88	17
Cambridgeshire & Peterborough	8163	306	213	38
Essex, Thurrock & Southend	14316	311	227	39
Hertfordshire	8128	168	178	43
Norfolk	10508	417.5	268	51
Suffolk	13195	323.5	170	23
Total	57674	1677	1144	211

Policy ENV6: agriculture, land and soils

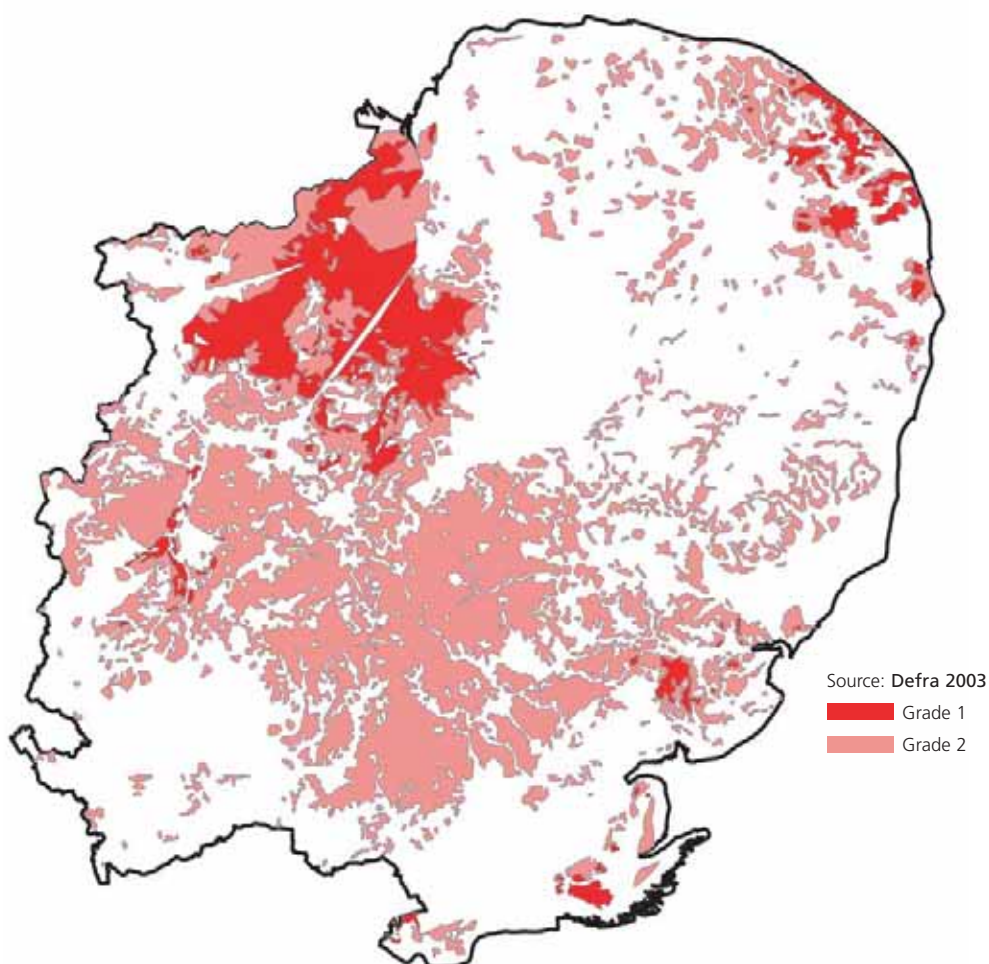
Planning authorities and other agencies in their plans, policies and proposals will:

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

Supporting text

- 9.22 Agriculture is an important activity in the East of England in terms of land use and economic activity. The England Rural Development Programme contains a range of measures to improve agriculture's contribution to landscape and biodiversity, especially the countryside stewardship, environmentally sensitive areas and organic farming schemes.
- 9.23 Climate change will bring changes to the region's agriculture. Temperature increases will lead to an enhanced growing season, which would benefit arable crop yields, although under some circumstances yields may eventually decline, for example, from drier soils and early maturity. The potential for new crops is likely to be limited. Environment Agency research shows that irrigation demand for certain crops could increase significantly, which would put pressure on water supplies in those times when water is likely to be scarce - in long summer dry spells. Water supply could be a limiting factor, depending on winter storage measures and demand management measures. Water availability issues are likely to be particularly acute in the southern half of the region, in south Suffolk and Essex.
- 9.24 The region has one of the highest concentrations of high quality agricultural land in the country. Under national policy as set out in PPS7 (sustainable development in rural areas) and the principles of sustainable development this land should, where possible, be protected from irreversible damage. Map 9.3 shows the areas of high grade agricultural land in the region.

Map 9.3 Areas of grade 1 and 2 agricultural land



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- 9.25 Although there is limited knowledge of how the quality and quantity of the varied soils within the East of England is changing, the general picture suggests a continuing decline in quality. Exposed soils are naturally eroded by water and wind and the sandy soils in the East of England are most at risk from such erosion, although chalky soils also suffer from erosion depending on land use. The lowland peats of the region are also very vulnerable to erosion, especially by wind, and oxidation. Land use such as cropping practices and livestock management can also have considerable effect on erosion.

Policy ENV7: air quality

Local development documents and local transport plans, having regard to the increased levels of development and associated infrastructure proposed across the region, will include objectives, proposals and policies that seek to:

- reduce or reverse the growth of motor traffic
- encourage infrastructure for cleaner transport fuels such as liquified petroleum gas (LPG) and compressed natural gas (CNG)
- ensure that new development does not exacerbate air quality in existing and potential air quality management areas (AQMAs)
- pay particular attention to any potential effects on wildlife, where potentially polluting development, increased motor traffic or intensive agricultural facilities producing ammonia, are expected close to sensitive habitats such as Sites of Special Scientific Interest (SSSIs)
- seek to mitigate existing and potential air quality pollution problems.

Supporting text

- 9.26** The Air Quality Strategy (AQS) –2000 for England, Scotland, Wales and Northern Ireland sets out the Government’s policies aimed at delivering cleaner air in the UK. Where it is considered that one or more of the air quality objectives set out in the AQS and regulations is unlikely to be met by the required date the local authority must declare an air quality management area (AQMA) where the problem is expected. The authority must then draw up an action plan setting out how it intends to improve air quality.
- 9.27** Although air quality in the region is relatively good there were, as at May 2003, 38 AQMAs identified where one or more of the air quality objectives are unlikely to be met. These included a cluster of problem sites in the urban areas close to London. The majority of the sites relate to pollution from motor vehicles on heavily trafficked roads although there are two at Wisbech related to a coal fired boiler plant and one at Kings Lynn related to a grain handling facility. It is likely that further traffic-related AQMAs will be designated in the future.
- 9.28** The region has relatively few static combustion processes except along the Thames corridor. Changes in the operation of oil-fired power stations nationally are aimed at ensuring that there is no potential for exceeding AQS objectives locally attributable to them. Significant reductions of releases of AQS substances to air from industrial processes regulated by the Environment Agency are also expected as a result of various European Directives and other initiatives. The reduction of fossil fuel burning to generate energy, in response to concerns over potential climate changes, will also bring about cleaner air. This RSS contains relevant policies encouraging energy efficient design, construction and layout (policy SS16) and promotion of renewable energy (policy ENV8).

- 9.29 Poor air quality can impact on wildlife. Where sensitive habitats such as SSSIs lie close to potentially polluting developments or where increased motor traffic is expected, planning and highway authorities should pay particular attention to any potential effects on wildlife. Trees can remove some air pollutants from the atmosphere but at the same time can emit others. Overall the effects on air quality of very large scale planting (see policy ENV4) in urban areas is likely to be positive. A particular air pollution issue, not covered by the AQS, is ammonia and related depositions of nitrogen which can impact on wildlife. Much of this results from intensive agriculture; pig and poultry businesses which are significant in the region. Planning authorities should ensure that such facilities are located away from sensitive sites.

Policy ENV8: renewable energy and energy efficiency

To help the region move towards energy self-sufficiency, and meet and improve on its renewable energy targets set out in table 9.2, local development documents will contain policies for promoting and encouraging energy efficiency and renewable energy. These policies will presume in favour of, and emphasise the wider sustainable development benefits associated with, energy efficiency and renewable energy and will:

- a) require developers to maximise energy efficiencies to be gained from sustainable design and construction, community heating and combined heat and power schemes, and encourage developers to strive to achieve energy efficiency standards that exceed minimum standards;
- b) require energy consumption statements for development proposals above a threshold of 1,000 sq m or 50 dwellings, in order to ensure that the technical, environmental and economic feasibility of alternative systems such as:
 - decentralised energy supply systems based on renewable energy
 - combined heat and power (CHP)
 - district or block heating or cooling, if available
 - heat pumps, under certain conditionsis considered and is taken into account before construction starts
- c) require all developments above the same threshold to incorporate equipment for renewable power generation so as to provide at least 10% of their predicted energy requirements
- d) specify the locational and other criteria by which applications for renewable energy developments will be assessed. Local development documents policies will define and relate renewable energy and energy efficiency policies to:
 - Sustainable Communities Plan growth areas (see chapter 5, 'sub-regional and sub-area policies')
 - settlements outside growth areas
 - non-designated landscapes
 - designated landscapes

in accordance with the detailed guidance in appendix C to this RSS.



- e) favourably consider the on-shore developments associated with off-shore energy generation
- f) encourage the use of existing infrastructure and the undergrounding of cables connecting new plant to the grid, wherever possible
- g) encourage methane exploitation from appropriate landfill sites, provided this is not used to prolong landfill operations beyond currently agreed targets
- h) actively encourage the development of community-based schemes, through full community engagement, for renewable energy generation and energy efficiency. Small-scale and community-based schemes appropriate to local need are most likely to be permissible in areas which are:
 - within or close to settlements
 - within suitable landscapes
 - close to the origin of the energy resource
 - close to groups of buildings (in rural areas).

Supplementary planning guidance and, for major proposals, development briefs should be produced to elaborate and support renewable energy and energy efficiency policies and locational criteria contained in local development documents.

Supporting text

- 9.30** The UK government, as a signatory to the Climate Convention, committed the UK at the 1997 Kyoto Conference to reduce its greenhouse gas emissions by 12.5% below 1990 levels over the period 2008-2012. The Government's 'Climate Change the UK programme' (2000), sets a higher target for reducing carbon dioxide emissions by 20% by 2010. The climate change programme also sets out a broad range of policies and measures across all sectors of the economy. It contains targets requiring suppliers to increase the provision of electricity from renewable sources to 10% and to at least double combined heat and power (CHP) capacity by 2010.
- 9.31** The Energy White Paper 'Our energy future – creating a low carbon economy' (2003) sets a domestic goal to reduce carbon dioxide emissions by 60% below current levels by 2050. Other national goals are to maintain the reliability of energy supplies, promote competitive markets in energy and ensure adequate and affordable heating in every home. A doubling of the 2010 renewables' share of electricity is aspired to by 2020. The Government has introduced a number of initiatives including a new 'renewables obligation', to succeed the non-fossil fuel obligation and the climate change levy.
- 9.32** National and regional objectives relating to climate change will not be achieved without substantial efforts to save energy consumption and a switch to energy produced from naturally occurring, renewable sources. Current national planning policy guidance on renewable energy is set out in PPS22 (Renewable energy), which requires planning policies at regional and local levels to provide an effective framework encouraging these kinds of development.

9.33 The policy for renewable energy and energy efficiency in this RSS is based on a hierarchical approach, which, in descending priority order, seeks to encourage sustainable forms of development that:

- use less/reduce the need for energy
- use energy more efficiently
- use renewable energy
- uses clean and efficient technology for fossil fuel powered heating & co-generation.

9.34 A study commissioned by the East of England Sustainable Development Round Table in 2001, ('Making renewable energy a reality – setting a challenging target for the East of England'), identified the sources of renewable energy in the region with the greatest potential as off-shore and on-shore wind, biomass, biofuels and solar power. The study concluded that, with a concerted effort by all the relevant authorities and agencies, 14% of the region's electricity could be produced from these renewable sources by 2010. This target has been adopted in the Regional Sustainable Development Framework. It has been reviewed for this RSS using the same methodology to establish a revised target for on-shore renewables generation at 2010 and new targets for 2020. Detailed explanations and workings are contained in technical paper 'Regional renewable energy targets for the East of England 2010 and 2020', 2004). In summary, the targets are shown in table 9.2:

Table 9.2. Reviewed renewable energy targets for 2010 and 2020 expressed as the percentage contribution of renewables to total electricity consumption in the East of England

2010 Excluding offshore wind	2010 Including offshore wind	2020 Excluding offshore wind	2020 Including offshore wind
10%	14%	17%	44%

9.35 For the purpose of this policy the means of generating renewable energy include photovoltaic energy, solar-powered and geo-thermal water heating, wind (onshore and, as relevant, offshore), energy crops and biomass, energy from human sewage and agricultural plant and animal waste but not energy from domestic or industrial waste, except the harvesting of methane from existing landfill sites.

9.36 The development of renewable sources of energy; the use of energy efficient layout, design and equipment in new buildings; giving priority to locating new development in or adjacent to urban areas and the introduction of other measures to reduce the need to travel and increase the use of public transport (see policy T1) will all help to ensure that consumption of carbon-based energy is reduced. Farm diversification and rural employment can be assisted through the use of arable and forestry crops for power or heat generation and the production of biofuels. Scale will vary. Increasingly, smaller scale renewable applications are able to meet local needs for heat or power, so reducing demand for electricity produced from non-renewable resources.

- 9.37 EU Directive 2002/91/EC on the energy performance of buildings comes into force in 2006. Policy ENV8 (b) anticipates the provisions of article 5 on the basis that early implementation of this provision will increase the likelihood that the regional targets will be achieved. The generation of renewable energy happens not only at 'renewable power stations', but can also comprise an integral part of all new developments. Policy ENV8 (c) requires such provision in larger developments.
- 9.38 In developing renewable energy schemes it is important to ensure they are compatible with other environmental objectives for the region, while recognising the specific locational requirements of certain renewable energy technologies. Issues of location and scale need careful consideration. Guidance on the derivation of locational criteria for incorporation in local development documents is contained in appendix C. It is important that individual proposals are considered in the full context of sustainable development, with their environmental, social and economic benefits properly accounted. In this context, if pursued in a sustainable manner, the exploitation of renewable energy sources could bring significant economic benefits, especially in terms of rural regeneration through the development of sources and technologies such as biomass and biofuels.

Policy ENV9: water supply, management and drainage

New development will be located, designed and its implementation planned in such a way to allow for sustainable provision of water supply and enable timely investment in sewage treatment and discharge systems to maintain the required standard of water quality.

Local authorities will:

- in preparing local development documents, take account of the Environment Agency's Regional Water Resources Strategy, catchment abstraction management strategies, groundwater vulnerability maps and groundwater source protection zone maps. The protection of water resources and provision for water abstraction should take into account environmental constraints
- ensure that rates of development do not exceed the capacity of existing water supply systems or, where relevant, proceed ahead of essential planned improvements that will increase the supply
- maintain ongoing liaison with the Environment Agency, water companies and sewage statutory undertakers in order to ensure timely and sustainable provision of infrastructure for the supply of water and sewage treatment and discharge systems, particularly in connection with major new development
- require the introduction of water conservation measures and sustainable drainage solutions. Local planning authorities should produce detailed supplementary planning guidance to implement water conservation and sustainable drainage solutions
- encourage the provision of on-farm winter storage facilities for water, where that does not conflict with other planning policies, for use in summer and to provide a resource for wildlife and recreation.

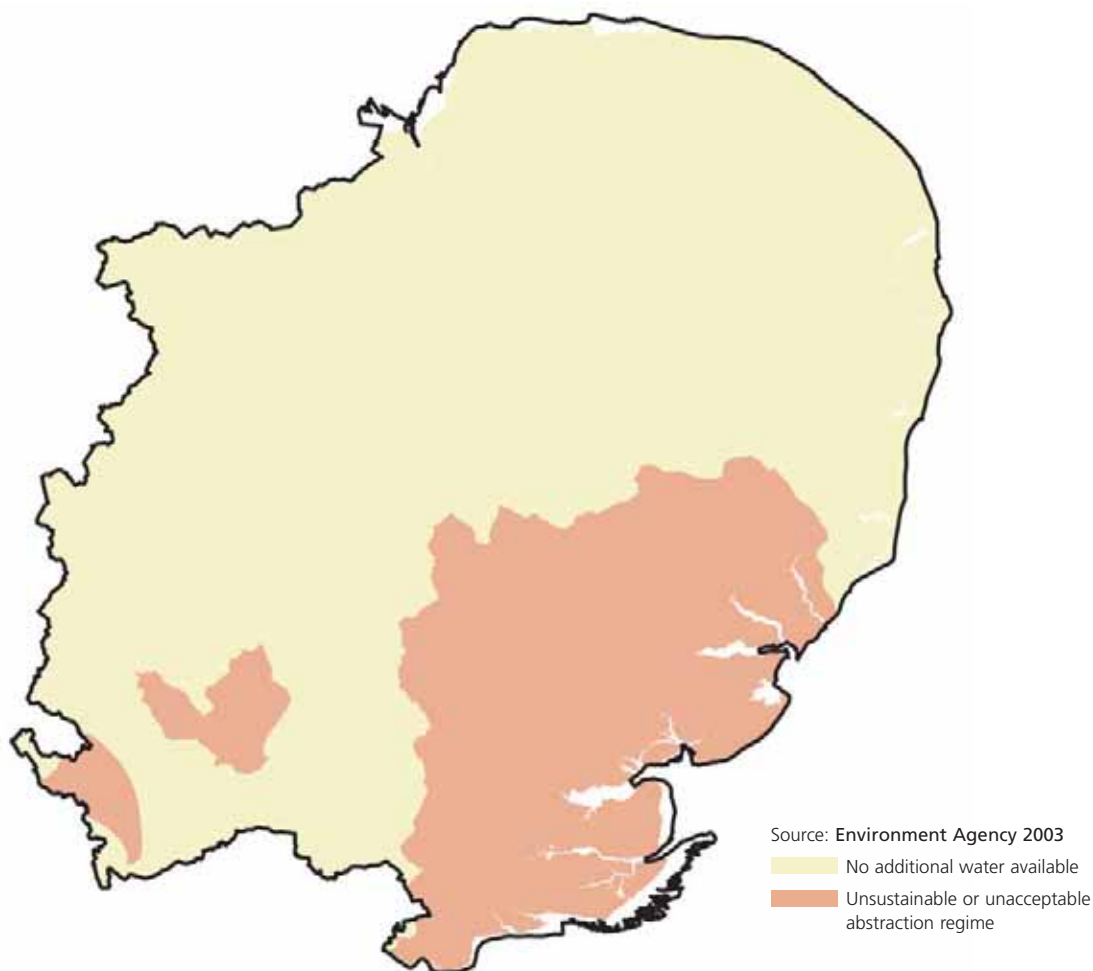
All relevant agencies and developers should include water conservation measures in new development and promote public awareness of the need to reduce water consumption.

The East of England Regional Assembly and the Environment Agency will work with the water industry and neighbouring regional planning bodies, including the Greater London Authority, to formulate a sustainable long-term policy relating to inter-regional water provision.

Supporting text

- 9.39** The East of England is the driest region in England, and one of the fastest growing. Water resources are limited and there are already supply-demand issues in parts of the region. Map 9.4 shows that surface water throughout the majority of the region is already fully committed to existing abstractions in the summer and that no significant resource is reliably available. There are a number of catchments where winter abstraction is no longer reliable during very dry winters.
- 9.40** Climate change will alter seasonal water availability throughout the region and therefore resource infrastructure will have to be enhanced. Agriculture in the East of England is a major user of water for irrigation and for processing of agricultural products. The expected changes in seasonal climate will require new approaches to conserve water and, by implication, to protect soils that may be vulnerable to drought.
- 9.41** The Environment Agency's Water Resources Strategy for the East of England looks forward 25 years on the basis of the predicted scenarios for climate change. A key issue is that drought conditions are expected to be more frequent (due to longer, warmer and drier summers).
- 9.42** The Water Resources Strategy for the East of England proposes demand management (water efficiency) and resource development (increased supply) to meet the increasing demand for water in the region. Demand management will include installing water efficient fittings and appliances in new development but it will also be necessary to upgrade existing development to be more water efficient so that increased demand from new and existing development can be met. Resource development will initially expand supply through existing networks by increasing storage (e.g. at Abberton Reservoir in Essex) and by increasing treatment capacity. However this must be done within the environmental constraints of sources and take account of the fact that water supply to parts of the East of England involves transfers from other regions and may require infrastructure improvements there (e.g. Rutland Water and the Wing Treatment Works in the East Midlands).

Map 9.4 Indicative summer surface water availability



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Waste management

Introduction

- 9.43** Waste is a by-product of economic activity, increased prosperity, and the development and use of new products and materials. However, if we are to move towards sustainable developments, waste should also be seen as a potential resource. To date there has been a steady growth in the amount of waste produced. Efforts must now be made to reverse this growth trend and to recover the maximum resource value from such waste that is produced.

9.44 In 2003 EERA adopted the Regional Waste Management Strategy (RWMS) for the East of England. As part of its preparation the RWMS was subject to comprehensive consultation with a wide range of organisations and stakeholder groups in the region, including waste operators and those responsible for waste regulation.

9.45 This RSS and the RWMS together:

- seek to reduce the amount of waste produced and to increase the proportion of waste from which value is recovered setting specific targets where appropriate
- promote local responsibility for waste, with the region and each constituent local authority providing so far as possible for management of their own wastes, whilst discouraging other areas from exporting their waste to the East of England
- give guidance on the land use planning aspects of waste management, by considering what quantities of waste needs to be treated by different methods, and what this means in terms of the scale of waste management needs, up to 2021
- provide the context for waste local plans and local development documents prepared by strategic planning authorities
- guide the waste collection and disposal strategies of all authorities
- inform and influence the private sector in respect of its waste production and waste management activities.

The challenge

9.46 The challenge is to influence and minimise the amount of waste produced and then provide sufficient capacity for dealing with the region's waste in the most sustainable manner. This could mean providing capacity to recover value and remove up to 7 million tonnes of the household from waste streams annually by 2015. The aim is to achieve this as far as possible by reuse, recycling and composting. If this is does not achieve the full required recovery then alternative recovery technologies will be needed if our targets (and Government targets) are to be met.

9.47 At the same time as the East of England moves to put its own waste management on a more sustainable footing, so other areas will need to assume increased responsibility for management of their own wastes and to reduce their dependency on export of untreated waste to landfill in the region. Each area should seek to recover the maximum value from its own waste and to reduce the loss of resources through landfill to a practical minimum.

9.48 The RSS and the RWMS allow flexibility for decisions to be made at the local level, in order to ensure that waste management arrangements are responsive to local circumstances. The range, type, capacity and location of new waste management facilities will be a matter for decision by planning and waste management authorities. The Regional Assembly, local authorities and a range of partners will have a key role in seeking to influence the amount of waste produced in, and exported to, the region.

Policy drivers

- 9.49 The UK Government and the European Union (EU) have set out guidance in a variety of directives, regulations and advice. The overall aim of waste policy is to reduce the growth in waste production and to secure more sustainable waste management. There are a number of EU and national targets for waste management. These targets represent a great challenge, but are feasible and must be achieved.
- 9.50 Box 9.2 sets out the guiding principles that will need to be applied in order to achieve the required shift towards more sustainable waste management in the region. They underpin the policies set out in the waste management section.

Box 9.2 Key principles for waste management

Waste management in the East of England will be based on the following key principles:

- seeking to reduce the generation of waste
- minimising the environmental impact of waste management
- implementing the Best Practicable Environmental Option for each type of waste
- viewing waste as a resource and maximising the reuse, recycling and composting of waste, whilst extracting value from the remainder
- securing safe treatment and disposal of hazardous and residual wastes
- seeking to secure net regional and county/unitary self sufficiency in provision for waste management
- enlisting and encouraging community support and participation.

Policy ENV10: waste management

Waste development documents and waste management strategies will include policies to:

- encourage waste minimisation
- determine how the principle of Best Practicable Environmental Option will be applied in the context of the hierarchy of waste management and the proximity principle
- ensure adequate provision of sites with sufficient capacity for the collection, storage, treatment, processing, recycling and disposal of all controlled wastes that are forecast to arise within the local authority area, and to make an appropriate provision for reducing waste imports for landfill from outside the region as required by policy ENV12
- identify specific sites for such waste management facilities that are likely to be needed, and provide comprehensive criteria for the consideration of proposals for such facilities

- provide for ongoing monitoring and review so that waste development documents and development frameworks continue to adequately reflect national and regional waste policies and are based on appropriate forecasts of future waste management requirements.

Local development documents will include policies to ensure that all forms of new development are designed and constructed in such a way as to minimise the production of waste, maximise use of recycled materials, and to facilitate, by provision of adequate space and facilities, the ongoing recycling and recovery of such waste as may arise from the completed development and from surrounding areas where appropriate.

Supporting text

- 9.51** Waste development plan documents, local development documents and waste management strategies will provide the essential framework for implementation. Local authorities will need to ensure that their development plans, frameworks and documents reflect the aims of this policy and provide a positive lead for implementation. In particular, it must be recognised that the need for additional facilities to meet current and future waste management requirements is urgent, and that firm positive action is needed to identify specific sites to accommodate the required facilities. Failure to do so will increase uncertainty and risks at the planning application stage and may undermine the ability of the region to achieve its aims.
- 9.52** The policy also emphasises the need to make adequate provision for sustainable waste management in all forms of new development. This will mean, for example, ensuring that new homes have sufficient space for separation, storage and efficient collection of a range of wastes for recycling or recovery. Larger development schemes should be designed from the outset to minimise waste production and to incorporate appropriate provisions for waste recovery facilities. There may also be a need for strategic waste management facilities to serve the wider area. It would therefore generally be preferable to make provision for this additional capacity in the context of new enabling development. This would allow such facilities to be properly planned in advance in relation to surrounding land uses. Local development plans, frameworks, master plans and design briefs approved by district and unitary authorities will need to reflect these requirements in order to secure effective implementation.

Policy ENV11: management of wastes arising within the East of England

Challenging but achievable targets will be adopted by all authorities and commercial waste producers to minimise waste and provide the basis for implementing the overall aim of recovering value from waste (including recycling/composting), and minimising disposal. The aim is to secure at least the following minimum levels of recovery:

- municipal waste – recovery of 40% at 2005, 50% at 2010 and 70% at 2015
- commercial and industrial waste – recovery of 66% at 2005, 75% at 2015.

Within the above targets, waste planning authorities will develop an integrated approach which simultaneously maximises the level of recycling/composting whilst making appropriate provisions for optimising recovery of value from the remaining waste. In doing so, waste planning authorities should plan for net self-sufficiency though provision of waste management capacity equivalent to the amount of waste forecast to arise within their area, except where consideration of the Best Practicable Environmental Option clearly indicates that this would be achieved through collaboration between authorities.

Monitoring of performance against the specified targets will be undertaken annually.

Supporting text

- 9.53** These targets have been developed in consultation with stakeholders during preparation of the RWMS. The target for municipal waste at 2005 is a national one with subsequent years being slightly higher than the national target. They may be higher than (or not dealt with by) national guidance, but are seen as appropriate for the region. Within these targets, and taking account of national waste strategy policies, the aim should be to maximise the amount of recovery achieved by recycling and composting. It will, however, be for each local authority to determine how the targets are to be met in its own area.
- 9.54** Local authorities should include policies in their development plans and waste management strategies that will enable the recovery targets to be met or exceeded. In doing so, they should adopt an integrated approach in which a realistic assessment of the likely possible levels of recycling is supported by provisions for the recovery of value from the remaining wastes and for final disposal of residuals. The particular approach for each local authority should be derived from a careful assessment, in collaboration with neighbouring authorities where appropriate, of potential options undertaken in accordance with the principles of Best Practicable Environmental Option (BPEO) and with the fullest possible engagement of local communities and other relevant stakeholders. In all cases local authorities should aim to establish an integrated network of facilities with sufficient capacity to handle the forecast quantities of wastes that will need to be managed in their area.
- 9.55** Authorities may not be able to achieve the 2015 recovery targets through recycling and composting alone. Some authorities may therefore choose to invest in alternative recovery facilities in addition to their recycling/composting facilities and become capable of achieving even higher levels of recovery. Where energy from waste schemes is contemplated, local authorities should examine the possibilities for combined heat and power (CHP) schemes as well as the potential to contribute to national and regional renewable energy targets through selective use of source-segregated biodegradable wastes. Both of these options have the potential to offer considerable advantages in terms of a simultaneous contribution to waste management and renewable energy aims.

- 9.56 In order to ensure the effective delivery of the recovery targets, and indeed the RWMS as a whole, annual monitoring of performance and waste management capacity will be required. This will depend on a considerable input of waste management data from the Environment Agency which, as the waste regulator, it is best placed to collect and collate. To date, waste data has not been collated and reported with sufficient frequency and reliability to allow a robust annual monitoring framework. Local authorities and the Environment Agency will need to work closely in order to rectify this deficiency as a matter of urgency.

Policy ENV12: regional self-sufficiency

In developing policies in their waste development plan documents and local development documents, and when considering proposals for waste management facilities within the region, local authorities will apply the principle that after 2015 the import of waste from outside the region will be restricted to the landfill of residual waste that has been subject to the maximum practical level of recovery and treatment, and for which landfill is the only practical management option. To this end, local authorities should plan for a progressive reduction from the levels of waste imports as at 31 March 2004 to an allowance of 30% by weight for the equivalent residues after 2015.

No allowance should be made for new non-landfill waste facilities dealing primarily with waste from outside the region unless there is a clear benefit to the region. Such benefit might include the provision of specialist processing or treatment facilities which would not be viable without a wider market catchment and which would enable enhanced recovery of locally arising wastes that would not otherwise occur.

Supporting text

- 9.57 A key Government aim is to encourage regional self-sufficiency in waste management. In this context it is essential that the high level of export of waste from London should be drastically reduced. Whilst existing landfill sites will allow the continued importation of waste for some years, it would be inappropriate for the region to make additional sites available for the continuance of this practice at historic levels. The reduction in landfill capacity in the East of England means that London cannot continue to rely on landfill sites in the region for the disposal of a substantial proportion of the capital's waste.
- 9.58 The East of England RWMS proposes that London should aim to reduce waste exports progressively such that by 2010 only residues from the processing of waste should be exported to landfill in the region. It has been assumed that after maximum pre-treatment of waste exports, there would still be a residue of approximately 30% by weight which will need to be landfilled. However, further work undertaken since publication of the RWMS indicates that the 2010 target date for residues-only export is not now realistically achievable, particularly given the lack of progress to date in establishing sufficient waste treatment capacity in the London area.

- 9.59 In light of this, the East of England will now extend the target date for residues-only landfill to 2015. This fits well with the target years for the region's own wastes and is broadly similar to the approach taken in the South East England region. It is important to note, however, that the region cannot countenance further slippage in attainment of regional self-sufficiency – the Mayor and London authorities will not be able to rely on landfill capacity in the East of England for landfill of anything other than post-treatment residues after 2015. The Environment Agency is in the process of compiling survey information for 2003 which should make it possible to monitor the policy.
- 9.60 For the avoidance of doubt, any provision for imported waste will be in addition to the provision needed for waste arisings in an authority's area as identified by policy ENV 11. Authorities in the region will also be expected to follow the same principles and not export waste.

Policy ENV13: hazardous waste

A hazardous waste strategy for the East of England, will be developed incorporating the following elements:

- the likely arisings and hazardous waste types in the East of England (taking into account the new definition of hazardous waste)
- the implications for the East of England of the post EU Landfill Directive movement of hazardous waste (intra and inter regional)
- opportunities and technologies available to increase the treatment of contaminated construction and demolition waste (including soils) on site
- consideration of interim measures to manage hazardous waste e.g. storage solutions for packaged hazardous waste
- appropriate provision within the East of England for the management of hazardous waste (treatment and landfill).

Supporting text

- 9.61 In 2001 the East of England produced around 527,000 tonnes of special (hazardous) waste, around 10% of that produced nationally. The majority of this waste was:
- construction and demolition waste, (including excavated spoils from contaminated sites), (around 45%)
 - oil wastes and waste of liquid fuels (around 20%).
- 9.62 From July 2004 the EU Landfill Directive required that landfill sites may dispose of only one of three broad categories of waste: inert waste, non-hazardous waste (e.g. most household waste) or hazardous waste. The UK practice of co-disposal is now banned.

9.63 Adequate provision for hazardous waste is required:

- for the efficient operation of business and industry, including construction needs and regeneration of brown-field sites;
- to minimise the risk of stockpiling of hazardous waste or of unauthorised tipping of hazardous waste, with consequential risks to environment and health.

9.64 In the East of England there are currently no landfill sites that have planning permission to receive hazardous waste, and only very limited treatment facilities for hazardous waste. In respect of the recovery of hazardous waste the region's limited capacity regionally is mainly associated with the recovery of heat from blended solvents and oils used as fuel. It is clear that more treatment and landfill facilities will be required in the future to meet the objectives of the Landfill Directive for treatment of waste.

9.65 This need for additional hazardous waste treatment plants and landfill sites is even more acute when it is considered against the backdrop of the significant growth agenda for the region. This includes the development of large areas of previously developed land that will generate additional construction and demolition waste from contaminated sites, which will require specialist disposal. Such material has traditionally been simply dug out and taken to landfill. However, a shortage of available disposal sites and consequent increased costs of disposal threatens the future of this method of land remediation. There are potential alternative methods of managing brown-field and construction wastes, such as on-site containment, but the opportunities for this are highly constrained. This issue may have the potential to compromise the delivery of planned growth in the East of England.

Policy ENV14: Regional Waste Management Strategy

The East of England Regional Assembly will regularly review the Regional Waste Management Strategy in order to ensure that it continues to provide an appropriate and up to date policy framework to guide waste management in the region.

Local authorities should have regard to the provisions of the Regional Waste Management Strategy when developing policies in their waste development plan documents, local development documents, and waste management strategies, and when considering specific development proposals.

Supporting text

9.66 The first East of England Regional Waste Management Strategy was published in 2003 and provides detailed guidance, which supports and expands upon the key principles set out in this RSS. The RWMS is a complementary document to this RSS and needs to be read in conjunction with it. As the RWMS was produced before this RSS it will now be reviewed in order to ensure that it continues to deliver the most effective guidance.

9.67 Pending this review, it should be noted that the 2010 target date for attainment of regional self sufficiency is now superseded by the 2015 target date set out in policy ENV12 of this RSS.

Minerals

- 9.68 The region has a variety of mineral assets. They are a finite resource and their exploitation is an important part of the regional economy with a value of several hundred million pounds and supporting some 15,000 jobs.
- 9.69 Minerals can only be worked where they occur and, while extraction can have significant environmental impacts, there may be opportunities for biodiversity enhancement on completion of restoration. The RSS will support the Government policy aim to ensure that there is an adequate supply of minerals to meet the construction industry's needs but that this must pay full regard to the objectives of sustainable development and that the environmental assets of the region are properly protected.
- 9.70 In addition to production of land-won minerals within the region, the East of England is also the point of entry for marine dredged aggregates, crushed rock from the Midlands and South West, and other minerals – notably oil and gas (by sea and by pipeline). There is also some export of minerals mainly for construction use in London and elsewhere in the UK by road, rail and sea.

Mineral resources

- 9.71 The main minerals extracted and/or processed in the region are:
- **sand and gravel:** this is the major extractive industry producing around 14 million tonnes per annum for building and road construction use. This is mainly consumed within the region but there are significant exports to London especially from the adjacent counties
 - **rock:** limestone and sandstone is extracted in Norfolk, Cambridgeshire and Peterborough at around 600,000 tonnes per annum. It can be crushed for construction aggregate but it is generally of low quality and more suitable for fill. The region relies on the import of crushed rock, particularly from the East Midlands, to meet higher specification demand from the construction industry
 - **silica sand:** this is produced predominantly in Bedfordshire, Norfolk and to a lesser extent at one site in Essex, mainly for foundry and glass making purposes and amounts to up to 1million tonnes per annum. It involves heavy investment in processing equipment, and treated silica sand is exported to other regions and even abroad
 - **clay:** Bedfordshire, Cambridgeshire and Peterborough have large brick making production units based on local clay quarries producing around 2 million tonnes per annum. Brick earth extraction in shallow excavations also continues particularly in Essex. Clay is also extracted for flood defence, lining and sealing landfills and reservoirs
 - **chalk:** chalk quarries throughout the region are generally used for agricultural liming, secondary aggregates (mainly for fill) and industrial processes (e.g. whiteners). One quarry in Cambridgeshire supplies the remaining cement works in the region and one major quarry in Bedfordshire supplies two cement works in Warwickshire with chalk slurry by pipeline

- **oil and gas:** there has been exploration for oil and gas on land in the past, but there are no active extraction sites. There are extensive gas production fields in the North Sea and the Bacton Terminal in Norfolk receives and distributes gas to the rest of the country and to Europe via pipelines. Ports such as Great Yarmouth and Lowestoft service the gas rigs and around 12,000 jobs are generated directly and indirectly by the associated supply industry
- **peat:** some minor extraction for horticultural purposes takes place in the Fens
- **Fullers Earth:** limited reserves are extracted at one site in Bedfordshire and used mainly for paper making
- **marine dredged sand and gravel:** there are licensed marine dredging areas and further potentially exploitable reserves in the North Sea and in the Channel. Around 6.9 million tonnes per annum is landed at ports mainly in the Thames Estuary but also to a lesser extent on the North Sea Coast
- **secondary (waste and recycled) aggregates:** the main source within the region is construction demolition material which can be recycled to replace primary aggregates. This has increased significantly over the last few years but is a finite amount depending on the rate of demolition. It is estimated that around 2 million tonnes per annum is produced, but this is likely to be an underestimate due to the lack of survey coverage. Imports and other secondary aggregates from outside the region such as china clay waste from Cornwall may well have potential depending on the economics of bulk haulage by rail or ship and the environmental impacts of processing and transportation.

National policy considerations

- 9.72 There are a number of minerals planning guidance notes (MPGs) which are relevant but their role and scope is being changed as part of the reform of the planning system. The revised national and regional guidelines for aggregates provision in England 2001-2016 were published in June 2003. They will be used in the preparation of minerals local development documents and local development frameworks as well as in preparing RSS. The guidelines set out policies which recognise the need to move towards a more sustainable approach in the use of mineral resources. This involves less reliance on traditional land won primary aggregates and increased use of recycled construction and demolition waste and other secondary aggregates, such as china clay waste, pulverised fuel ash and slate waste, as well as reducing waste in construction projects.
- 9.73 The new guideline figures reflect this more sustainable approach. The lower call on land won reserves and greater use of alternative sources, including recycled material, are more realistic in terms of current and expected levels of demand and sources of supply. The tables below show the national and regional guidelines and then their apportionment within the region as agreed by EERA in autumn 2003.



Table 9.3 National and regional guidelines for aggregates provision in England, 2002-2016 (million tonnes)

Regions	Land-won Sand and Gravel	Land-won Crushed Rock	Marine Sand and Gravel	Alternative Materials	Net Imports to England
South East England	212	35	120	118	85
London	19	0	53	82	6
East of England	256	8	32	110	8
East Midlands	165	523	0	95	0
West Midlands	162	93	0	88	16
South West	106	453	9	121	4
North West	55	167	4	101	50
Yorkshire and the Humber	73	220	3	128	0
North East	20	119	9	76	0
England	1068	1618	230	919	169

Table 9.4: Annual call on reserves at sub-regional level

	Land won sand and gravel million tonnes pa	Land won rock tonnes
Bedfordshire and Luton	1.93	-
Cambridgeshire & Peterborough	2.82	300,000
Essex, Southend and Thurrock	4.55	-
Hertfordshire	1.99	-
Norfolk	2.98	200,000
Suffolk	1.73	-
East of England	16.00	500,000

Policy ENV15: overall minerals supply and transportation

Minerals development plan documents will:

- identify and safeguard mineral resources to ensure that there are sufficient environmentally acceptable sources to maintain an appropriate level of current and future supply in accordance with Government guidance
- indicate locations and policy criteria within which mineral workings would be acceptable or not acceptable, taking account of the principles of sustainable development
- include policies relating to the transport of minerals and will encourage the use of the rail, sea and inland waterway networks as a means of transport and deal with the safeguarding of facilities which are required.

Supporting text

- 9.74 Alternative transport to road will require facilities which may generate their own environmental impacts. Current and potential facilities will need to be safeguarded including the use of consultation areas or buffer zones around sites to prevent possible incompatible development. Local planning authorities can thereby consider any proposals for the development of land in the vicinity of such sites against the need to minimise conflicts of use and disturbance which may jeopardise their use.

Policy ENV16: minerals recycling/reprocessing sites

Minerals development plan documents will identify and where necessary safeguard, sites suitable for facilities for the recycling, reprocessing and transfer of materials.

Supporting text

- 9.75 Recycling and processing facilities can have adverse local environmental effects which need to be taken into account. Potential and existing facilities need to be safeguarded and this may involve the application of consultation or buffer zones around sites to avoid incompatible development.

Policy ENV17: overall minerals management

Mineral planning authorities will require high standards of restoration for agriculture, amenity or forestry. Mineral planning authorities will seek to promote bio-diversity in restoring appropriate sites to nature conservation after use.

Operators should deliver high quality management of sites both for mineral extraction and for recycling to ensure that environmental impacts are minimised. Mineral planning authorities will monitor and control mineral operations to ensure compliance with conditions and ensure that unauthorised operations are dealt with effectively.

Authorities will aim to maximise the use of recycled aggregates and reduce the use of primary aggregates in building products.

Supporting text

- 9.76 This policy sets out general criteria on the overall management of mineral sites, including their eventual restoration. It also applies to local authorities as developers and transport infrastructure builders, and in their role in awarding/ managing contracts, and procuring supplies.

Policy ENV18: sustainable approach to minerals planning

Minerals development plan documents will require new development to demonstrate the resource implications and how construction materials will be secured at the least environmental cost.

Supporting text

- 9.77 Local planning authorities and developers have a key role in seeking to move towards more sustainable means of construction through sensitive design and careful management of materials and waste.

Policy ENV19: minerals monitoring

Mineral planning authorities will act in partnership at a regional level through the Regional Aggregates Working Party (RAWP) to monitor and report on implementation of the regional strategy and to involve stakeholders in that process.

Supporting text

- 9.78 Effective and regular monitoring is essential to ensure that the policies are effective and up to date. The RAWP already monitors aggregates production, supply and planning by way of a published annual report. This may need to extend to other minerals. Stakeholders will be involved in the monitoring feedback and any reviews of policy.

10 culture

Context

- 10.1 The East of England provides a high quality urban and rural environment incorporating a wealth of cultural facilities, sites and activities which collectively go to the root of our society, embracing the values we hold and those we have inherited. What we enjoy in life almost always has a cultural connection, so enhancing understanding of our culture and its needs and making satisfactory provision for it are vital to our future well-being.

Policy C1: cultural development

Development plans and wider strategies of local authorities should contain policies that seek to support and grow the region's cultural assets appropriately. In doing this local authorities will:

- liaise with Living East, the Cultural Consortium for the East of England, when producing local development documents to ensure they take into account the Regional Cultural Strategy, including the allocation of sites for provision of necessary cultural facilities. Local development documents should also take account of any locally produced strategies including local cultural strategies
- exploit the resources of the region, including national and European sources of funding, to promote the use of the cultural sectors as a key tool in regeneration, economic development, promoting community cohesion and social inclusion, and developing a regional image
- take advantage of the contribution that can be made by the cultural sectors in promoting regeneration and urban and rural renaissance in their area, particularly the Thames Gateway and other priority areas for regeneration
- ensure that appropriate cultural facilities are provided to meet the needs of new development and that cultural needs are identified when developments are first brought forward for consideration
- introduce safeguards into planning permissions that will ensure proper and timely provision of a range of cultural facilities and ensure their future maintenance.

Supporting text

- 10.2 What does culture embrace? Aside from its broadest social connotations, culture is made up of a number of sectors, each of which has different attributes. These sectors are the arts, creative industries, the natural environment and the built environment, events and festivals, holidays and trips, libraries, museums, archives and galleries, local cultural traditions and pursuits, sporting and recreational activities, and visitor attractions. The promotion of any one of these should not be at the expense of others.

- 10.3** Culture is important for many reasons. Collectively the sectors employ 222,000 people in the region and contribute £3,780 million to the region's economy. The East of England is one of the main centres for creative industries in the UK with key clusters in film, animation, interactive games software, architecture and electronic publishing and a large number of artists, graphic designers, writers and journalists. The sector has significant growth potential and there is strong scope for the further development of clusters in different parts of the region. Creative industries are among the key clusters identified by the East of England Development Agency and policies in chapter 6, 'economic development, retail and tourism' on information communications technology (policy E6) and support for cluster development will assist their development (policy E7).
- 10.4** The East of England has 25% of the nation's Grade 1 listed churches in the region, over 200 museums and is in the top three English regions for tourist expenditure. But perhaps more important is their impact on the region's population. Cultural activities interact in a complex pattern in people's everyday lives. They lend meaning to the past and provide vision for the future. They play a distinctive role in the regeneration of cities, towns and villages; they are a gateway to lifelong learning and are essential to healthy living; they give expression to our deepest spiritual belief; they are a cornerstone to building the social capital that underpins neighbourhood renewal and they bring understanding and a sense of shared purpose to our visitors and guests. Cultural activities are intimately bound up with our quality of life.
- 10.5** The historic environment, the region's built and archaeological heritage, is central to individual, community and regional identity. The Government's statement 'The Historic Environment: A Force For our Future' 2001, recognises the historic environment as a powerful contributor to people's quality of life, a force for regeneration and a potential stimulus to creative new architecture. Policy SS16 (quality in the built environment) and policy ENV5 (the historic environment) provide further guidance. The historic environment is integral to consideration of tourism, artistic and recreational opportunities in the region.
- 10.6** Living East, the Regional Cultural Consortium for the East of England, has been established to bring together the region's cultural assets. It has produced and published a regional cultural strategy to identify priorities for the cultural sectors and to influence and complement other regional strategies. It contains a range of policies and actions to promote, enhance and support the cultural sectors in the region.
- 10.7** The value and worth of the cultural sectors and the powerful way in which they support a range of different issues in the region is not always understood. Promotion of understanding through liaison does not occur naturally so there is need to inform others about the value of the regional and local cultural strategies and for dialogue between many agencies concerning cultural provision and needs.
- 10.8** Local authorities will periodically reappraise the way in which cultural services should be provided to best meet the needs of their locality. In order to provide better and more appropriate facilities and services and to address service shortcomings existing facilities may need to be altered or demolished and new facilities provided. The development of local cultural strategies should facilitate public involvement in determining the service levels to be adopted and the facilities needed in consequence.

- 10.9 In order to properly address any existing or future deficiencies in cultural provision, the cultural sectors need to improve the region's intelligence on cultural activity and facilities. This should enable the region to consider cultural issues more fully when the RSS is reviewed.

Policy C2: provision and location of strategic leisure, sport, recreation, arts or tourism facilities

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

- a) satisfy the sequential test. Priority should be given to the location of development in central urban locations before off-centre or out-of-town locations, and to the use of brownfield land in preference to greenfield sites. Exceptionally the specific attributes of a rural site may make it uniquely appropriate for a regionally strategic cultural development proposal
- b) do not adversely affect areas designated for their ecological, landscape or historic value
- c) meet sustainable development objectives as outlined in chapter 4, 'core spatial strategy' of this RSS
- d) maximise opportunities to use means of transport other than the car and use transport networks that have adequate capacity to accommodate passenger and rail freight requirements without adverse affect upon rail, bus and other transport services
- e) are well related to Regional Interchange Centres as defined in chapter 8, 'regional transport strategy'
- f) minimise their use of energy and natural resources and their impact on public services, and have satisfactory proposals for minimising their long-term use and impact
- g) have appropriate scale and impact
- h) meet other relevant criteria or considerations specific to the proposed location of the development.

The above criteria may be met by the introduction of measures to ameliorate or mitigate adverse effects provided these are appropriate and satisfactory to the relevant local planning authority.

Proposals that both meet the above criteria and would bring benefit to an assisted area or priority area for regeneration will be given particular support.

Supporting text

- 10.10** This policy addresses two issues. Firstly, the East of England is under-represented as a location for major tourism facilities or for centres of excellence for sport or culture. In view of the importance of tourism, culture and sport to the regional economy, and to key social issues such as health and inclusion, it is important to improve provision throughout the region. This will be especially important with regard to the 2012 Olympic Games bid and the region will work with London partners and others to secure the greatest national as well as regional benefit.
- 10.11** Secondly, it is expected that a number of regionally significant development proposals will come forward for leisure, sport, recreation, arts or tourism projects during the lifetime of this strategy. Examples of possible projects could include rowing lakes, indoor ski/ice sports facilities, new or replacement football/sports stadia, holiday villages, theme parks, casino resorts. RSS cannot be site specific, so it cannot endorse or propose such schemes. However, some of them could be beneficial to the regional economy provided they are correctly located in accordance with the overall spatial strategy, provide for and actively promote full multi-modal access, and seek to enhance or improve the environment as well as mitigate impacts. Often strategic developments will need large site areas and require extensive landscaping. Where sites involve large open areas in low lying coastal areas or flood plains they provide the potential to contribute to flood alleviation measures, which are likely to be increasingly important given national concern about the effects of climate change and rising sea level. Proposed development should accord with policy SS14 (development and flood risk).
- 10.12** The Government is in the process of changing the regulatory framework for casinos under which large casinos similar to those developed abroad may be realisable. The Government particularly identifies the opportunities that such development could offer for regeneration and tourism development. Within the East of England some cities and coastal resorts¹ might be appropriate locations for casinos as the development there of casino facilities, if acceptable on planning grounds, could help to address regeneration needs as well as assisting their tourist economy.
- 10.13** Where planning criteria justify the grant of planning permission, this should be given on merit. Wherever possible strategic developments should be in or close to large settlements. In some cases the scale or nature of regionally significant development may be such that this would not be realistic and consequently it may be necessary to exploit specific locations, e.g. former mineral workings or quarries, woods or previously developed land, or, where large numbers of visitors may be attracted, interchange facilities having good public transport availability and services.
- 10.14** In some localities local circumstances may militate against regionally significant development proposals being supported, e.g. the Cambridge sub-region, where regional policy is seeking to manage job growth in and around Cambridge to support the expansion of high technology industries, to counteract and reduce the pressure on housing supply, and to maintain the character and setting of the city. More specific advice is given in chapter 5, 'sub-regional and sub-area policies'.
- 10.15** The East of England Regional Assembly will work with key stakeholders, e.g. the East of England Development Agency (EEDA), the Environment Agency, Sport England, Countryside Agency, Forestry Commission, Highways Agency, local planning authorities and many other relevant agencies to secure the implementation of those regionally significant development proposals that are given planning permission.

¹ Examples known to EERA at the current time are Southend and Great Yarmouth

- 10.16** Strategic developments, because of their scale, not only provide opportunities for minimising use of energy and natural resources but also for waste minimisation. Such developments should provide opportunities for exploiting the application of renewable energy sources and these should be encouraged wherever appropriate.
- 10.17** It will be important for the first review of this guidance that a study has been undertaken to identify whether there is a need for particular types of sport, recreation, arts, leisure or tourism development in particular parts of the region for which provision should be made expressly in RSS.

Policy C3: the arts

Local planning authorities will ensure that they exploit the potential of the arts to promote social inclusion, generate community cohesion and drive regeneration by:

- maximising opportunities to improve the provision of venues or facilities for arts and cultural use
- encouraging appreciation of art and design and ensuring its provision through the use of mechanisms such as public art strategies and design statements
- taking appropriate steps to ensure that sustainable levels of activity can be maintained within new arts and cultural facilities.

Supporting text

- 10.18** The East of England has a broad range of arts organisations and services offering access to some of the best quality work and experiences in the country. The ability of the arts to enrich our lives is well-established with an impressive record in addressing personal, social and economic development in the region.
- 10.19** Arts facilities in the region range from large-scale theatres and galleries to multi-purpose community facilities. Developing new facilities and expanding and extending existing facilities are both crucial in realising the potential of the arts to deliver benefits throughout the region. Not all areas are equally well served by arts facilities and shortcomings should be addressed wherever possible. Peterborough, for example, has been identified as one of only two cities in the UK without an adequate multi-use performing arts venue.
- 10.20** Increasingly society has come to recognise the value of high quality art and design in the built and natural environment. Local authorities and developers are supporting the enhancement of new development schemes, open spaces and public areas with art works, frequently made by local artists and designers.
- 10.21** Local authorities should liaise with Arts Council England East, the regional development agency for the arts, when considering regional facility development. Local authorities have an important role to play in the development of the arts in terms of planning for the development of new facilities and venues, and appropriate policies supporting the arts should be included in local development documents. Most authorities have local arts plans and local arts developments officers to offer advice and guidance to organisations and communities.

Policy C4: sporting facilities

In preparing plans, local planning authorities will liaise with Sport England and local community groups to determine the best locations for appropriate facilities.

In consultation with local community groups, they should identify needs and set out clear strategies for the provision of additional community sport and recreation facilities, as well as for the protection and enhancement of existing sporting facilities, following an extensive audit of existing recreational open spaces and sports facilities in the area, and a needs assessment of the type of sports facilities required.

Local development documents will include policies designed to:

- meet the needs of urban and rural communities, in locations that encourage sustainable modes of travel, are not detrimental to the environment, and wherever possible seek to utilise previously developed land
- protect and enhance existing sporting facilities of regional and local significance
- make provision for new sporting facilities where a need has been identified. If these are of regional significance they should satisfy policy C2.

Supporting text

- 10.22** Sporting facilities of all sorts, including built facilities and areas of open space such as playing fields, meet a diversity of sport and recreational needs. Participation in sport and recreation is beneficial to individuals and society in a number of ways, including the creation of a healthier nation and promoting increased levels of social inclusion.
- 10.23** The provision of adequate sporting facilities is a key component in meeting these objectives, from small-scale local facilities for rural communities to regional and national facilities that provide opportunities for elite sportsmen and women to improve performance levels in international competition.
- 10.24** Local authorities should liaise with regional bodies such as Sport England to ensure that new sporting facilities maximise opportunities for funding to help towards construction and on-going maintenance costs.
- 10.25** It is crucial that local authorities carry out thorough and rigorous audits and needs assessments of open space and sports facilities, in order that clear priorities for additional provision can be established. These assessments should consider the needs of all sections of the community. Close liaison with neighbouring authorities and regional bodies will be essential where sub-regional or regional facilities are proposed.

- 10.26** The identification of regional facility requirements can come from various sources including Sport England's work with the facilities planning model and the national facilities strategies of specific national governing bodies of sport. Local authorities should make provision in local development documents where regional needs are identified that require the provision of major new facilities. For example, the Amateur Rowing Association has identified the need for a new regional competition course with a minimum size of 1500 metres by 60 metres with associated access, parking areas, boat storage areas and changing facilities. Bedford and Cambridge have been identified as preferred general locations for such a facility. Grafham Water in Cambridgeshire has also been identified as a key regional facility for sailing and canoeing and may require additional facilities. Other key regional facilities may be identified in emerging national facilities strategies.
- 10.27** Another key regional facility that should be recognised in development plans is the regional hubsite for the English Institute of Sport, centred on the University of East Anglia site in Norwich, which provides top class training facilities for the elite athletes of the region.

Policy C5: recreation and natural resources

Local authorities, in consultation with local community groups, will develop clear strategies for improving opportunities for informal recreation for both local residents and visitors, as well as making adequate provision for formal recreational activities which rely on the use of natural and manmade features/resources.

In particular, local development documents will include policies which:

- ensure satisfactory access to sites and facilities
- seek to protect the most valuable existing recreational resources and assets from inappropriate development that would harm their character and amenity value
- seek to maximise the development of regional recreational assets such as major urban parks, regional and country parks, woodlands and community forests, trails, bridleways and cycleways, stretches of coastline or estuary, and canals and waterways that may attract visitors as well as meet local needs
- seek to improve access for formal sporting activities that rely on natural resources such as rivers, lakes, coastline, estuaries and areas of upland, where such activities can take place without harming the overall environmental quality of the location
- ensure that satisfactory provision for informal recreation forms an integral part of major regeneration schemes, in a way that benefits the local population and adds value to the economic benefits of the development.



Supporting text

- 10.28** The East of England benefits from a high quality informal recreational provision, with residents and visitors alike enjoying the network of green spaces, parks, footpaths, trails, bridleways, coastal paths and inland waterways which offer many opportunities for people to enjoy the countryside. Such opportunities make a valuable contribution to the overall quality of life, and have economic benefits, particularly where such sites fulfil a regional or sub-regional role.
- 10.29** The region would especially benefit from a strategic approach to the maintenance of inland waterways such as the Broads and their development for greater public use where appropriate.
- 10.30** It is important that local authorities make adequate provision in local development documents for appropriate use to be made for recreation, of appropriate natural and man-made features and for these to be adequately protected from inappropriate development that could harm their overall value in recreational terms. Protection should extend to special habitats and the protection of species where this is merited, and the ecology and biodiversity of sites should be improved where feasible. Increased usage, with its potential to cause damage and disturbance, will need particular consideration and arrangements for effective management.
- 10.31** Similarly, it is important that opportunities are taken to extend and improve this network of assets, particularly for routes and sites of strategic importance, in a way that does not conflict with sustainable development objectives.
- 10.32** Sport England are currently working with national governing bodies of sport to designate 'significant areas for sport' (SASPs), which will help to identify key sites for sports which rely heavily on the use of natural features. Local planning authorities should consider designating any identified SASPs in their local development documents to aid their protection and continued development.
- 10.33** Local authorities should also ensure that informal recreation opportunities form an integral part of major regeneration schemes, given the economic and social benefits that can accrue from them.

11 implementation and delivery

Introduction

11.1 RSS requires significant investment in social, environmental, and physical infrastructure to achieve the desired future outcomes. This investment will come from a variety of sources:

- central government funding for projects, programmes and revenue streams
- local government funding for similar activities
- private market funding for the implementation of the bulk of development in the region and also for contributions to the provision of other necessary public/social infrastructure
- voluntary sector funding for a wide range of services not otherwise provided by either public or private organisations
- European funding from those funds and programmes that are applicable to the East of England.

11.2 Implementation via the resources of these organisations will require:

- a positive approach to implementation, to ensure that the policies and proposals of this RSS are actively taken up by implementation agencies to pursue development and change
- partnership working – to bring together the full range of organisations involved in schemes and programmes, to pool and coordinate their efforts
- innovative approaches to development finance and contributions – not only to maximise the contribution of development to meeting consequent community and infrastructure needs, but to find new ways of getting earlier delivery of critical facilities in association with large, phased schemes
- full use of available approaches to implementation, especially use of local delivery vehicles (LDVs) to enable development to be implemented proactively in circumstances where market forces alone may not be sufficient
- monitoring, to ensure that the ‘plan, monitor and manage’ approach is continued, and leads to timely review of any aspects of RSS strategy that under-perform or need review in the light of changing circumstances.

Total investment needs

11.3 The total cost of RSS investment needs cannot presently be calculated with any precision, for a number of reasons:

- it will be necessary to distinguish between investment that can reasonably be expected to be made in any event, but will be guided or altered by RSS policies, and that which is new and for which provision must be made
- several studies straddle more than one region and cannot easily be disaggregated across their boundaries

- some studies have not fully investigated the full range of costs, with the result that there is incomplete information at present
- there are considerable overlaps between some studies, e.g. between the London-South Midlands Multi Modal Study and the Milton Keynes South Midlands Study, such that care is needed to avoid double-counting.

11.4 Despite these caveats, it is known that the cost runs into many tens of billions of pounds.

Policy IMP1: conditions for success

EERA and regional partners, especially EEDA, will work with Government and other agencies to substantially increase investment in physical and social infrastructure and secure close co-ordination between development and essential infrastructure provision.

EERA will seek priority for investment in:

- support for all forms of affordable housing, to deliver an average annual output of 7,200 net additional affordable housing units per year
- social infrastructure to underpin economic growth and regeneration, with particular priority for health and education provision, supported by the development of innovative ways of securing earlier service and facility delivery in coordination with new development
- transport infrastructure, particularly to:
 - address existing infrastructure deficits prioritised by the Regional Transport Strategy set out in chapter 8
 - implement improved demand management systems
 - achieve the Regional Transport Strategy's modal shift targets
- the delivery mechanisms needed to achieve the employment growth underpinning the spatial strategy.

Supporting text

11.5 RSS strategy rests on the need to secure step-change in critical areas. Many outputs will be delivered via market forces, but a significant range of proposals inevitably require substantial public sector investment, the majority of which will need to be funded directly or indirectly by Government. Two key areas subject to this condition are affordable housing, and infrastructure investment.

11.6 Preparation of RSS proposals for housing have shown clearly that while output of market housing has run at approximately the right level in the last 5-10 years, affordable housing output has fallen seriously short of overall needs for a considerably longer period. Policy SS13 (overall housing provision) indicates the need for a step change in housing output, and particularly affordable housing output. Much will also be delivered, without subsidy, by the development of low-cost market housing. Local development documents will secure much of the further affordable housing supply via provision within, or in association with market housing development. However, all subsidised affordable

housing – whether fully subsidised social rented housing, part-subsidised shared ownership or similar key worker housing – will require significant central government funding to registered social landlords (RSLs) and other providers.

- 11.7** Co-ordination between development and infrastructure delivery needs to be significantly improved. Many of the growth proposals – especially those driven by the Sustainable Communities Plan – are highly infrastructure dependent, and may be difficult to deliver in a sustainable manner if infrastructure is not delivered in close coordination. This applies particularly to social, health and education infrastructure, as well as transport infrastructure.
- 11.8** Major transport infrastructure – both to meet existing deficits and new growth needs – will require central government funding, via direct investment (Highways Agency and Strategic Rail Authority) and local transport plans. Developers will need to fund significant infrastructure in many areas, e.g. in association with major developments, but in many wider cases the scale of needs will exceed the capability of development funding, and the legal authority of public agencies to seek it. Individual schemes will also have to satisfy all requirements for assessment and appraisal, e.g. environmental impact assessment, transport assessments, green transport plans.
- 11.9** A particular need is for policy on management of transport infrastructure capacity and demand management. National policy is needed for congestion charging and, when such a policy is established, the legislation and technological basis for delivery. Nearly all multi-modal and other transport studies have demonstrated that continued investment in new transport capacity – particularly road capacity – will alleviate congestion only for about 10 years. Thereafter, congestion will return, and most studies have indicated that congestion charging – either tolling, or ‘area wide road user charging’ (i.e. levying variable charges across the whole network in congested areas) will be essential if regional grid-lock is to be averted. We cannot build our way out of trouble, and new approaches to demand management will be needed.
- 11.10** Government has indicated that it will not introduce road charging before 2011, but that it will investigate options for future demand management. Lessons will be learned from London congestion charging, and from road freight transport charging from 2006. It is critical, however, that Government should investigate the options urgently and establish policy, so that EERA and other regional planning bodies can develop longer-term sustainable transport strategies, based either on road charging, or on any other approaches proposed (including increased investment in capacity, if there is no alternative).
- 11.11** Major social and environmental infrastructure investment will require increased government funding to meet needs that exceed the capability of development funding, and also new approaches to funding, to address the present problem of investment lagging behind the emergence of need. This is especially the case in rapidly-growing areas, where reliance upon backward-looking, reactive processes frequently leads to prolonged time-lags or see-sawing in provision of health, schools, and other services. Sub-regional studies have also revealed significant under-provision in further and higher education in many areas, with the consequence that many parts of the region have low worker skill levels and aspirations, and under-performing economies. Remedying these deficiencies is critical if the high growth rates and regeneration priorities the region must pursue, not only in the Sustainable Communities Plan growth areas but across the region as a whole, are to be achieved.

Policy IMP2: development contributions

EERA will:

- work with partner organisations to establish consistent approaches to the negotiation of planning agreements (and equivalent legal agreements) by developing good practice guidance and fostering best practice throughout the East of England
- work with Government and partner organisations to develop innovative approaches to value capture, up-front funding of infrastructure schemes, and establish revolving funds, and to ensure that new approaches are implemented vigorously and consistently across the region.

Supporting text

- 11.12** At present the provision of infrastructure in association with development rests heavily upon planning agreements, particularly section 106 agreements, but the effectiveness of this approach is constrained by:
- the varying ability of the market to generate development contributions. In strong economies scheme viability means that larger contributions can be made to wider infrastructure and facility needs. In weaker economies, much development is not value-producing in the same sense, so is less able to support investment
 - experience of using section 106 agreements, and the vigour of their pursuit, varies between authorities, resulting in inconsistent outcomes, unrelated to market capability
 - inadequate mechanisms for identifying the full range of needs and deploying contributions to meet them where development impacts affect more than one administrative area
 - the scale of infrastructure and service needs. While development contributions can often make a substantial contribution towards community needs, they cannot fund the full range of needs. There will always be a residual proportion that falls fully and properly to the public purse.
- 11.13** EERA and partner organisations are investigating innovative ways of addressing these problems. The key to this is to spread best practice, encourage innovation and partnership working, and establish proactive implementation vehicles in areas unable to rely on market forces.
- 11.14** Particular approaches that EERA will seek to develop include:
- section 106 agreements and area-based pooling. In partnership areas – particularly within RSS sub-region and sub-areas – EERA and partners will investigate the potential for pooling development contributions to enable better coordination and targeting of infrastructure and facilities provision
 - in association with this, EERA will investigate with Government the possibility of funding infrastructure and facilities via an up-front single regional infrastructure pot to provide infrastructure in advance of, or at least, in parallel with, development. The costs incurred would be clawed-back via section 106 and other planning agreements, either in relation to specific benefiting development, or on an area-wide, pooled basis

- funding linked to business rateable value index improvements. EERA will investigate approaches based on monitoring increases in commercial and industrial rateable values, and seeking increased local funding on the basis of progress in boosting local economic performance. This too could be linked to a regional infrastructure pot
- infrastructure bonds. In some countries local authorities can raise bonds to fund infrastructure projects where a majority of residents have supported schemes, e.g. via a referendum. Costs would then be recovered over the longer term via local taxes. This approach could be useful for funding schemes of local or regional benefit that cannot command sufficient priority at national level.

11.15 These approaches could also be linked with the creation of revolving funds to ensure that where value is captured it can be recycled, in full or in part, for further infrastructure funding elsewhere.

11.16 Whatever might be achievable via these or other new approaches, the use of planning agreements will be key to ensuring that infrastructure provision is ensured and coordinated. EERA will seek to foster best practice by:

- encouraging early provision of infrastructure and social facilities, e.g. via rigorous definitions of facility delivery triggers in relation to scales and rate of development progress. Such approaches are already proving their worth in many of the areas that are applying the best and latest practice
- encouraging greater consistency and reliability in development progress, e.g. via agreement to secure clear phasing and targets for completion of development, in order to prevent the banking of planning consents without implementation.

Policy IMP3: establishment of local delivery vehicles (LDVs)

EERA recognises the importance of establishing locally accountable LDVs.

EERA will ensure that in other areas facing major change, the scope for creation of appropriate LDVs is considered, and will assist local partners in setting up suitable bodies.

In addition to existing and proposed LDVs listed below, EERA will in principle support the establishment of LDVs in the following areas, and in any other areas where the need for a proactive approach to implementation is identified:

- the Thames Gateway outside the Thurrock Urban Development Corporation (UDC) and Southend Urban Regeneration Company (URC) areas
- Stansted/M11 sub-regional strategy area
- Haven Gateway sub-region
- Great Yarmouth and Lowestoft sub-region
- Greater Peterborough sub-region

Supporting text

11.17 The Government's Sustainable Communities Plan lays great emphasis on the importance of taking positive steps to implement development. Local delivery vehicles can play a major role in this, by delivering or enabling delivery of commercial and residential development, primary health and education, local transport infrastructure facilities, and amenity and recreation facilities.

Functions of local delivery vehicles (LDVs)

11.18 The main functions of a local delivery vehicle are to:

- drive the growth of the area, in keeping with a strategic plan, using its land assembly and investment and planning powers to create confidence and stimulate private investment
- co-ordinate delivery of local infrastructure in co-operation with the respective statutory providers, possibly using pooled private finance initiative (PFI) credits.
- use returns from value uplift in development of land to provide further infrastructure, (in co-ordination with the use of section 106 payments)
- make payments to regional suppliers of infrastructure in exchange for binding commitments to deliver. This could be facilitated by the cross-regional boards
- ensure that exit/succession arrangements exist at an early stage for all assets created within its ownership or influence, including funding for ongoing responsibilities through capital or revenue arrangements.

11.19 There are six key attributes of LDVs, depending upon the type of body set up:

- **single purpose body committed to sustainable growth** – managing development through multiple organisations severely reduces the prospect of success, through lack of focus and coordination. Creating a 'single-minded' body can deliver greater synergy between programmes and more effective delivery of facilities. Single mindedness is a great strength as long as it is accompanied by the other qualities
- **power to assemble land** – LDVs can proceed rapidly and to a sensible plan by uniting landownership. This may mean single ownership, or a joint venture with binding agreements about the sharing of cost and returns. This can be difficult to achieve by market forces alone, and often needs the intervention of a public body with compulsory purchase powers. Compulsory purchase may not need to be used as long as all parties know that it exists, and that public bodies are willing to use it
- **power to capture development values** – LDVs may be able to buy land minus hope value, and so capture increased value as the planning, servicing and development proceeds. This can assist delivery of facilities at a larger scale and earlier stage of the development process. It may enable government to repay loans/grants provided for infrastructure, or to raise private finance, thereby reducing the scale of public finance required. Development value may not always be accessible. Early acquisition is key, but will not always be possible, necessary, or viable, e.g. if developers already own land needed for development

- **control of plan making and development control across local authority boundaries** – speedy and efficient plan making, development brief/master planning and consistent development control decisions will assist the development process. It is also important because land value capture must be complemented by appropriate section 106 agreements to establish detailed arrangements for provision of infrastructure or development contributions. Only the highest orders of LDVs, e.g. UDCs have such powers
- **ability to raise large scale long term funding, and have sufficient dedicated resources** – LDVs can co-ordinate investment by public authorities, and contribute directly by provision of pump priming infrastructure. Whether this is funded through government grant, loan or private finance, returns can be made over long timescales, usually more than 10 years
- **transparency and accountability** – it is important that an LDV is accountable to all those on whose support it relies. This includes local, regional and central government, and wider local communities and commercial partners.

Types of LDV

11.20 There are three key types of LDV:

- statutory bodies – UDCs
- non-statutory legal bodies – URCs and local limited liability partnerships (LLPs)
- other partnerships.

Statutory bodies

11.21 UDCs are the primary form of statutory body currently in use¹, and are the most powerful and focussed form of LDV. They are the only statutory type of delivery agency readily available under existing legislation. UDCs must be designated by central government, which also appoints its board. They are particularly well placed to pursue development of an area – and the resources needed to implement it – in a single minded way. UDCs deliver the key benefit of having access to the full range of implementation powers, including the vesting of planning development control powers and compulsory purchase. Two factors need great care:

- ensuring local democratic accountability. It is important for the region and partners to pursue and sponsor UDC establishment, and to secure at least 50% representation on the UDC's board for members drawn from local authorities and other key infrastructure providers, such as health authorities
- the UDC's control of planning powers. It is important that such powers are vested with the agreement and consent of local planning authorities, and that any UDCs are required to discharge their powers in partnership with the local authorities.

¹ Other types include New Town Development Corporations and the power of English Partnerships to establish regeneration/development bodies in designated areas

- 11.22 UDCs are generally most appropriate where the scale of development/growth needs is large and complex.

Non-statutory legal bodies e.g. urban regeneration companies (URCs)

- 11.23 URCs and other partnerships, e.g. limited liability partnerships (LLPs) can be effective in coordinating public and private partners. Such agencies draw their strength from their membership, e.g. local authorities, regional development agencies and bodies such as English Partnerships. Membership can also include registered social landlords (RSLs) or private development partners.
- 11.24 The weakness of this approach is its lack of direct powers and funding, and that it is relatively untested as a driver of major, complex long term delivery.

Other partnerships

- 11.25 Other partnership approaches exist, generally approaches that seek to link public, private and not-for-profit organisations, without legal form. They are a widely used way of reaching consensus on issues, and are particularly useful for bringing together disparate partners to define a vision for and action needed in local communities. They have no statutory or legal backing to ensure that they can survive changes in, for example, local and national government, and market conditions, especially if there is no binding agreement between the partners.

Role of LDVs in the East of England

- 11.26 The importance and benefits of these approaches have already been realised in the East of England, with the establishment of LDVs or proposals for such action, in several parts of the region. Examples include:
- establishment of a local partnership, akin to an URC, in Cambridgeshire to deliver the Cambridge sub-regional strategy
 - establishment of a URC in Southend, to implement the proposals of the Thames Gateway South Essex Partnership
 - establishment of a UDC in Thurrock, to implement the proposals of the Thames Gateway South Essex Partnership
 - discussions under way to establish appropriate bodies in Luton/Dunstable/Houghton Regis, Bedford/Kempston/Marston Vale, Harlow, and Great Yarmouth/Lowestoft.

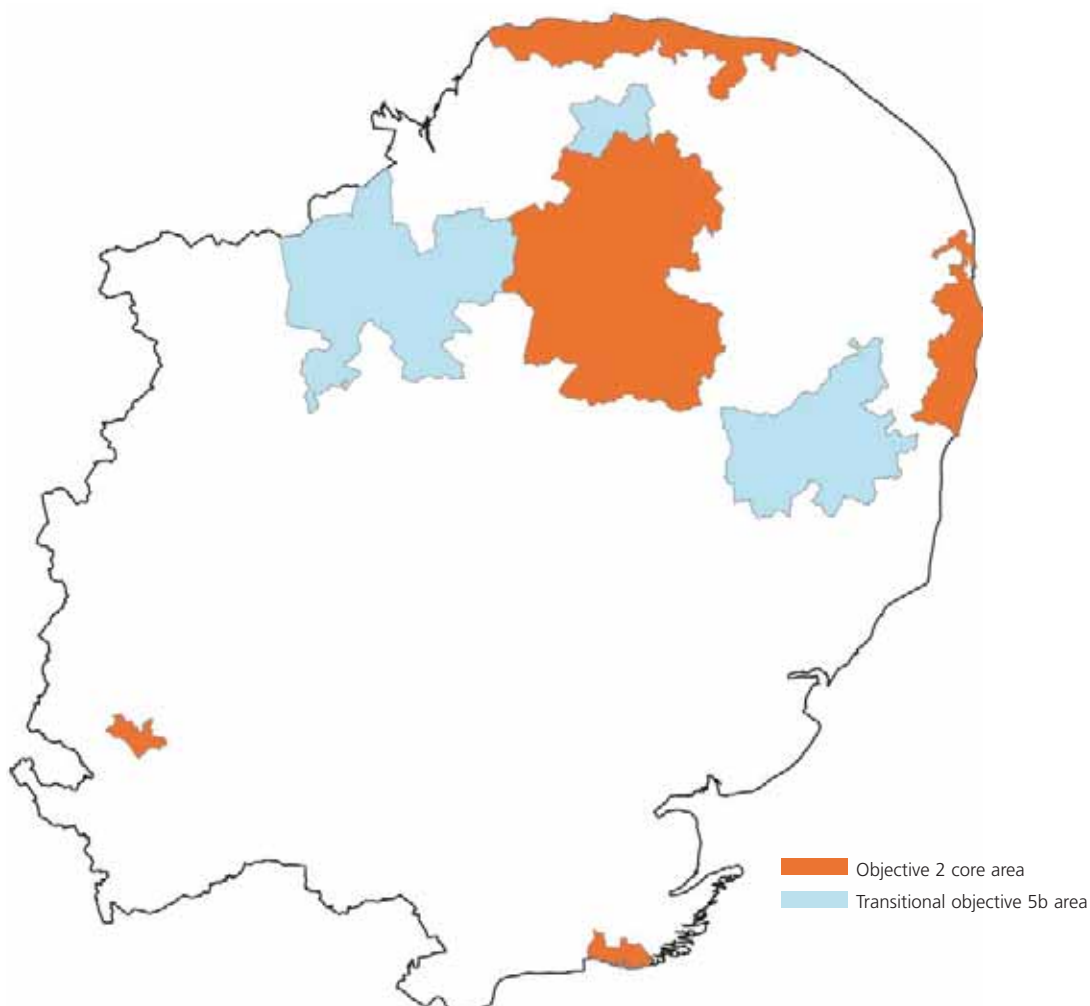
European funding and UK Assisted Areas

- 11.27 The East of England is eligible for funding from the Structural Funds which are available through objectives and community initiatives which currently run to 2006. These are being reviewed and the application of funds is likely to be changed significantly in response to the enlargement of the EU membership in 2004. Parts of the East of England also have UK assisted area status which are designated and periodically reviewed by the Department of Trade and Industry.

11.28 The East of England currently accesses funds through:

- objective 2 funds which are geographically focused and currently apply to parts of Luton, Southend, Waveney and Great Yarmouth, the North Norfolk Coast and all of Breckland District. The Fens, Rural East Suffolk and parts of Central Rural Norfolk currently benefit from transitional support having previously qualified for assistance under objective 5b. Objective 2 funds support economic regeneration of areas in difficulty through business support measures, development of key clusters, sectors and locations, and community economic regeneration

Map 11.1 EU Objective 2 and transitional Objective 5b areas



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- objective 3 (ESF) funds which tackle long-term unemployment, improve education, training and counselling for lifelong learning, encourage adaptability and entrepreneurship in the workplace, and promote equal opportunities and the role of women
- LEADER+ community initiative which encourages new approaches to rural development. Two areas in Norfolk and Cambridgeshire currently access these funds
- URBAN II community initiative tackles urban deprivation. Only part of Peterborough is currently eligible in the East of England
- Interreg III community initiative promotes economic and social cohesion in the EU. The East of England is eligible for funding under strands B and C which cover trans-national and inter-regional co-operation in the development of spatial development strategies and policies
- assisted area status for parts of Fenland district, Great Yarmouth, Kings Lynn and West Norfolk district, Luton/Dunstable, and Waveney (Lowestoft).

11.29 EERA will work to ensure that EU and UK funding programmes are properly utilised and co-ordinated to secure the strategic planning, economic, social and environmental objectives of the RSS.

Policy IMP4: monitoring

EERA will keep under review its monitoring arrangements in liaison with local authorities and other key partners with a view to:

- Improving the efficiency of its monitoring process
- ensuring that appropriate indicators have been set to monitor the implementation of the RSS
- developing closer linkages between regional and local monitoring processes

EERA will prepare and update annually a regional monitoring plan and manual as a key output from this review.

EERA will continue to prepare annual monitoring reports, and, in the light of this monitoring, will act to ensure the successful implementation of policies.

Supporting text

11.30 The plan, monitor and manage approach lies at the heart of the RSS. While several elements of the strategy spring from policy-led needs, e.g. the Sustainable Communities Plan and the RES aspirations, they are also underpinned by existing policy in RPGs 6 and 9. Many of the RSS proposals for policy change seek to address changed circumstances since, or deficiencies of, those RPGs. Implementation of the RSS, through local development and transport plans and other means, and its real world outputs, must also be regularly monitored. In this way a check can be kept on whether the strategy is working and if any changes are necessary to it.

- 11.31** EERA's approach to monitoring the RSS will accord with the good practice set out in 'Monitoring regional planning guidance' (ODPM November 2002), the principles set out in PPS11 – regional planning (ODPM September 2004) and the town and country planning (regional planning) regulations.
- 11.32** An annual monitoring system was set up in 2001 to monitor the implementation of current regional policy for the East of England as provided by RPGs 6 and 9. Annual monitoring reports (AMRs) were produced in 2001, 2002 and 2003 and made available on the EERA website. Although monitoring RPG6 and RPG9, the AMR has been structured around the emerging objectives and policies of the draft RSS since 2003. EERA will continue to prepare an annual monitoring report to assess whether the RSS policies have been implemented and its objectives and targets met. If not, the AMR will seek to identify the reasons why and whether policy changes are necessary as a consequence.
- 11.33** The AMRs have helped inform the preparation of the draft RSS but with the experience of preparing three editions of the AMR and with the need to switch the focus of monitoring to the new RSS, the process and content of the East of England AMR has been reviewed. This has highlighted the following areas where further development of the monitoring process is required:
- the development of an analysis process which addresses the key relationships and linkages between different policy areas (e.g. houses, jobs and infrastructure)
 - the development of closer links between the processes for monitoring RSS and for local development documents
 - the development of closer links between the processes for monitoring RSS and other regional strategies (e.g. the Regional Housing Strategy, the Regional Economic Strategy, local transport plans)
 - the development of sub-regional monitoring and, in particular, closer working with neighbouring regions where sub-regions cross regional boundaries.
- 11.34** Effective regional monitoring is dependent upon the quality, consistency and timely provision of information from local authorities and other bodies. To improve effectiveness, a key output from EERA's review will be a regional monitoring plan and monitoring manual which will indicate what information needs to be collected and why, how it will be collected, the frequency of collection and the data sources to be used. The monitoring manual will build on the existing guidance provided to local authorities through data collections forms and explanatory notes, to ensure there is a consistency of approach to data collection.

11.35 Appendix D sets out provisional output indicators and targets related to the draft RSS objectives and policies and, where appropriate contextual indicators to assist understanding of the evolving context in which the RSS operates. Where appropriate they reflect the national set of output indicators. So far as possible the targets are SMART (specific, measurable, achievable, realistic and time-bound). However in some case further monitoring information is needed before they can be defined precisely and it has not always been possible to find 'outcome' indicators which can be readily monitored. They are therefore provisional and subject to further refinement. Different circumstances mean that not all separate parts of the region or individual sub-regions will be expected to meet them – other parts should be able to outperform the targets which have been set for the region as a whole. The table differentiates between those indicators already used in the collection of information for the regional AMR and those indicators that will need to be developed.

Health

11.36 A broad policy for health (jointly with education and social inclusion) is included in chapter 4 'core spatial strategy'. However, health service provision for the region and the implications for meeting the needs of this strategy is still the subject of evaluation by the strategic health authorities (SHAs) concerned. Their assessment of need has been complicated by the need to assess the implications of the Sustainable Communities Plan proposals and to respond to the population and housing figures of this strategy. SHAs may complete their assessment of health service impacts to 2021 in time for the EIP, but if this is not achieved fuller consideration of health requirements will have to be dealt with in the first review of this strategy.

11.37 At the strategic level, and subject to some further review, the SHAs believe that up to 2010 their current proposals for investment will broadly meet regional needs. This is to be achieved by the rationalisation of services and by investment in new or upgraded facilities, mainly on existing sites. However, dependent on the rate of change in Sustainable Communities Plan growth areas, further investment will almost certainly be required to meet emerging needs in these areas before 2010. As a result of service rationalisation some health service sites may become surplus to requirements. Despite the planned development of services within the region there is likely to be continuing use of hospital and other facilities outside the region, particularly those in London.

11.38 Health services provide important social infrastructure and are essential to cope with the needs of expected population growth. Where new housing is proposed consideration needs to be given to its implications for primary care facilities, which need to be provided in parallel with increasing population, and to the impact of population growth on the ability of community hospitals to meet demand.

11.39 SHAs, like other service providers and industry and commerce, have concerns about the adequacy of infrastructure. Planning authorities should endeavour to ensure that necessary infrastructure for health facilities required in the region can be provided concurrently or coordinated with the development concerned.

- 11.40** The health service, like other public services and some businesses, is finding difficulty recruiting and retaining staff due to housing costs. Access to affordable and key worker housing is important to enable the NHS to employ the extra staff it will need for a range of new and expanded health facilities. Whilst some housing needs can be met by direct provision, staff generally have to rely on the housing market. It is therefore vital to ensure adequate provision of affordable and key worker housing provision to ease staff recruitment and retention for the health (and most other education, social, and related public sector services) sector (see policies H2, SS13 and H2).

Replacement of Structure Plan Policies

- 11.41** The Planning and Compulsory Purchase Act 2004 has introduced a new system of strategic planning, replacing regional planning guidance/county structure plans with regional spatial strategies (RSS). The Act sets out transitional arrangements to oversee this switch. Adopted county structure plans will be saved until 2007 unless revisions to RSS are published that are expressed to replace some or all of the structure plan policies.
- 11.42** This draft RSS is a revision to existing regional spatial strategies (i.e. all current RPGs). It therefore needs to indicate which existing structure plan policies it will replace once the final RSS is approved by the Secretary of State (expected in 2006). The schedule in appendix E sets out those policies that are proposed to be saved. All other policies will therefore be replaced upon approval of the RSS.
- 11.43** Only policies in adopted structure plans will be saved for the three year period. Policies in deposit draft structure plans that do not proceed to full adoption will not be saved, and do not have to be formally replaced. Such policies are not therefore listed in the appendix. However, wherever possible, work undertaken on preparing deposit draft structure plans in the region has fed into the development of policies in this draft RSS. Further guidance on the topic of saved policies can be found in PPS11 (regional planning).
- 11.44** As draft RSS is a full review of existing RSS (RPG band 9), covering all the strategic planning topic areas, it follows that many existing structure plan policies will be replaced. During the three year saved period it is expected that local development documents will progressively incorporate or review any local policy requirements set out in the remaining saved policies. The Act does allow extension of the saved period in certain circumstances. As some structure plan policies contain both strategic and more local guidance (notably lists of transport infrastructure improvements) these are not expressly replaced in their entirety and hence will be saved (even though the strategic parts may have been updated/superseded by the draft RSS). Where this is the case this is noted in the appendix. Once RSS is approved in 2006 any overlap between structure plan policies and RSS will be determined in favour of the RSS policies.



Appendix A: policy guidance notes/ policy statements

Planning Policy Guidance Notes (PPGs) and Minerals Planning Guidance Notes (MPGs) are the principal source of policy guidance on planning matters. The Government is reviewing all its planning policy guidance to see whether it is needed; to seek greater clarity; and to separate guidance on practical implementation from policy statements. The reviewed guidance will be published as Planning Policy Statements (PPSs) and those published to date are included in the table below. All PPGs, PPSs and MPGs can be accessed at the Government's website (<http://www.odpm.gov.uk>).

Planning Policy Guidance Notes/Planning Policy Statements	
PPG1	General policy and principles
PPG2	Green belts
PPG3	Housing
PPG4	Industrial and commercial development and small firms
PPG5	Simplified planning zones
PPG6	Town centres and retail developments
PPS7	Sustainable development in rural areas
PPG8	Telecommunications
PPG9	Nature conservation
PPS11	Regional spatial strategies
PPS12	Local development frameworks
PPG13	Transport
PPG14	Development on unstable land
PPG15	Planning and the historic environment
PPG16	Archaeology and planning
PPG17	Sport and recreation
PPG18	Enforcing planning control
PPG19	Outdoor advertisement control
PPG20	Coastal planning
PPG21	Tourism
PPS22	Renewable energy
PPG23	Planning and pollution control
PPG24	Planning and noise
PPG25	Development and flood risk

Minerals Policy Guidance Notes	
MPG1	General considerations
MPG2	Applications, permissions and conditions
MPG3	Coal mining and colliery spoil disposal
MPG4	Revocation, modification, prohibition and suspension orders
MPG5	Stability in surface minerals workings and tips
MPG6	Guidelines for aggregate provision in England
MPG7	Reclamation of mineral workings
MPG8	Interim development order permissions: statutory provisions and procedures
MPG9	Planning and Compensation Act 1991: interim development order permissions: conditions
MPG10	Provision of raw material for the cement industry
MPG11	Control of noise at surface mineral workings
MPG13	Guidelines for peat provision in England
MPG14	Environment Act 1995: review of mineral planning permissions
MPG15	Provision of silica sand in England

Appendix B: east of england priority habitat targets

Grouped habitat	Natural areas important for these habitats	Maintain	Restore	Create
Lowland grass and heath	37, 46, 47, 48, 49, 66	100% of existing resource	100% in sympathetic management by 2010	2385 ha by 2010
Arable, cereal margins	37, 46, 47, 49, 50, 51, 52, 66	No loss of overall resource	N/A	3500ha by 2005
Semi-natural woodland	45, 47, 48, 50, 51, 52, 53, 54, 65, 66	100% of existing	1700 ha by 2010	1400 ha by 2010
Hedges	45, 46, 47, 48, 50, 51, 52, 53, 54, 65, 66	No loss of existing overall resource	100% in sympathetic management by 2010	200km by 2010
Reed beds and fens	37, 46, 47, 48, 49, 50	100% of existing resource but allowing dynamic natural processes	Identify key potential sites, from local biodiversity action plans	2,000 ha by 2010
Freshwater	37, 46, 48, 50, 66	100% of existing resource	Initiate restoration of water quality, flow and level by 2010	N/A
Coastal	102, 103, 104, 105, 67	100% of existing resource but allowing dynamic natural processes	100% in sympathetic management	2300 ha by 2010

Natural Areas Key:

37 The Fens	52 West Anglian Plain	103 Old Hunstanton to Sheringham
45 Rockingham Forest	53 Bedfordshire Greensand Ridge	104 Sheringham to Lowestoft
46 Breckland	54 Yardley-Whittlewood	105 Suffolk Coast
47 North Norfolk	65 Chilterns	
48 The Broads	66 London Basin	
49 Suffolk Coasts and Heaths	67 Greater Thames Estuary	
50 East Anglian Plain	102 The Wash	
51 East Anglian Chalk		



Appendix C: renewable energy generation: locational principles and criteria

1. Introduction

- 1.1 These area and technology-based principles and criteria are to inform the development of detailed locational criteria for inclusion in local development documents. They are strategic in nature and will need to be elaborated and adapted to reflect local circumstances. Renewable energy developments have to be located where they are technologically and economically feasible. As this can range from heavily urbanised to remote rural areas, all parts of the region are potentially suited to some form of renewable energy technology. Different renewable energy technologies have different spatial requirements and the locational criteria in draft RSS stem from these. In addition, as renewable energy technology is subject to rapid technological change, with new, and more efficient, equipment constantly coming on-stream, it is inappropriate to specify areas of search based on current technological parameters.
- 1.2 Energy efficiency measures that fall within the remit of the planning system relate to the design and layout of settlement patterns, groups of buildings and individual buildings. They are also applicable to a wide range of situations across the region principally, though not exclusively, to new-build.

2. Strategic principles

- 2.1 Renewable energy technology and energy efficiency measures should be located wherever they are technically feasible, provided that adequate measures can be incorporated to mitigate their impact on local social and environmental conditions. Reference should be made to the broad suite of policies contained in the RSS in considering the acceptability of proposals. Their location will also be subject to detailed locational criteria in local development documents, drawn up in accordance with the following principles.
- Local planning policy should be based on the strategic principle of a 'regional energy hierarchy', i.e. in descending priority order it should:
 - use less/reduce the need for energy
 - use energy more efficiently
 - use renewable energy
 - use clean and efficient technology for fossil fuel powered heating and co-generation.
 - A spatial approach should be used to guide broad locations for particular developments e.g. wind. Using the area-based criteria below, local development documents should define and relate renewable energy and energy efficiency policies to:
 - sub-regional growth areas
 - settlements outside growth areas
 - non-designated landscapes
 - designated landscapes.



- Small-scale and community-based schemes appropriate to local need are most likely to be permissible in areas which are:
 - within or close to settlements
 - within suitable landscapes
 - close to the origin of the energy resource
 - close to groups of buildings (in rural areas).

3. Area-based criteria

- 3.1 local development documents should incorporate detailed criteria related to the following spatial categories. As noted in the strategic principles above, all the policies of the RSS will be relevant in developing these criteria. For instance, policy ENV2 will be relevant in considering the acceptability of proposals on landscape grounds, and the criteria should thus reflect the use of landscape character assessment to establish the potential suitability of landscape areas to accommodate particular categories of development. Criteria should focus on encouraging the development and mitigating the effects of such technologies, rather than be used as a basis for justifying their refusal.

Sustainable Communities Plan growth areas

- 3.2 These will be areas of maximum potential for the development of renewable energy technology and the application of energy efficiency measures. Effort should be focussed on ensuring that the developers of the new homes, business and commercial and related developments that will be constructed during the draft RSS period take full opportunity of the opportunities to incorporate such measures into their proposals.
- 3.3 Scope for energy efficiency measures, combined heat and power (CHP) and district heating schemes will be greatest in these growth areas. Given the scale and level of development proposed, the widespread application of such measures presents the region with a significant prospect of meeting energy saving and climate change/greenhouse gas emission targets.
- 3.4 The major opportunities for renewable energy technology will be energy from sewage waste, wind (small-scale within built-up areas and larger scale on urban edges and between built-up areas) and solar, along with landfill methane. Agricultural land within the growth areas will also have potential for energy crops, with the added advantage of reduced transport distances to generation plants that will be easier to locate on urban/urban edge sites.

- 3.5 Previously developed sites and brownfield land will offer particular opportunities for developing large and small-scale renewable infrastructure, though they should not be the sole focus for such developments.

Settlements outside the growth areas

- 3.6 Though development rates will be lower than in the three Sustainable Communities Plan growth areas in the East of England, the potential for developing renewable energy technology and applying energy efficiency measures to new development will also be significant and should be fully realised.
- 3.7 These locations are also important for the application of energy efficiency measures and smaller-scale CHP. Renewable energy technology opportunities will be more limited, with solar and small-scale wind being most suitable. Settlement edges however, will have potential for larger-scale wind, energy crops, energy from sewage waste and landfill methane. Towns will also provide locations for siting generation plants for combusting energy crops from adjacent farms. Regeneration and refurbishment schemes will provide further opportunities by way of retro-fitting energy saving and renewable energy technology equipment like solar panels.
- 3.8 In addition to the above, coastal ports have considerable potential for using existing infrastructure, port facilities and their employment base as on-shore bases to service expanding offshore wind energy developments. It is vital that this is realised, given that offshore wind will form a major part of the region's contribution to renewable energy and reductions in greenhouse gas emissions.
- 3.9 Previously developed sites and brownfield land will offer particular opportunities for developing large and small-scale renewable infrastructure, though they should not be the sole focus for such developments.

Non-designated landscapes

- 3.10 These will be primarily agricultural land and woodland, covering the majority of the region's area. They will be the principal locations for large-scale developments associated with wind, biomass and agricultural wastes, with their related combustion plants and infrastructure. Such landscapes will also be appropriate locations for smaller-scale developments, including small groups of, or individual, turbines, hydro schemes and biogas from small sewage plants. Potential for using these developments has a focus for regenerating the rural economy should be a major policy objective of local development documents. In this context, there will be considerable scope for community-based schemes, and links should be made to parish mapping and community renewable exercises.
- 3.11 Generation plants for combusting energy crops should be located as closely as possible to crop source on farms and/or woodlands, or on the edge of or within settlements. Previously developed sites such as abandoned airfields will offer particular opportunities for developing large- and small-scale renewable infrastructure, though they should not be the sole focus for such developments.

Designated landscapes

- 3.12 The areas that have been statutorily designated internationally and nationally for the protection of their landscape quality, coastal heritage, biodiversity, cultural and heritage interests are identified in the relevant policies of this RSS and illustrated on map 9.2.
- 3.13 Areas subject to these designations will not be suitable for the construction of large-scale renewable energy infrastructure, especially wind-turbines. However, small-scale developments of single turbines, or small turbine groups associated with settlements or buildings, and developments associated with energy crops, hydro schemes and biogas from small sewage plants could be permitted, subject to very sympathetic design, location and substantial mitigation measures.
- 3.14 Generation plants for combusting energy crops should be located as closely as possible to crop source on farms and/or woodlands, or on the edge of or within settlements. Previously developed sites such as abandoned airfields will offer particular opportunities for developing small-scale renewable infrastructure, though they should not be the sole focus for such developments. Developers should be required to undertake assessments to demonstrate that adverse impacts can be satisfactorily addressed. They should also show that there is an overriding need for the development in terms of local social and economic conditions.
- 3.15 Local development documents should not identify buffer zones around statutorily protected designations. However, substantial infrastructure developments should not be located where they will have a prominent impact on the integrity of a designated area. Other proposals for sites adjacent to designated areas should be dealt with on their merits and incorporate specific measures to mitigate their impact.
- 3.16 PPS22 (Renewal energy) contains guidance on the treatment of applications in green belts.

4. Technology-based criteria

- 4.1 Local development documents, supported by supplementary planning guidance, should specify detailed criteria specifying energy efficiency standards in excess of the minimum. For residential developments this should be expressed in terms of an energy rating such as a 'SAP rating', or National Home Energy Rating (NHER), or Building Research Establishment's 'Ecohomes' environmental rating. Local planning authorities should require that all new residential development achieve an NHER of at least 10. Non-domestic buildings can be assessed through BREEAM (Building Research Establishment Environmental Assessment Method). This provides guidance on ways of minimising the adverse effects of buildings on the environment, both locally and globally.
- 4.2 Local development documents, supported by supplementary planning guidance, should specify detailed locational criteria related to the following renewable energy technologies. These criteria should focus on encouraging the development of such technologies and mitigating their effects, rather than as a basis for justifying the refusal.

Solar photovoltaic

- 4.3 Local development documents should encourage the use of solar photovoltaic in/on:
- built-up areas/ industrial sites
 - large and modern buildings in urban and rural areas
 - leisure facilities
 - remote areas where there is no overriding detriment to the character of groups of buildings or individual buildings.

Solar thermal

- 4.4 Local development documents should encourage solar thermal wherever possible. The same criteria as for solar photo-voltaic apply.

Wind

- 4.5 Local development documents should encourage the development of wind turbines either in large groups (wind farms) or in smaller groups.
- 4.6 Large groups of turbines should be permitted in non-designated landscapes, where there is minimal effect on settlements or individual dwellings through noise or immediate visual intrusion.
- 4.7 Small groups or individual turbines may be permitted in all types of landscape (see area-based criteria above) and may benefit individual farms/dwellings in remoter areas. Such turbines will need to be designed and located so as to make use of natural cover and local topography. In built-up areas (within settlements) local development documents should develop (detailed) criteria to mitigate against noise and harm to existing infrastructure and traditional features/listed buildings.

Small Scale Hydro

- 4.8 Local development documents should encourage small-scale hydro in all types of landscape. In many cases planning permission may not be required. local development documents should develop detailed criteria against over-zealous water abstraction, diversion of water courses and damage to ecological/archaeological sites and/or listed buildings.

Biomass

- 4.9 Local development documents should encourage the production of fuels from:
- agricultural waste (e.g. slurry)
 - poultry litter
 - energy crops
 - sewage waste.
- 4.10 Infrastructure associated with the above is acceptable in all landscape types (see area-based criteria) but detailed criteria should be developed to mitigate against noise, potential emissions to the atmosphere, excessive transport of raw material over long distances by road, harm to water courses and ecological sites.

Combined heat and power (CHP)

- 4.11 local development documents should encourage both large and small scale CHP development. For large-scale developments, there is considerable potential for CHP use by commercial, leisure, corporate buildings, and by public services such as hospitals, and administrative offices, colleges and universities.
- 4.12 In built-up areas, local development documents should develop a range of criteria which mitigate against noise and emissions to the atmosphere.
- 4.13 In rural areas, local development documents should develop detailed criteria, which mitigate against noise, emissions to the atmosphere, undue landscape intrusion and excessive transport of raw material by road.
- 4.14 Special care should be taken to minimise the effect of transmission lines emanating from CHP buildings, particularly in sensitive and protected landscapes.

Appendix D: targets and indicators

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
1	<i>All Local Development Documents and Local Transport Plans in conformity with RPG14 by 2007</i>	<i>Conformity of Local Development Documents and Local Transport Plans with RPG14</i>	<i>All policies</i>	<i>All</i>	<i>EERA conformity monitoring</i>	<i>Annual</i>
2	<i>Up-to-date Local Housing Strategies in place</i>	<i>Coverage of Local Housing Strategies (time, geography)</i>	<i>H1: distribution and H2 affordable and mix of types</i>	8	LAs	Annual
3	Increase the net number of dwelling completions in or adjacent to urban areas	Annual housing completions and housing commitments by region, district/unitary planning area at: <ul style="list-style-type: none"> • larger urban areas (over 50,000 population at 2001) <i>(and split into (a) policy SS2 settlements and (b) others)</i> • other large urban areas (between 25,000 and 50,000 population at 2001) • urban areas (between 3,000 and 25,000 population at 2001) • Smaller settlements (less than 3,000 population at 2001) • <i>% of all housing, business and retail development at key centres named in policy SS2</i> 	SS1: Achieving sustainable development SS2: overall approach to the spatial strategy SS3: Development in and adjoining urban areas SS6: Transport strategy SS9: Development in rural areas	5	LAs	Annual
4	<i>Increase the proportion of people that work locally (regional and sub-regional targets to be set)</i>	<i>% in each major settlement /sub-region of (a) jobs filled by local residents and (b) resident workforce that work locally</i>			Census	Every ten years

¹ Text in italics = not yet collected in AMR

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
5	Provide at least 60% of all new development in the region in or using previously used land or buildings.	Dwelling completions on previously developed land by region, county and district/unitary planning area as a percentage of: total completions and planned build as set out in Policy H1. National core indicator Dwelling commitments on PDL as a percentage of all dwelling commitments (number and area)	SS4: Use of previously developed land	7	LAs	Annual
6						
7	<i>All local planning authorities to have an up-to-date urban capacity study in place</i>	<i>Number of local authorities with an up-to-date Urban Capacity Study in place</i>	SS4: Use of previously developed land	7	LAs	Annual
8		Total stock of retail floorspace and net retail floorspace completions (over 1000sqm) and commitments (over 1000 sqm) at town centres, edge-of-centre, out-of-centre, district centre, local centre and out-of-town.	SS5: Town centres E9: Regional structure of retail centres E10: Retail strategy E12: Out of town retail	5, 6, 12	LAs	Annual
9	<i>Maintain the broad extent of the Green Belt</i>	<i>Net changes in area of Green Belt and location and area of deletions/ additions</i>	SS7: Green Belt	5, 9 and 10	LAs	Annual
10	<i>Urban fringe strategies in place in line with policy SS8</i>	<i>Urban fringe strategies</i>	SS8: land in the urban fringe	10	LAs	Annual
11	<i>Provide for job growth targets set out in Policies TGSE2, HG1, ST2, E2</i>	<i>Net increase in the number of jobs by region, sub-region, county and district/unitary planning area</i>	SS9: Development in rural areas E2 Job growth	1, 2, 4	Census/LFS	
12		<i>Net changes in jobs by occupation, full/part-time</i>	SS10: The regional economy			

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
13		Business (B1-B8) floorspace completions, permissions and allocations in urban over 25,000 pop) and rural areas (inc. previously developed land)	SS11: Priority areas for regeneration	1, 2, 4	LAs	Annual
14		Net changes in business (B1-B8) use land in urban (over 25,000 pop) and rural areas (inc PDL) National core indicator	SS15: The coast TGSE1: Zones of change and influence TGSE2: Employment generating development HG1: Economic development E2: Job growth E3: Approach to employment land allocation ST2: Employment generation and economic regeneration			
15	Contextual indicator	Indices of deprivation by average ward scores	SS10: The regional economy SS11: Priority Areas for regeneration SS12: Health, education and social inclusion HG2: Regeneration	2, 4	Index of deprivation	Every 4 years (2000, 2004)
16	Contextual indicator	Life expectancy rates by district			ONS	Annual
17	Contextual indicator	GVA per head for region and NUTS 2 areas	SS10: The regional economy SS11: Priority Areas for regeneration	1, 2, 4	ONS	Annual



No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
18	Reduce unemployment	Unemployment rates by region, sub-region, county and district/unitary planning area	SS10: The regional economy SS11: Priority Areas for regeneration HG2: Regeneration GYL1: Economy and regeneration E2: Job growth	1, 2, 4	ONS	Annual
19	<i>Contextual indicator</i>	<i>GCSE and A level passes and percentage of pupils in further education by county and region. % resident population with NVQ (equivalent) qualifications and % of students in HE</i>	E1: Human resource development	1, 2	ONS/DfS (EEDA)	Annual
20		<i>Provision of strategic employment sites in those locations specified in policy E4 (provision of strategic employment sites)</i>	E4: Provision of strategic employment sites NSR1: Promoting clusters and strategic sites	1, 4	LAs	Annual
21	Contextual indicator	Industrial composition of employee jobs by region and county	E5: Supporting economic diversity and business development	1, 4	ONS/DfS (EEDA)	Annual
22	Contextual indicator	VAT registrations and de-registrations				
23	<i>Contextual indicator</i>	<i>Contribution of tourism sector to regional and sub-regional GVA</i>	E13: Tourism NSR2: Promoting the tourism sector	1, 2, 3, 4	ONS(EEDA)	Annual
24	<i>Contextual indicator</i>	<i>Broadband coverage of region</i>	E6: Information Communications Technology	1, 2, 4, 13	BT	Annual
25		Knowledge based and employment cluster developments completions and allocations. No of jobs in knowledge based industries	E7: Supporting cluster development	1, 4	LAs	Annual

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
26	Provide new dwellings by region, county, district and sub-region as set out in policies SS13, TGSE6, HG3, NSR4, GYL2, CSR2, ST4, BED1, H1	Annual net housing completions by region, county unitary/district planning areas and sub-regions identified in RSS	SS13: Overall housing provision TGSE1: Zones of change and influence TGSE 6: Dwelling provision HG3: Dwelling provision NSR 4: Housing GYL 2: Housing CSR2: Scale of housing provision and its distribution ST4: Strategic growth locations H1: Distribution of dwelling provision 2001-2021	5 and 8	LAs	Annual
27		National core indicator Future housing supply (annual rate of commitments compared to planned build as set out in policy H1 and total planned supply at end of monitoring year) by region, unitary/district planning areas and sub-regions identified in RSS				
28	Provide affordable housing at an annual average rate of at least 7,200 (based on total net provision of 23,900). Provide affordable housing at a rate of at least 30% if total annual provision exceeds 23,900	Annual affordable housing completions by region, county, unitary/district planning areas and sub-regions identified in RPG14 LA1: London Arc	SS9: Development in rural areas SS13: Overall housing provision H2: Affordable housing and mix of housing types	8	LAs	Annual
29		<i>Level of approved Housing Corporation funding and number of units this is expected to provide</i>				
30	Contextual indicator	Most recent population (and components of change) and household estimates and forecasts	SS13: Overall housing provision	8	ONS/EERA	Annual
31	Contextual indicator	House prices and personal income by region, county, unitary and district areas	SS13: Overall housing provision H2: Affordable housing and mix of housing types	8	Land Registry/ Inland Revenue	Annual

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
32	Contextual indicator	Developments permitted against the advice of the Environment Agency	SS14: Development and flood risk	14	Environment Agency	Annual
33	Achieve a net dwelling density of at least 30 dwellings per hectare	Average density of housing development completed and planned by region, county and district/unitary planning area National core indicator	SS16: Quality in the built environment	7, 9, 11, 12	LAs	Annual
34	Increase the proportion of journeys taken by modes other than the private car from 29% in 1998 to 35% by 2020	Mode of travel	SS6: Transport Strategy T2: Public transport service provision and regional interchange centres T7: Strategic public transport services T12: Walking and cycling T13: Public transport accessibility	12 (RTS 1)	CCs/UAs	Annual
35	Stabilise car traffic levels in urban regional interchange centres (Basildon, Bedford, Cambridge, Chelmsford, Colchester, Harlow, Ipswich, King's Lynn, Luton/Dunstable, Norwich, Peterborough, Southend, Stevenage, Watford) at 1999 levels	Car journeys into urban regional interchange centres (annual average daily flows)	SS6: Transport Strategy T14: Traffic management ENV7: Air quality	12 (RTS 5)	CCs/UAs	Annual
36	Increase levels of public transport accessibility in line with criteria in Table 1 in Chapter 8	A. Percentage of urban RIC households within 400 metres of a quarter-hourly service B. Percentage of rural households within 13 minutes walk of an hourly bus service	SS6: Transport Strategy T10: Sub-regional transport T13: Public transport accessibility	12 (RTS 1)	CCs/UAs	Annual

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
37	Deliver parking standards for commercial development no higher than 70% of PPG13 standards (set out in table 8.2) in Regional Interchange Centres and in other urban centres meeting accessibility levels set out in table 8.1	Percentage of new commercial development (minimum floorspace 1,000 sq. metres) on sites complying with parking standards National core indicator	SS6: Transport Strategy T16: Parking	12 (RTS 5)	LAs	Annual
38	Achieve proposed infrastructure programme (set out in Table 3 in Chapter 8)	Schemes completed (outcome indicator)	SS6: Transport Strategy T6: Strategic network hierarchy T7: Strategic public transport services T8: Maintenance and management of the strategic road network T9: Maintenance and management of the strategic rail network T10: Sub-regional transport (TGSE3, HG5, NSR4, GYL2, GSPR2 ST6, BL2, KL4) T17: Investment priorities	13 (RTS 2)	CCs/UAs, Highways Authority SRA	Annual
39	Increase the proportion of freight carried to and from ports by rail to 25% of containers by 2010 and 30% by 2020 (The national target is an 80% increase in tonne kilometres)	Amount of port freight carried by rail	SS6: Transport Strategy T3: Strategic freight interchanges T4: Ports and water transport	12 (RTS 2 and 5)	Ports	Annual
40	Contextual indicator	Change in traffic levels on the strategic road network (as defined in Policy T6)	SS6: Transport Strategy T14: Traffic management T15: Road user charging	12(RTS 5)	CCs/UAs	Annual

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
41	Contextual indicator	Condition of the strategic road network (as defined in Policy T6)	SS6: Transport Strategy T8: Maintenance and management of the strategic road network	13 (RTS 2)	CCs/UAs	Annual
42	Contextual indicator	Trends in accidents	SS6: Transport Strategy T11: Environment and safety	(RTS 6)	CCs/UAs	Annual
43	Contextual indicator	Airport passenger and freight traffic	SS6: Transport Strategy T5: Airports	12 (RTS 4 and 5)	CAA	Annual
44		Regional stock and condition of National Parks, Areas of Outstanding Natural Beauty and Heritage Coasts. National core indicator	ENV2: Landscape character	10	English Nature	Every 3 years
45		Regional stock and condition of Ramsar sites, Special Protection Areas, Special Areas of Conservation, National Nature Reserves and Sites of Special Scientific Interest (SSSI). National core indicator	ENV3: Biodiversity and earth heritage	10	English Nature	Every 3 years
46	<i>Contextual indicator</i>	<i>Progress against East of England Regional Biodiversity targets</i>	<i>ENV3: Biodiversity and earth heritage</i>	<i>10</i>	<i>English Nature</i>	
47	<i>Increase provision of new woodland in priority areas identified in ENV4 (e.g. Sustainable Communities growth areas, community forests)</i>	<i>Increase in area of new woodland provided in priority areas identified in ENV4</i>	<i>ENV4: Woodlands</i>	<i>10</i>	<i>LAs</i>	<i>Annual</i>
48	Decrease the number of buildings at risk	Number of listed buildings and buildings at risk	ENV5: Historic Environment	9	English Heritage	Annual
49	10% by 2010 and 17% by 2020 (excluding offshore wind) 14% by 2010 and 44% by 2020 (including offshore wind)	Proportion of region's energy met from renewable energy	ENV8: Renewable Energy	11	DTI/OFGEM	Annual

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
50		Renewable energy generating capacity by county – national core indicator	ENV8: Renewable Energy	11	DTI/OFGEM	Annual
51	Inclusion of policies to promote energy efficiency/ renewable energy in local development documents	Number of authorities with policies in place	ENV8: Renewable Energy	11	DTI/OFGEM	Annual
52		<i>Provision of existing and new waste facilities (number /capacity) – national core indicator</i>	ENV10: waste management	11	LAs	Annual
53	Household – recovery of 40% at 2005, 50% at 2010 and 70% at 2015 (RWMS target) Commercial – recovery of 66% at 2005 and 75% at 2015 (RWMS target)	Proportion of household and commercial waste recovered (including recycling and composting) – national core indicator	ENV11: Management of wastes arising within the East of England			
54	<i>By 2015 reduce levels of waste imports to 30% by weight for the equivalent residues as at 31 March 04</i>	<i>Levels of waste imports from other regions</i>	ENV12: regional self sufficiency	11	Environment Agency	Annual
55		<i>Preparation of a regional hazardous waste strategy</i>	ENV13: hazardous waste strategy	11	EERA	Annual
56	<i>Up to date waste policy framework in place</i>	<i>Review of the Regional Waste Management Strategy</i>	ENV14: regional waste management strategy	11	EERA	Annual
57		Production of primary land won aggregates (tonnes) by minerals planning authority) National core indicator	ENV15: overall minerals supply and transportation	11	MPAs	Annual
58		Changes in the provision of secondary/recycled aggregates per annum by minerals planning area – national core indicator	ENV16: minerals recycling/reprocessing sites			

No	Target	Indicator	Policy	RSS Objective (RTS objective)	Source	Collection cycle
59		<i>Provision and location of regionally significant developments</i>	<i>C2: Provision and Location of Strategic Leisure, Sport, Recreation, Arts and Tourism Facilities</i>	<i>2, 3, 5, 7, 9, 12</i>		
60	<i>Public Art Strategies in place in all local authorities by end 2008</i>	<i>Number of local authorities with public art strategies in place</i>	<i>C3: The Arts</i>	<i>3</i>	<i>LAs</i>	<i>Annual</i>
61		<i>Loss of open space/sports fields to development</i>	<i>C4: Sporting facilities C5: Recreation and natural resources</i>	<i>3</i>	<i>LAs</i>	<i>Annual</i>

Appendix E: saved structure plan policies

This appendix sets out all the structure plan policies that the East of England Plan will NOT replace in full when published in its final form by the Secretary of State (expected to be mid 2006). Such 'saved' policies or parts of policies will remain valid until at least 28 September 2007, under the transitional provisions of the Planning and Compulsory Purchase Act 2004. All other policies or parts of policies are therefore proposed to be replaced by the East of England Plan. Any conflict between a saved policy/part of policy and policies in this East of England Plan will be determined in favour of the Plan.

Bedfordshire (adopted) structure plan policies	Reason for saving policy/part of policy
Policy 7 Areas of great landscape value	a. Although replaced by ENV2 this policy is to save be SAVED to allow time for LDDs to carry out and incorporate landscape character assessments.
Policy 13 Preserving features	b. Save LDD level guidance on requiring an investigation and recording process.
Policy 15 Projects	c. Save LDD level guidance on specific environmental projects.
Policy 22 Defence sites and other institutions	d. Save LDD level guidance on the need for development briefs for redundant institutions.
Policy 24 Development within the green belt	e. Save LDD level guidance on development control in green belts.
Policy 35 Housing in village and open countryside	f. Save LDD level guidance on application of village envelopes, re-use of rural buildings and development in the countryside.
Policy 36 Caravans and gypsies	g. Save LDD level guidance on caravans and gypsies.
Policy 39 Public transport	h. Save LDD level guidance on protection of disused routes.
Policy 41 Rail	i. Save (although RTS sets regional priorities)
Policy 42 Traffic management	j. Save LDD level guidance on public parking.
Policy 45 New infrastructure – Department of Transport	k. Save (although RTS sets regional priorities)
Policy 46 New infrastructure – County Council	l. Save (although RTS sets regional priorities)
Policy 47 Motorway service areas	m. Save LDD level guidance on Motorway service areas
Policy 48 London Luton Airport	n. Save

Bedfordshire (adopted) structure plan policies	Reason for saving policy/part of policy
Policy 49 Other airfields	o. Save LDD level guidance on other airfields.
Policy 52 Major retail development	p. Save LDD level guidance on criteria for out-of-centre development.
Policy 55 Minerals and waste strategy	q. Save LDD level guidance on specific minerals.
Policy 61 Control of operations	r. Save LDD level guidance on development control matters.
Policy 69 Luton Town Football Club	s. Save LDD level guidance.
Policy 70 Access to the countryside	t. Save LDD guidance on rights of way

Cambridgeshire and Peterborough (adopted) structure plan policies	Reason for saving policy/part of policy
Policy P1/3 – Sustainable design in built development	a. Save LDD level guidance on creating a sense of place.
Policy P2/3 – Strategic employment locations	b. Save LDD level guidance.
Policy P2/4 – Development and expansion of employment clusters	c. Save LDD level guidance on contributions to facilitate key worker housing.
Policy P4/4 – water-based recreation	d. Save LDD level guidance.
Policy P5/2 – Re-using previously developed land and buildings	e. Save LDD level targets.
Policy P7/3 – Countryside enhancement areas	f. Save LDD level guidance on identification of Countryside enhancement areas.
Policy P7/10 – Location of new sand and gravel workings	g. Save LDD level guidance.
Policy P8/2 – Implementing sustainable transport for new development	h. Save LDD level guidance.
Policy P8/3 – Area transport plans	i. Save LDD level guidance.
Policy P8/6 – Improving bus and community transport services	j. Save LDD guidance on high quality public transport service that is not replaced in full by the Plan (criterion 2 only)
Policy P8/7 – Improvements to rail services	k. Save LDD guidance on protecting former rail routes.
Policy P8/9 – Provision of public rights of way	l. Save LDD level guidance

Cambridgeshire and Peterborough (adopted) structure plan policies	Reason for saving policy/part of policy
Policy P8/10 – Transport investment priorities	m. Save (although RTS sets regional priorities)
Policy P9/1 – Housing distribution Cambridge sub-region	n. Save LDD guidance on contributions to affordable housing
Policy P9/2a – Green belt	o. Save LDD guidance on uses within green belts.
Policy P9/2b – Review of green belt boundaries	p. Save LDD guidance on locations released from green belt.
Policy P9/2c – Location and phasing of development land to be released from the green belt	q. Save LDD guidance on locations released from green belt.
Policy P9/3 – New settlement	r. Save LDD level guidance on the new settlement.
Policy P9/4 – Market towns, Cambridge sub-region	s. Save LDD level guidance on potential of specific market towns.
Policy P9/5 – Economic regeneration of Chatteris	t. Save LDD level guidance on Chatteris
Policy P9/9 – Cambridge sub-region transport strategy	u. Save (although RTS sets regional priorities)
Policy P9/10 – Retail provision – Cambridge	v. Save LDD level guidance on amount of retail floorspace.
Policy P10/3 – Market towns, Peterborough and north Cambridgeshire	w. Save LDD level guidance on role of market towns .
Policy P10/5 – Peterborough, Hampton	x. Save LDD level guidance
Policy P10/7 Peterborough and north Cambridgeshire transport strategy	y. Save (although RTS sets regional priorities)

Essex and Southend (adopted) structure plan policies	Reason for saving policy/part of policy
C2 Development within the Metropolitan Green Belt	a. Save LDD level guidance on uses in green belt.
C5 Rural Areas not in the green belt	b. Save LDD level guidance on uses appropriate in the countryside.
NR4 Landscape character assessments	c. Although replaced by ENV2, this policy is saved to allow LDD time to undertake landscape assessments.
NR5 Historic landscape features	d. Save LDD level guidance on protection of protected lanes.
CC1 The undeveloped coast – coastal protection belt	da. Although coastal strategy is set in SS15, this policy saves LDD level guidance on the concept of a coastal protection belt
CC2 Development risk on the coast	e. Save LDD level guidance on avoiding coastal areas of erosion and land instability
HC1 Historic settlements	f. Save LDD level guidance on characteristics of historic settlements.
HC4 Conversion of listed buildings	g. Save LDD level guidance on reuse of buildings of special or historic interest.
HC6 Archaeological assessment	h. Save LDD level guidance on need for archaeological field evaluation etc.
BE3 Retention of open space	i. Save LDD guidance on the displacement of open land uses.
BE6 Polluting, hazardous or noisy development	j. Save LDD level guidance on hazardous activities.
BE7 Minimising pollution impacts	k. Save LDD level guidance on need to prepare an environmental assessment

Essex and Southend (adopted) structure plan policies	Reason for saving policy/part of policy
BE8 Telecommunications	l. Save LDD level guidance on location of masts/antennae.
H6 Accommodation for gypsies	m. Save LDD level guidance.
BIW8 London Southend Airport	n. Save LDD level guidance on location of airport-related development.
BIW9 Airport development	o. Save LDD guidance on general aviation.
BIW10 Seaports	p. Save LDD guidance on support for Bathside Bay.
BIW11 Small coastal ports	q. Save LDD guidance
LRT5 Public rights of way	r. Save LDD level guidance.
LRT6 Coastal water recreation	s. Save LDD level guidance on water recreation in coastal protection belt.
LRT10 Tourist accommodation	t. Save LDD level guidance on caravan etc sites.
RE2 Re-Use of rural buildings	u. Save LDD level guidance on reuse of rural buildings.
RE4 New uses for former airfields	v. Save LDD level guidance.
EG1 Proposals for new power stations	w. Save LDD level guidance on non-renewable power generation.
T2 Transport investment priorities	x. Save (although RTS sets regional priorities).
T3 Promoting accessibility	y. Save LDD level guidance on transport impact assessments and green commuter plans
T4 Passenger transport	z. Save LDD level guidance on protection of potential public transport corridors or sites.
T12 Vehicle parking	Za. Save LDD level guidance on lorry parks.
T14 Roadside services	Zb. Save LDD level guidance on roadside services.
MIN3 Extraction outside preferred sites	Zc. Save LDD level guidance.
WM2 The principle of self sufficiency	Zd. Save LDD guidance on sites.



Hertfordshire (adopted) structure plan	Reason for saving policy/part of policy
Policy 5 Green belt	a. Save LDD guidance on location of green belt releases in Dacorum District and west of the A1(M) at Stevenage. Save allowance for minor adjustments to green belt. Save an extension of green belt in vicinity of Markyate and west of Stevenage. Save development context guidance.
Policy 8 Strategic locations for supplementary housing development	b. Save LDD guidance
Policy 12 Gypsy sites	c. Save LDD level guidance
Policy 15 Key employment sites	d. Save LDD level guidance
Policy 18 Rural economy	e. Save LDD level guidance
Policy 21 Telecommunications	f. Save LDD level guidance
Policy 25 Car parking	g. Parts replaced by T16, but also saves LDD level guidance
Policy 29 Traffic and road safety implications of development proposals	h. Save LDD level guidance
Policy 31 Rail improvement schemes	i. Save (although RTS sets regional priorities)
Policy 32 Central Herts passenger transit system	j. Save (although RTS sets regional priorities)
Policy 33 Trunk road programme	k. Save (although RTS sets regional priorities)
Policy 34 Motorway service areas	l. Save LDD level guidance
Policy 35 County transport schemes	m. Save (although RTS sets regional priorities)
Policy 36 Improvements to local feeder networks	n. Save LDD level guidance
Policy 42 Chilterns Area of outstanding natural beauty	o. Save development control guidance for LDDs.
Policy 43 Landscape conservation areas	p. Although superseded by ENV1 this policy will be saved to allow time for LDDs to complete and implement landscape character assessments
Policy 48 Rights of way	q. Save LDD guidance
Policy 54 Energy generation	r. Save LDD guidance on non-renewable sources.
Policy 55 Waste management	s. Save LDD level guidance on disposal of waste
Policy 56 Hazardous installations	t. Save LDD guidance
Policy 57 Potentially polluting development and location of pollution sensitive development	u. Save LDD level guidance

Norfolk (adopted) structure plan policies	Reason for saving policy/part of policy
CS.3 Locational strategy	a. Although locational strategy replaced by SS9, save LDD level guidance on locations for housing growth. Note that the reference to 'rural centres' is not consistent with terminology in SS9.
CS.4 Locational strategy	b. Save LDD level guidance on locations that function as rural market towns not otherwise covered by sub-regional policies.
EC.2 Main settlements	c. Save LDD level guidance on locations for employment growth not covered by sub-regional policies
EC.6 Rural areas	d. Save LDD level guidance on re-use of buildings in the countryside for employment.
EC.9 Tourism	e. Save LDD level guidance on locations for tourism development.
EC.10 Tourism	f. Save LDD level guidance on change of use of caravan etc sites.
ENV.3 Environment – landscape	g. Although replaced by ENV2, this policy will be saved to allow time for LDDs to undertake and incorporate landscape character assessments
ENV.5 Environment – landscape	h. Save LDD level guidance on discouraging expansion of forests onto heathland.
ENV.10 Nature conservation	i. Save LDD level guidance on enhancement of roadside verges.
ENV.11 The coast	j. Save LDD level guidance on resisting land reclamation along the Wash Coast, erosion and development to the seaward side of flood defences.
ENV.13 Historic buildings, archaeology and the historic landscape	k. Save LDD level guidance on archaeological evaluation agreements.
ENV.14 The Norfolk Broads	l. Although strategic elements covered by NSB1 save LDD level guidance on assessment criteria for major development in the Broads.
T.3 Parking provisions	m. Save LDD level guidance on car-parks in specific town centres.

Norfolk (adopted) structure plan policies	Reason for saving policy/part of policy
T.5 Public transport	n. Save LDD level guidance on safeguarding disused routes.
T.8 Travel awareness	o. Save LDD level guidance on Travelwise and travel plans.
T.9 Strategic links	p. Save (although RTS sets regional priorities)
T.10 Strategic road network	q. Save LDD level guidance on encouraging through traffic a certain roads. Policy T6 defines strategic regional road networks
T.11 Corridors or movement	r. Save LDD level guidance on development connecting to corridors of movement. SAVE
T.12 County transport network	s. Save infrastructure improvements (although RTS sets regional priorities)
T.13 Rural roads	t. Save LDD level guidance on road closures.
T.15 Sea ports	u. Save LDD level guidance on support for port improvements.
T.16 Airports	v. Save LDD level guidance on airfields/helipad facilities.
T.17 General aviation	w. Save LDD level guidance on general aviation SAVE
TCR.1 Town centres and retail development	x. Although regional retail hierarchy set by E9, save LDD level guidance on lower order centres.
TCR.2 Town centres and retail development	y. Contains LDD level guidance on assessing out-of-centre developments. SAVE
TCR.3 Town centres and retail development	z. Save LDD level guidance on requiring impact assessments.
H.8 Housing in the countryside	za. Save LDD level guidance on housing in the countryside.
H.10 Gypsy sites	zb. Save LDD level guidance on gypsy site provision.
RC.8 Non-renewable energy	Zc. Save LDD level guidance on non-renewable energy generation.
N.8 Norwich policy area – transport	Zd. Save LDD level guidance on retention of former railway lines.

Norfolk (adopted) structure plan policies	Reason for saving policy/part of policy
N.9 Norwich policy area – transport	Zf. Save (although RTS sets regional priorities)
N.10 Norwich policy area – transport	Zg. Save LDD level guidance on parking.
N.11 Shopping, leisure and entertainment	Zh. Save LDD level guidance on location of significant developments.
N.14 Norwich policy area – housing	Zi. Save LDD level guidance on maintenance of housing land supply.
Norwich policy area – the Riverside Area	Zj. Save LDD level guidance on mixed-use location.

Suffolk (adopted) structure plan	Reason for saving policy/part of policy
CS5 The urban fringe	a. Save LDD guidance settlement boundaries and strategic gaps
CS11 Defence base housing	b. Save LDD level guidance on defence base housing
CS12 Former RAF Bentwaters	c. Although this policy has been incorporated into a local plan, there is no specific replacement in the RSS, therefore it is saved by default
CS13 Woodbridge Base	d. Although this policy has been incorporated into a local plan, there is no specific replacement in the RSS, therefore it is saved by default
ENV6 New housing in the countryside	e. Save LDD guidance
ENV7 Conservation of designated landscapes (1)	ee. Save LDD level guidance
ENV8 Conservation of designated landscapes (2)	f. Although superseded by ENV1, this policy is proposed to be saved to maintain landscape protection designations whilst LDDs are undertaking and incorporating the area-wide assessments required by ENV2.
ENV10 Resource conservation – renewable energy	g. Save LDD level guidance.
ECON11 Town and local centres and villages (4)	h. This is an issue to be addressed by LDDs.
T5 Traffic management	i. Save LDD level guidance e.g. quiet lanes
T8 Parking (2)	j. Public parking to be addressed by LDDs. Save

Suffolk (adopted) structure plan	Reason for saving policy/part of policy
T9 Parking (3)	k. Save LDD level guidance on residential parking
T11 Primary route network	l. Save (although RTS sets out regional priorities
T12 County transport network investment	m. Save (although RTS sets out regional priorities
T16 Airfields	o. Save LDD level guidance on 'general aviation'
WD3 Recovery and transfer of waste materials at existing mineral working and landfill sites	p. Save LDD level guidance.
WD4 Recovery and transfer of waste materials at other sites	q. Save LDD level guidance.
WD5 Staffed household waste sites	r. Save LDD level guidance.
WD6 Staffed household waste sites	s. Save LDD Policy contains LDD level guidance.
WD7 Landfill	t. Save LDD level guidance.
WD8 Waste disposal above existing ground levels	u. Save LDD level guidance.

Appendix F: implementation schedule

Note that this is not intended to be an exhaustive list of every organisation or strategy that will contribute to the successful delivery of the Plan (see also paragraphs 2.24 and 2.25 on the relationship to other regional strategies), but does highlight those expected to take a lead. The principle of sustainable development means that social, environmental and economic interests need to be considered across the whole range of RSS delivery, and hence organisations representing those interests are likely to be involved in any and all of the policies.

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
SS1	Achieving Sustainable Development	All regional strategies as set out in Figure 1 page 8 of RSS, and local equivalents	All	-	All targets
SS2	Overall approach to the Spatial Strategy	Local Development Documents Local Development Frameworks Community Strategies	Local authorities	Local Strategic Partnerships Local Transport Authorities	1, 2, 3,4, 7,8,11
SS3	Development in and adjoining Urban Areas	Local Development Documents Local Development Frameworks	Local authorities	EEDA Local Transport Authorities Public Transport Service Providers Environment Agency English Nature Countryside Agency	3,4,9,32,35, 44-47
SS4	Use of Previously Developed Land and Buildings	Local Development Documents Local Development Frameworks Brownfield Land Action Plan	Local authorities EERA EEDA	-	5-7
SS5	Town Centres	Community Strategies Local Development Documents Local Development Frameworks Local Transport Plans Regional Economic Strategy	Local Strategic Partnerships Local authorities EEDA Local transport authorities	East of England Tourist Board	8,11,15,21, 22,48,59

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
SS6	Transport Strategy	Regional transport Strategy Local Transport Plans Local Development Documents Local Development Frameworks	Local Transport Authorities Highways Agency SRA (or successor)	Local Planning Authorities Public Transport Service Providers EERA GOEast EEDA	34-43
SS7	Green Belt	Local Development Documents Local Development Frameworks	Local authorities EERA	Go-East	9
SS8	Land in the Urban Fringe	Local Development Documents Local Development Frameworks Community Strategies Regional Environment Strategy	Local authorities Local Strategic Partnerships	Countryside Agency English Nature Environment Agency	10,44-47,61
SS9	Development in Rural Areas	Local Development Documents Local Development Frameworks Community Strategies Local Transport Plans	Local authorities Local Strategic Partnerships	Local Transport authorities Public Transport Service Providers East of England Tourist Board	3,4,8,11,12,29,34-36
SS10	The Regional Economy	Local Development Documents Local Development Frameworks Regional Economic Strategy	Local authorities EEDA Local economic partnerships	-	11-18
SS11	Priority Areas for Regeneration	Local Development Documents Local Development Frameworks Regional Economic Strategy Regional Social Strategy Regional Environment Strategy	Local authorities EEDA Local economic partnerships Local Strategic Partnerships	-	11-18

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
SS12	Health, Education and Social Inclusion	Local Development Documents Local Development Frameworks Regional Social Strategy	Local authorities	Government Departments Local education authorities Further and Higher education organisations Health organisations	15,16,19,28,31
SS13	Overall Housing Provision	Local Development Documents Local Development Frameworks Regional Housing Strategy	Local authorities	Regional Housing Board The Housing Corporation Registered Social Landlords (Housing Associations)	2,26-31
SS14	Development and Flood Risk	Local Development Documents Local Development Frameworks Flood Zone Maps	Local authorities Environment Agency	-	32
SS15	The Coast	Local Development Documents Local Development Frameworks Shoreline Management Plans	Local authorities Environment Agency	English Nature Countryside Agency	11,13,15,16,18,23,32,44-46,59
SS16	Quality in the Built Environment	Local Development Documents Local Development Frameworks Community Strategies	Local authorities Local Strategic Partnerships	English Heritage	5,33,37,48

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
TGSE1	Zones of Change and Influence	Local Development Documents Local Development Frameworks	Thames Gateway South Essex Partnership Local authorities Local transport authority Thurrock Urban Development Corporation	EEDA SRA Highways Agency Public Transport Service Providers Universities Funding Council	5,11-22,26,27,39
TGSE2	Employment generating development	Local Development Documents Local Development Frameworks Regional Economic Strategy	Thames Gateway South Essex Partnership Local authorities Thurrock Urban Development Corporation EEDA	-	8,11-22
TGSE3	Transport Infrastructure	Local Development Documents Local Development Frameworks Local Transport Plans	Local authorities Local transport authorities Thames Gateway South Essex Partnership Thurrock Urban Development Corporation	SRA Highways Agency Public Transport Service Providers Department for Transport	34-41

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
TGSE4	The Environment and Urban Renaissance	Local Development Documents Local Development Frameworks	Local authorities Environment Agency English Nature Countryside Agency Thames Gateway South Essex Partnership Thurrock Urban Development Corporation	East of England Tourist Board	46,47,61
TGSE5	Community Infrastructure	Local Development Documents Local Development Frameworks Regional Social Strategy Community Strategies	Local authorities Thames Gateway South Essex Partnership Thurrock Urban Development Corporation	Health and Education organisations	19
TGSE6	Dwelling Provision	Local Development Documents Local Development Frameworks Regional Housing Strategy	Local authorities Thames Gateway South Essex Partnership Thurrock Urban Development Corporation	Regional Housing Board Housing Corporation Registered Social Landlords (Housing Associations)	26-28

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
TGSE7	Implementation and delivery	Local Development Documents Local Development Frameworks Community Strategies Local Delivery Vehicles	Local authorities Thames Gateway South Essex Partnership Thurrock Urban Development Corporation	EERA	-
HG1	Economic Development	Local Development Documents Local Development Frameworks Regional Economic Strategy	Local authorities EEDA Haven Gateway Partnership	East of England Tourist Board	8,11-22
HG2	Regeneration	Local Development Documents Local Development Frameworks Regional Social Strategy	Local authorities EEDA Haven Gateway Partnership	Government Departments	5,15,16
HG3	Dwelling Provision	Local Development Documents Local Development Frameworks Regional Housing Strategy	Local authorities Haven Gateway Partnership	Housing Corporation Regional Housing Board Registered Social Landlords	26-28
HG4	The Ports	Local Development Documents Local Development Frameworks Local Transport Plans	Local authorities Local transport authorities Haven Gateway Partnership	-	39

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
HG5	Transport	Local Development Documents Local Development Frameworks Local Transport Plans	Local authorities Local transport authorities Haven Gateway Partnership	SRA Highways Agency Public Transport Service Providers Department for Transport	34-41
HG6	Environment	Local Development Documents Local Development Frameworks Shoreline Management Plans	Local authorities Environment Agency English Nature Countryside Agency Haven Gateway Partnership	East of England Tourist Board	46,47,61
HG7	Implementation	Local Development Documents Local Development Frameworks Communities Strategies Local Delivery Vehicles	Local authorities Haven Gateway Partnership	EERA Local Strategic Partnerships	
NSR1	Promoting clusters and strategic sites	Local Development Documents Local Development Frameworks Regional Economic Strategy	Local authorities EEDA	-	8,11-22, 25-43
NSR2	Promoting the Tourism Sector	Local Development Documents Local Development Frameworks	Local authorities East of England England Tourist Board	-	23,43

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
NSR3	Retail, Culture, Leisure and Education	Local Development Documents Local Development Frameworks Regional Social Strategy	Local authorities Local Strategic Partnerships	East of England Tourist Board	8,59
NSR4	Housing	Local Development Documents Local Development Frameworks Regional Housing Strategy	Local authorities	Regional Housing Board	26-28
NSR5	Transport Infrastructure	Local Transport Plans Regional Transport Strategy Local Development Documents Local Development Frameworks	Local authorities Local transport authorities	SRA Highways Agency Public Transport Service Providers Department for Transport	34-41
NSR6	Environmental Assets	Local Development Documents Local Development Frameworks	Local authorities Environment Agency English Nature Countryside Agency	East of England Tourist Board	46,47,61
GYL1	Economy and Regeneration	Local Development Documents Local Development Frameworks Regional Economic Strategy Regional Social Strategy	Local authorities EEDA Local Strategic Partnerships	East of England Tourist Board Health and Education organisations	5,8,11-22

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
GYL2	Housing Policy	Local Development Documents Local Development Frameworks Regional Housing Strategy	Local authorities	Housing Corporation Regional Housing Board Registered Social Landlords	26-28
GYL3	Infrastructure and Transport Policy	Local Transport Plans Regional Transport Strategy Local Development Documents Local Development Frameworks	Local authorities Local transport authorities	SRA Highways Agency Public Transport Service Providers Department for Transport	34-41
GYL4	Implementation	Local Development Documents Local Development Frameworks Local Delivery Vehicles Community Strategies	Local authorities EERA Local Strategic Partnerships	EEDA	-
NSB1	The Norfolk and Suffolk Boards	Local Development Documents Local Development Frameworks Broads Management Plan	Local authorities Broads Authority	East of England Tourist Board English Nature Environment Agency Countryside Agency	32,44-46
TH1	Thetford	Local Development Documents Local Development Frameworks Regional Economic Strategy Community Strategy	Local authorities Local Strategic Partnership	EEDA	3,5,11,17,26,28

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
GPSR1	Strategy for the Greater Peterborough Sub-region	Local Development Documents Local Development Frameworks Community Strategies	Local authorities Local Strategic Partnership	EERA EEDA Education organisations Universities Funding Council East of England Tourist Board	3,5,11-22, 25,26
GPSR2	Transport Infrastructure	Local Transport Plans Regional Transport Strategy Local Development Documents Local Development Frameworks	Local authorities Local transport authorities	SRA Highways Agency Public Transport Service Providers Department for Transport	34-41
GPSR3	Growth of Peterborough	Local Development Documents Local Development Frameworks	Local authority	-	26
GPSR4	Regeneration of Peterborough City	Local Development Documents Local Development Frameworks City Centre framework	Local authorities EEDA EERA	SRA Public Transport Service Providers	5,11-22,28, 34-37,61
CSR1	Location of Housing and related development	Local Development Documents Local Development Frameworks Regional Housing Strategy Community Strategies	Local authorities Cambridge Infrastructure Partnership Local Strategic Partnerships	Housing Corporation Regional Housing Board Registered Social Landlords	9,26-28
CSR2	Scale of Housing provision and its distribution	Local Development Documents Local Development Frameworks	Local authorities Cambridge Infrastructure Partnership	-	26,27

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
CSR3	High technology clusters	Local Development Documents	Local authorities Cambridge Infrastructure Partnership EEDA	-	25
CSR4	Management of the Cambridge sub-regional economy	Local Development Documents Local Development Frameworks	Local authorities Cambridge Infrastructure Partnership	EEDA	11,20-22,25
CSR5	Infrastructure provision	Local Development Documents	Local authorities Cambridge Infrastructure Partnership	Environment Agency English Nature Countryside Agency	61
ST1	Spatial Strategy	Local Development Documents Local Development Frameworks	Local authorities	-	5,11-22,26,39
ST2	Employment generation and economic regeneration	Local Development Documents Local Development Frameworks	Local authorities	EEDA	11,20-22,25
ST3	Harlow Regeneration	Local Development Documents Local Development Frameworks Community Strategies	Local authorities Local Delivery vehicle Local Strategic Partnerships	EERA EEDA	11,20-22,25
ST4	Strategic Growth Locations	Local Development Documents Local Development Frameworks	Local authorities Local delivery vehicles	EERA	26,27

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
ST5	Stansted Airport	Local Development Documents Local Development Frameworks	Local authorities BAA	Department of Transport	11,20,43
ST6	Transportation	Local Transport Plans Regional Transport Strategy Local Development Documents Local Development Frameworks	Local authorities Local transport authorities	SRA Highways Agency Public Transport Service Providers Department for Transport BAA	34-41
ST7	Implementation and delivery	Local Development Documents Local Development Frameworks Community Strategies	Local authorities Local delivery vehicles / Area regeneration partnership Local Strategic Partnerships	EERA EEDA	
SV1	Regeneration of Stevenage	Local Development Documents Local Development Frameworks Community Strategies	Local authorities Local Delivery vehicle Local Strategic Partnerships	EERA EEDA Transport providers	11,20-22,25
LA1	London Arc	Local Development Documents Local Development Frameworks Regional Economic Strategy Regional Housing Strategy Community Strategies	Local authorities Local Strategic Partnerships	EEDA Environment Agency English Nature Countryside Agency	5,9-11, 26-28,44-47

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
BL1	Luton Airport	Local Development Documents Local Development Frameworks Regional Economic Strategy	Local authorities Airport Operator	EEDA Department of Transport	11,20,43
BL2	Waste Management in the Bedford / Kempton / Marston Vale Growth Area	Waste Development Plan Documents Waste Development Frameworks Regional Waste Management Strategy	Waste Authorities Local authorities	Environment Agency	52
BSE1	Bury St Edmunds	Local Development Documents Local Development Frameworks Regional Economic Strategy	Local authorities Local transport authorities	EEDA	3,5,11-17, 26-28,34, 36,40
KL1	King's Lynn Sub-region	Local Development Documents Local Development Frameworks Community Strategies	Local authorities Local Strategic Partnership	EERA EEDA Education organisations East of England Tourist Board	11-22,25,26
KL2	Exploring growth of King's Lynn Urban Area	Local Development Documents Local Development Frameworks	Local authorities Local Strategic Partnership	EERA	-
KL3	Regeneration of King's Lynn Urban Area	Local Development Documents Local Development Frameworks	Local authorities Local Strategic Partnership	EEDA EERA	11,20-22,25

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
KL4	Transport Infrastructure	Local Transport Plans Regional Transport Strategy Local Development Documents Local Development Frameworks	Local authorities Local transport authorities	SRA Highways Agency Public Transport Service Providers Department for Transport	23-30
E1	Human resource development	Local Development Documents	Local planning authorities, EEDA,	Learning and skills councils, local learning partnerships, local employers, FE and HE	19
E2	Job growth	Local Development Documents, Regional Economic Strategy, Local Economic Development Strategies	EERA, EEDA, Local Planning Authorities	Local Economic Partnerships	11,12, 13,14, 8
E3	Approach to employment land allocation	Local Development Documents	Local Planning Authorities	EEDA	13,14
E4	Provision of strategic employment sites	Local Development Documents	Local Planning Authorities	EEDA	20
E5	Supporting economic diversity and business development	Local Development Documents	Local Planning Authorities	-	21,22
E6	Information communications technology	Local Development Documents	Local Planning Authorities, EEDA	Telecommunication companies & providers	24
E7	Supporting cluster development	Local Development Documents, Regional Economic Strategy	Local Planning Authorities	-	25

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
E8	Simplified planning zones	Local Development Documents	Local Planning Authorities	-	-
E9	Regional structure of retail centres	Local Development Documents	Local Planning Authorities	-	8
E10	Retail strategy	Local Development Documents, Town Centre Strategies	Local Planning Authorities	-	8
E11	Retail distribution	Local Development Documents, Local Transport Plans	Local Planning Authorities, Local Transport Authorities	-	-
E12	Out of town retail	Local Development Documents	Local Planning Authorities	-	8
E13	Tourism	Local Development Documents, Regional Tourism Strategy, Local Tourism Strategies, Visitor Management Strategies	Local Planning Authorities, East of England Tourist Board	Tourism industry	23
E14	Regional airports	Airport Master Plans, Local Development Documents, Surface Access Strategies	Local Planning Authorities, Airport Operators	-	-
H1	Distribution of dwelling provision	Local Development Documents	Local Planning Authorities	Developers/house builders, housing associations, Housing Corporation	2,26,27

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
H2	Affordable housing and mix of housing types	Local Development documents, Regional Housing Strategy, Local Housing strategies, Housing Needs Assessments, Urban Capacity Studies, Empty Homes Strategies, Housing Investment Plans	Local Planning Authorities, Local Housing Authorities, Regional Housing Board, Housing Corporation, EERA	Developers/house builders, employers	2,28,29,31
H3	Phasing of housing development	Local Development Documents	Local Planning Authorities	Developers/house builders	-
T1	Regional Transport Strategy objectives	Regional Transport Strategy Local transport plans, Local Development Documents, Local Development Frameworks	Local Transport Authorities Local Planning Authorities	SRA (or successor) Public transport service providers	-
T2	Public transport provision and regional interchange centres	Regional Transport Strategy, Local Transport Plans, Local Development Documents, Local Development Frameworks	Local Transport Authorities	SRA (or successor) public transport service providers Local planning authorities	34
T3	Strategic freight interchange	Regional Transport Strategy	Local Transport Authorities Freight Operators	Local planning authorities SRA (or successor) Highways Agency	39
T4	Ports and water transport	Regional Transport Strategy Local Transport Plans Local Development Documents Local Development Frameworks	Local Transport Authorities Port Authorities	Local planning authorities SRA (or successor) public transport service providers freight operators	39

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
T5	Airports	Regional Transport Strategy, Local Transport Plans, Airports Surface Access Strategies	Local Transport Authorities Airport Authorities Local Planning Authorities	SRA (or successor) public transport service providers Highways Agency	43
T6	Strategic network hierarchy	Regional Transport Strategy Local Transport Plans Local Development Documents Local Development Frameworks	Local Transport Authorities Highways Agency SRA (or successor)	Local planning authorities, public transport service providers	38
T7	Strategic public transport services	Regional Transport Strategy Local Transport Plans Regional Planning Assessments	Local Transport Authorities SRA (or successor) Public Transport Service Providers	Local planning authorities	34,38
T8	Maintenance and management of the strategic road network	Regional Transport Strategy Local Transport Plans Local Development Documents Local Development Frameworks	Highways Agency Local Transport Authorities	Local planning authorities, public transport service providers	38,41
T9	Maintenance and management of the strategic rail network	Regional Transport Strategy Local Transport Plans Route Utilisation Studies	SRA (or successor) Network Rail Train Operators	Local transport authorities local planning authorities	38

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
T10	Sub-regional transport	Local Development Documents Local Development Frameworks Local Transport Plans Economic Development Strategies	Local Transport Authorities	Local planning authorities SRA (or successor) public transport service providers	36,38
T11	Environment and safety	Regional Transport Strategy Local Transport Plans Local Development Documents, Local Development Frameworks	Local Transport Authorities	Local planning authorities SRA (or successor) public transport service providers	42
T12	Walking and cycling	Regional Transport Strategy Local Transport Plans Local Development Documents, Local Development Frameworks	Local Transport Authorities Local Planning Authorities	-	34
T13	Public transport accessibility	Regional Transport Strategy Local Transport Plans	Local Transport Authorities SRA (or successor) Public Transport Service Providers	Local planning authorities GO East EERA	34,36
T14	Traffic management	Regional Transport Strategy Local Transport Plans Local Development Documents	Local Transport Authorities SRA (or successor) Public Transport Service Providers	Local planning authorities developers Highways Agency	35,40

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
T15	Road user charging	Regional Transport Strategy Local Transport Plans	GO East Local Transport Authorities	EERA	40
T16	Parking	Regional Transport Strategy Local Transport Plans Local Development Documents	Local Transport Authorities Local Planning Authorities Developers	EERA Highways Agency EEDA	37
T17	Investment priorities	Regional Transport Strategy Local Transport Plans Local Development Documents Local Development Frameworks	Local Transport Authorities	Local planning authorities SRA (or successor) public transport service providers	38
ENV1	Environmental infrastructure	Local Development Documents Regional Environment Strategy Local Biodiversity Action Plans	Local Planning Authorities	Countryside Agency English Heritage English Nature Environment Agency developers East of England Environment Forum wildlife trusts, RSPB	-
ENV2	Landscape character	Local Development Documents	Local Planning Authorities	Countryside Agency English Nature Broads Authority Chilterns Conservation Board	44

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
ENV3	Biodiversity and earth heritage	Local Development Documents Regional Environment Strategy Local Biodiversity Action Plans Inter-regional Fora	Local Planning Authorities EERA English Nature Regional Biodiversity Forum Environment Agency	Wildlife trusts Woodland Trust National Trust developers	45,46
ENV4	Woodlands	Local Development Documents Regional Woodland Strategy Community Forest Plan	Local Planning Authorities Forestry Commission English Nature Community Forests Regional Biodiversity Forum, English Heritage	Wildlife trusts Woodland Trust developers	47
ENV5	The historic environment	Local Development Documents Regional Environment Strategy Regional Cultural Strategy	Local Planning Authorities English Heritage	Civic societies developers	48
ENV6	Agriculture, land and soils	Local Development Documents the Rural Development Programme	Local Planning Authorities DEFRA English Nature RSPB Environment Agency Countryside Agency	NFU, Country Landowners Association	-

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
ENV7	Air quality	Local Development Documents Local Transport Plans Air Quality Strategies and Action Plans	Local Planning Authorities Local Transport Authorities	Environment Agency English Nature	35
ENV8	Renewable energy and energy efficiency	Local Development Documents Energy Consumption Statements Supplementary Planning Guidance and Design Briefs	Local Planning Authorities	Developers Renewables East	49,50,51
ENV9	Water supply, management and drainage	Local Development Documents Regional Water Resources Strategy	Local Planning Authorities Environment Agency EERA Water Companies	Developers	-
ENV10	Waste management	Regional Waste Management Strategy Waste Development Documents Waste Management Strategies Local Development Documents	Regional Waste Technical Advisory Body (RWTAB) Local Authorities	Waste industry Environment Agency	52
ENV11	Management of wastes arising within the East of England	Regional Waste Management Strategy Waste Development Documents Waste Management Strategies, Local Development Documents	Waste Planning Authorities Commercial Waste Producers Environment Agency	Local communities	53

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
ENV12	Regional self sufficiency	Regional Waste Management Strategy Waste Development Documents Local Development Documents	RWTAB Local Authorities	Waste industry Neighbouring RWTABs	54
ENV13	Hazardous waste	EERA/RWTAB	Regional Waste Technical Advisory Body Local Authorities	Waste industry	55
ENV14	Regional waste management strategy	EERA/RWTAB Waste development Documents Waste Management Strategies Local Development Documents	EERA/RWTAB Local Authorities	Waste industry	56
ENV15	Overall minerals supply and transportation	Regional Aggregates Apportionment Minerals Development Plans Local Development Documents	Regional Aggregates Working Party (RAWP) Minerals Planning Authorities	Aggregates industry	57
ENV16	Minerals recycling/ reprocessing sites	Minerals Development Documents	Minerals Planning Authorities Local Authorities	-	58
ENV17	Overall minerals managements	Local Development Documents	Minerals Planning Authorities	Site operators construction industry	-
ENV18	Sustainable approach to minerals management	Minerals Development Plan Documents Local Development Documents	Minerals Planning Authorities Local Authorities	Developers	-

Policy No.	Policy Title	Implementation Mechanism	Lead Organisations	Other key contributing organisations*	Targets & Indicators (see App D)
ENV19	Minerals monitoring	Regional Aggregates Annual Monitoring Report	RAWP minerals planning authorities	-	-
C1	Cultural development	Local Development Documents Local Cultural Strategies Regional Cultural Strategy	Local Authorities Living East	English Heritage Sport England (East) Arts Council England (East) East of England Tourist Board National Trust	-
C2	Provision and location of strategic leisure, sport, recreation, arts or tourism facilities	Local Development Documents	Local Authorities EERA Living East	EEDA Environment Agency Sport England (East) Countryside Agency Forestry Commission Highways Agency East of England Tourist Board	59
C3	The Arts	Local Development Documents Public Art Strategies and Design Statements	Local Authorities Arts Council England (East)	Commissions East CABE Local Community Groups	60
C4	Sporting facilities	Local Development Documents Local Development Frameworks Sport and Recreation Strategies	Local Authorities Sport England (East)	Local community groups National Playing Fields Association	61
C5	Recreation and natural resources	Local Development Documents	Local Authorities Countryside Agency	English Nature Sport England (East) Forestry Commission English Heritage National Trust Local Community Groups	-



Appendix G: glossary, references and further information

Nb. All web links correct as at November 2004

Reference	Description/Web Link	Organisation	Date
10 Year Transport Plan	http://www.dft.gov.uk/stellent/groups/dft_about/documents/divisionhomepage/030479.hcsp	DfT	
A better quality of life: a strategy for sustainable development in the UK	http://www.sustainable-development.gov.uk/uk_strategy/index.htm		1999
A study of the relationship between Transport and Development in the London-Stansted-Cambridge-Peterborough Growth Area	http://www.eera.gov.uk/category.asp?cat=288	ODPM	2004
Affordable Housing	Housing accessible to households who cannot afford to rent or purchase on the open market. It includes subsidised social renting, key worker housing, shared home ownership, equity sharing, sub-market renting and discounted market ownership.		
Affordable Housing Study Stage 1	http://www.eera.gov.uk/Text.asp?id= SXDE0E-A77F7343&cat=139	Cambridge Planning and Housing Research group	2003
Affordable Housing Study Stage 2 – Key Worker Study	http://www.eera.gov.uk/Text.asp?id= SXDE0E-A77F7343&cat=139	Cambridge Planning and Housing Research group	2004
Air Quality Strategy – 2000	http://www.defra.gov.uk/environment/airquality/strategy/	DEFRA	2000
Airports Surface Access Strategies	http://www.dft.gov.uk/stellent/groups/dft_aviation/documents/page/dft_aviation_503313.hcsp		
AMR	Annual Monitoring Reports (RSS) http://www.eera.gov.uk/category.asp?cat=132	EERA	
AONB	Area of Outstanding Natural Beauty		
AQMAs	Air Quality Management Areas		

Reference	Description/Web Link	Organisation	Date
AQS	Air Quality Strategy		
Arts Council England East	http://www.artscouncil.org.uk/regions/homepage.php?rid=1		
ASR	Area of Special Restraint		
Aviation White Paper	http://www.dft.gov.uk/aviation/whitepaper/	DfT	2003
BAP	Biodiversity Action Plan		
Bedfordshire and Luton Joint Structure Plan	http://www.bedfordshire.gov.uk/BedsCC/SDsps.nsf/Web/ThePage/Bedfordshire+andLuton+Structure+Plan+2016	Bedfordshire County Council/Luton Borough Council	2003
Biotechnology Clusters Report	http://www.dti.gov.uk/CB/biotechclusters/index.html	Dti	1999
BPEO	Best Practical Environmental Option		
Brownfield	See Previously Developed Land		
CABE	Commission for Architecture and the Built Environment www.cabe.org.uk	CABE	
Cambridgeshire and Peterborough Structure Plan	http://www.cambridgeshire.gov.uk/sub/eandt/planning/cp_splan03/index.htm	Cambridgeshire County Council and Peterborough City Council	2003
Cambridgeshire Horizons	Formerly known as Cambridge Sub Region Infrastructure Partnership http://www.cambridgeshirehorizons.co.uk/index.asp		
Catchment Abstraction Management Strategies	http://www.environment-agency.gov.uk/subjects/waterres/564321/309477/?lang=_e		
Chilterns Management Strategy: 'The Framework for Action 2002-2007'	http://www.chilternsaonb.org/conservation/management_plan.html		
CHP	Combined Heat and Power		
Climate Change The UK Programme	http://www.defra.gov.uk/environment/climatechange/cm4913/	DEFRA	2000
Climate Convention	http://unfccc.int/	United Nations	1992

Reference	Description/Web Link	Organisation	Date
Clusters	Concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, competing and collaborating to build competitive advantage, often across traditional sector boundaries		
CNG	Compressed Natural Gas		
Coastal Defence and the Historic Environment	http://www.english-heritage.org.uk/default.asp?wci=WebItem&wce=3115	English Heritage	2003
Community Strategy	http://www.odpm.gov.uk/stellent/groups/odpm_localgov/documents/page/odpm_locgov_605670.hcsp		
Competitiveness White Paper	http://www.dti.gov.uk/comp/competitive/main.htm	Dti	1998
Countryside Agencies classification of urban and rural local authorities	http://www.countryside.gov.uk/EvidenceAndAnalysis/dataHub/useful_information/UALADdefn.asp		
Economic Sub Regions and Clusters in the East of England	http://www.eastofenglandobservatory.org.uk/searchResponse.asp?resourceType=&searchText=Economic+Sub+Regions+and+Clusters+&uri=http://eastofenglandobservatory.org.uk/resources/?id=8855	SQW	2002
EEDA	East of England Development Agency www.eeda.org.uk		
EEEF	East of England Environment Forum		
EERA	East of England Regional Assembly www.eera.gov.uk		
EETB	East of England Tourist Board http://www.visiteastofengland.com/		
England Rural Development Programme	http://www.defra.gov.uk/erdp/docs/default.htm	DEFRA	2000
Enhanced Growth Scenario 2021 (EG2021)	The RES (2001) contains a headline target for the region to achieve top 20 regional status in Europe by 2010 measured by GVA per head		

Reference	Description/Web Link	Organisation	Date
Environment Agency's website	www.environment-agency.gov.uk/	Environment Agency	
ESDP	European Spatial Development Perspective http://europa.eu.int/comm/regional_policy/sources/docoffic/official/reports/som_en.htm	ESDP	1999
e-tailing	Retailing via electronic means such as the internet.		
EU	European Union		
EU Directive 1999/31/EC Landfill of Waste	http://europa.eu.int/comm/environment/waste/landfill_index.htm	EU	1999
EU Directive 2001/42/EC Strategic Environmental Assessment (SEA)	http://europa.eu.int/comm/environment/eia/sea-legalcontext.htm	EU	2001
EU Directive 2002/91/EC Energy Performance of Buildings	http://europa.eu.int/smartapi/cgi/sga_doc?smartapi!celexapi!prod!CELEXnumdoc&lg=EN&numdoc=32002L0091&model=guichett	EU	2002
European Funding Interreg III	http://europa.eu.int/comm/regional_policy/interreg3/index_en.htm		
European Funding LEADER+	http://europa.eu.int/comm/agriculture/rur/leaderplus/index_en.htm	ESF	2002
European Funding Objective 2	http://www.esf.gov.uk/objectives/2/index.shtml	ESF	
European Funding Objective 3	http://www.esf.gov.uk/objectives/3/index.shtml	ESF	
European Funding Urban II	http://europa.eu.int/comm/regional_policy/urban2/index_en.htm		
Examination in Public (EiP)	Testing of the submitted draft RSS by an independent panel		
Existing Regional Planning Guidance (RPG6, RPG9, RPG 9a)	http://www.eera.gov.uk/category.asp?cat=129		
Experian Retail Ranking	A national ranking using measures such as retail floorspace and number of shoppers to rank towns in the UK www.experian.com		
FE	Further Education		

Reference	Description/Web Link	Organisation	Date
Food-miles	The number of miles travelled by food from production to consumption		
Forestry Commission Bulletin 112	http://www.forestry.gov.uk/	Forestry Commission	
FRESA	Framework for Regional Employment and Skills Action http://www.skillsforum.org.uk/PDFs/1.%20FRESA.pdf	EEDA	2003
Government Spending Review (e.g SR2004)	http://www.eera.gov.uk/category.asp?cat=434 and http://www.hm-treasury.gov.uk/Spending_Review/spend_index.cfm		
Great Yarmouth and Lowestoft Sub Regional Development Framework Study	http://www.eera.gov.uk/category.asp?cat=142	SQW	2003
Green Grid	High quality, linked and publicly accessible open spaces , which enhances the biodiversity of undeveloped areas		
Greenfield	Defined by reference to Previously Developed Land		
Guidelines for Aggregate Provision in England 2001-2016	http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_605800-04.hcsp	ODPM	2003
Haven Gateway Partnership	http://www.havengateway.org/		
HE	Higher Education		
Hertfordshire Housing Capacity Study and Spatial Strategy Audit	http://www.eera.gov.uk/category.asp?cat=379	Roger Tym & Partners	2004
Historic county areas	County council areas prior to the formation of unitary councils. E.g. The area of Essex plus Southend and Thurrock.		
Housing Needs Assessments	http://www.odpm.gov.uk/stellent/groups/odpm_housing/documents/page/odpm_house_603904.hcsp		
ICT	Information Communication and Technology		
IRS	Integrated Regional Strategy http://www.eera.gov.uk/category.asp?cat=47	EERA	2004

Reference	Description/Web Link	Organisation	Date
Key Workers	Public sector employees in low-paid occupations who are eligible for subsidised access to the housing market. See Affordable Housing Study Stage 2 for further details		
LDVs	Local Delivery Vehicles		
Learning and Skills Councils	http://www.lsc.gov.uk/National/default.htm		
Lifelong Learning Partnerships	http://www.lifelonglearning.co.uk/		
Living East	http://www.livingeast.org.uk/		
Living with climate change in the East of England	http://www.eera.gov.uk/category.asp?cat=42	East of England Sustainable Development Round Table	2004
LLPs	Local Limited Liability Partnerships		
LDD	Local Development Documents – a general name for the different types of planning policy documents which together make up the Local Development Framework (LDF)		
LDF	Local Development Framework – A portfolio of planning policy documents that will provide a framework for meeting the community's economic, social and environmental aims.		
London South Midlands Multi Modal Study	http://www.eera.gov.uk/category.asp?cat=292	FaberMaunsell	2003
London-Stansted-Cambridge Sub Regional Strategy	http://www.eera.gov.uk/category.asp?cat=148	Ecotec	2002
Lord Rooker correspondence with EERA Re 18,000 dwellings	http://www.eera.gov.uk/category.asp?cat=433		
LPG	Liquefied Petroleum Gas		
LSM	London South Midlands		
LSP	Local Strategic Partnerships		

Reference	Description/Web Link	Organisation	Date
LTP	Local Transport Plan		
Lyons Review	http://www.hm_treasury.gov.uk/consultations_and_legislation/lyons/consult_lyons_index.cfm	HM Treasury	2004
Making Renewable Energy a Reality – Setting a Challenging Target for the East of England	http://www.renewableeast.org.uk/images/pdfs/Renewables_Report.pdf	East of England Sustainable Development Round Table	2003
Making the Connections: Transport and Social Exclusion	http://www.socialexclusionunit.gov.uk/publications.asp?did=229	Social Exclusion Unit	2003
Market Towns Initiative	http://www.countryside.gov.uk/NewEnterprise/MarketTowns/initiative.asp	Countryside Agency	
Milton Keynes South Midlands Growth Area Assessments	http://www.eera.gov.uk/staging/category.asp?cat=145		2002
Milton Keynes South Midlands Sub Region Strategy	http://www.go-em.gov.uk/planning/mksm/consultation.php		2003
Mixed Development	Development that includes a mix of land uses such as housing, retail, employment, leisure etc		
MMS	Multi-modal studies		
Monitoring Regional Planning Guidance	http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606395.hcsp	ODPM	
National Cycle Network	http://www.sustrans.org.uk/default.asp?sID=1090412763593		
National Cycle Strategy	http://www.dft.gov.uk/stellent/groups/dft_sustravel/documents/page/dft_sustravel_503877.hcsp	Dft	1996
National Home Energy Rating			
National Planning Policies (PPG/PPS)	Statements issued by Central Government setting out national planning policy on a range of policy and procedural issues http://www.odpm.gov.uk/stellent/groups/odpm_control/documents/contentservertemplate/odpm_index.hcst?n=2263&l=2	ODPM	

Reference	Description/Web Link	Organisation	Date
National Playing Field Association Standards	http://www.npfa.co.uk/home_full.php	NPFA	
NATS	Norwich Area Transportation Strategy http://www.norwichareatransport.org/strategy/	Norwich City Council	1997
Norwich Area Transportation Strategy	http://www.norwichareatransport.org/		2003
NPA	Norwich Policy Area		
NVQ	National Vocational Qualification		
Options Consultation Document	http://www.eera.gov.uk/category.asp?cat=437	EERA	2002
Our Energy Future – creating a low carbon economy	http://www.dti.gov.uk/energy/whitepaper/index.shtml	Dti	2003
Peterborough Growth Area Study	http://www.eera.gov.uk/category.asp?cat=146	Llewelyn Davies and Roger Tym & Partners	2004
Peterborough Sub Regional Study	http://www.eera.gov.uk/category.asp?cat=146	Llewelyn Davies	2003
PPM	Plan Monitor and Manage approach – Defined in Paragraph 2.28		
Planning and Compulsory Purchase Act	http://www.odpm.gov.uk/stellent/groups/odpm_control/documents/contentservertemplate/odpm_index.hcst?n=2155&l=2	ODPM	2004
Planning Gain	See Planning Obligation		
Planning Obligations	These are agreements between local planning authorities and developers, secured in the context of granting a planning consent to ensure provision of infrastructure, services, open spaces and affordable housing etc.		
Population and Household Growth in the East of England 2001-2021	http://www.eera.gov.uk/category.asp?cat=310	APU	2003
Pre Submission Consultation Statement	http://www.eera.gov.uk/category.asp?cat=320	EERA	2004

Reference	Description/Web Link	Organisation	Date
Previously Developed Land	As defined in PPG3 Annex C http://www.odpm.gov.uk/stellent/groups/odpm_planning/documents/page/odpm_plan_606933.hcsp		
Priority Regeneration Areas Study	http://www.eera.gov.uk/Documents/About%20EERA/Policy/Planning%20and%20Transport/PlanHome/PlanTranStud/TopicBasedStudy/Economy/PrioritisationinEoEFnIRpt.pdf	Dtz	2002
Proximity Principle	The proximity principle implies that waste should generally be managed as near as possible to its place of production, mainly because transporting waste has a significant environmental impact.		
RAWP	Regional Aggregates Working Party		
Regional Cultural Strategy	http://www.livingeast.org.uk/uploads/strategy.pdf	Living East	2004
Regional Economic Strategy 2001 East of England 2010: Prosperity and opportunity for all (RES)	http://www.eeda.org.uk/monthly_view.asp?sec_id=325	EEDA	2001
Regional Economic Strategy Draft 2004 Shared Vision – the Draft Regional Economic Strategy for the East of England (RES)	http://www.eastofenglandobservatory.org.uk/RES_Review.asp	EEDA	2004
Regional Environment Strategy: Our Environment Our Future	http://www.eera.gov.uk/category.asp?cat=42	EERA and EEEF	2003
Regional Housing Board	http://www.go-east.gov.uk/About_Us/Business_Groups/Social_Inclusion/Housing/Regional_Housing_Board/index.cfm?TextVersion=1		
Regional Housing Strategy	http://www.eera.gov.uk/Text.asp?id=5X91E6-A77F7332&cat=45	Regional Housing Forum	2004

Reference	Description/Web Link	Organisation	Date
Regional Social Strategy	http://www.eera.gov.uk/Text.asp?id=SX927E-A77F74C9&cat=49	EERA	2004
Regional State of the Historic Environment Report 2003 Heritage Counts	http://www.english-heritage.org.uk/heritagecounts/report.htm	English Heritage	2003
Regional Sustainable Development Framework	http://www.eera.gov.uk/Text.asp?id=SX9631-A77F7613&cat=50	EERA and Sustainable Development Roundtable	2001
Regional Tourism Strategy	www.eetb.org.uk	EETB	2003
Regional Transport Strategy Background paper determining investment priorities	http://www.eera.gov.uk/category.asp?cat=306	EERA	2004
Regional Transport Strategy Existing Conditions Report	http://www.eera.gov.uk/category.asp?cat=306	STEP	2002
Regional Transport Strategy Final Report (STEP)	http://www.eera.gov.uk/category.asp?cat=306	STEP	2003
Regional Transport Strategy Options Development Report (STEP)	http://www.eera.gov.uk/category.asp?cat=306	STEP	2002
Regional Waste Management Strategy	http://www.eera.gov.uk/category.asp?cat=318	RWTAB	2003
Regional Water Resources Strategy	http://www.environment-agency.gov.uk/subjects/waterres/137651/?version=1&lang=_e	Environment Agency	
Regional Woodland Strategy: Woodland for Life	http://www.woodlandforlife.net/wfl/	EERA and Forestry Commission	2003
RES Sub-Regional Studies Stage 1 and 2	http://www.eastofenglandobservatory.org.uk/viewResource.asp?resourceType=&searchText=Bone+Wells&uri=http://eastofenglandobservatory.org.uk/resources/?id=8917	Bone Wells Associates	2002
RIC	Regional Interchange Centre		

Reference	Description/Web Link	Organisation	Date
RIGS	Regionally Important Geological and/or Geomorphological Sites		
RPG	Regional Planning Guidance (now known as Regional Spatial Strategy RSS)		
RPG 6, 9 and 9a	Existing Regional Planning Guidance http://www.eera.gov.uk/category.asp?cat=129		
RSL	Registered Social Landlord		
RSS	Regional Spatial Strategy		
RTS	Regional Transport Strategy (Chapter 8)		
RWMS	Regional Waste Management Strategy http://www.eera.gov.uk/category.asp?cat=318	RWTAB	2003
SAP	The Government's recommended system for energy rating of dwellings.		
SASPs	Significant Areas for Sport		
Section 105 Maps	www.environment-agency.gov.uk		
Section 106	Section 106 Planning Agreements secure community infrastructure to meet the needs of residents in new developments and/or to mitigate the impact of new developments upon existing community facilities.		
Sequential approach	As defined by central government in PPG3 and PPG6		
SHAs	Strategic Health Authorities		
SMEs	Small and medium sized enterprises		
SMP	Shoreline Management Plan		
South East and Anglian Ports Study	http://www.seaports.org.uk/SEAPORTS%20Final%20Report.pdf	SEAPLAG	2002
South Essex Housing Needs Study	http://www.tgessex.co.uk/	Housing Corporation	?
SPG/SPD	Supplementary Planning Guidance/ Supplementary Planning Documents. These documents provide additional and supporting detail about how policies and proposals are applied.		

Reference	Description/Web Link	Organisation	Date
SPZ	Simplified Planning Zones		
SRA	Strategic Rail Authority		
SRA Strategic Plan 2003	http://www.sra.gov.uk/publications/strategy_default	Strategic Rail Authority	2003
SSSI	Site of Special Scientific Interest		
Stansted/M11 Corridor Development Options Study	http://www.eera.gov.uk/category.asp?cat=289	Colin Buchanans and Partners	2003
Strategic and Sub-Regional Employment Sites in the East of England Phase 1&2	http://www.eastofenglandobservatory.org.uk/viewResource.asp?uri=http://eastofenglandobservatory.org.uk/resources/?id=11067	Chesterton Plc	2001 and 2002
Sustainable Communities Plan	http://www.odpm.gov.uk/stellent/groups/odpm_communities/documents/section_homepage/odpm_communities_page.hcsp	ODPM	2002
Sustainable Development	Development which meets the needs of the present without compromising the ability of future generations to meet their own needs. It means meeting four objectives at the same time, in the UK and the world as a whole: <ul style="list-style-type: none"> • social progress which recognises the needs of everyone • effective protection of the environment • prudent use of natural resources • maintenance of high and stable levels of economic growth and employment 		
TGSEP	Thames Gateway South Essex Partnership http://www.tgessex.co.uk/		
Thames Gateway Freight Study	http://www.tgessex.co.uk/	Sinclair Knight Mertz	2002
The Historic Environment: A Force For our Future 2001	http://www.culture.gov.uk/global/publications/archive_2001/his_force_future.htm	Department for Culture, Media and Sport	2001
The London Plan – Spatial Development Strategy	http://www.london.gov.uk/mayor/strategies/sds/index.jsp	Greater London Authority	2004
The National Cycling Strategy	http://www.culture.gov.uk/global/publications/archive_2001/his_force_future.htm	DfT	

Reference	Description/Web Link	Organisation	Date
The Towns and Cities strategy	http://www.eeda.org.uk/compdetails.asp?id=3642	EEDA	
TPI	Targeted Programme of Improvements http://www.dft.gov.uk/stellent/groups/dft_roads/documents/page/dft_roads_503923.hcsp	DfT	1998
Travelwise	http://www.travelwise.org.uk/		
UDC	Urban Development Corporation		
UK Biodiversity Action Plan	http://www.ukbap.org.uk/		
Urban Fringe	The intermediary area between the urban area and open countryside or the fringe of an adjoining urban area. See Para 4.37		
URC	Urban Regeneration Company		
WAGN	West Anglia Great Northern rail company		
Water Resources Strategy for the East of England	http://www.eeda.org.uk/doclib/26553_EEDA_64pp.pdf	Environment Agency	2003
Woodland Wealth Appraisal for the East of England	http://www.woodlandforlife.net/wfl-woodbank/documents/Full_Rep.pdf	Countryside and Community Research Unit University Of Gloucester	2003



Appendix H: policy list

4 core spatial strategy

- SS1: achieving sustainable development
- SS2: overall approach to the spatial strategy
- SS3: development in and adjoining urban areas
- SS4: use of previously developed land and buildings
- SS5: town centres
- SS6: transport strategy
- SS7: green belt
- SS8: land in the urban fringe
- SS9: development in rural areas
- SS10: the regional economy
- SS11: priority areas for regeneration
- SS12: health, education and social inclusion
- SS13: overall housing provision
- SS14: development and flood risk
- SS15: the coast
- SS16: quality in the built environment

5 sub-regional and sub-area policies

Thames Gateway/South Essex sub-region

- TG/SE 1: zones of change and influence
- TG/SE 2: employment generating development
- TG/SE 3: transport infrastructure
- TG/SE 4: the environment and urban renaissance
- TG/SE 5: community infrastructure
- TG/SE 6: dwelling provision
- TG/SE 7: implementation and delivery

Haven Gateway Sub-region

- HG1: economic development
- HG2: regeneration
- HG3: dwelling provision
- HG4: the ports
- HG5: transport
- HG6: environment
- HG7: implementation

- Norwich sub-region**
- NSR1:** promoting clusters and strategic sites
 - NSR2:** promoting the tourism sector
 - NSR3:** retail, culture, leisure and education
 - NSR4:** housing
 - NSR5:** transport infrastructure
 - NSR6:** environmental assets
- Great Yarmouth Lowestoft Sub-region**
- GYL1:** economy and regeneration
 - GYL2:** housing policy
 - GYL3:** infrastructure and transport policy
 - GYL4:** implementation
- The Norfolk and Suffolk Broads Sub-area**
- NSB1:** the Norfolk and Suffolk broads
- Thetford Sub-area**
- TH1:** Thetford
- Greater Peterborough Sub-region**
- GPSR1:** strategy for Greater Peterborough sub-region
 - GPSR2:** transport infrastructure
 - GPSR3:** growth of Peterborough
 - GPSR4:** regeneration of Peterborough city
- Cambridge Sub-region**
- CSR1:** location of housing and related development
 - CSR2:** scale of housing provision and its distribution
 - CSR3:** high technology clusters
 - CSR4:** management of the Cambridge sub-regional economy
 - CSR5:** infrastructure provision
- Stansted/M11 Sub-region**
- ST1:** spatial strategy
 - ST2:** employment generation and economic regeneration
 - ST3:** Harlow regeneration
 - ST4:** strategic growth locations
 - ST5:** Stansted airport
 - ST6:** transportation
 - ST7:** implementation and delivery

- Stevenage Sub-area**
- SV1:** regeneration of Stevenage
- London arc Sub-area**
- LA1:** the London Arc
- Bedfordshire and Luton growth areas**
- BL1:** Luton airport
- BL2:** waste management in the Bedford / Kempston / Marston Vale growth area
- Bury St Edmunds Sub-area**
- BSE1:** Bury St Edmunds
- King's Lynn Sub-region**
- KL1:** King's Lynn sub-region
- KL2:** exploring growth of King's Lynn urban area
- KL3:** regeneration of King's Lynn urban area
- KL4:** transport infrastructure

6 economic development, retail and tourism

- E1:** human resource development
- E2:** job growth
- E3:** approach to employment land allocation
- E4:** provision of strategic employment sites
- E5:** supporting economic diversity and business development
- E6:** information communications technology (ICT)
- E7:** supporting cluster development
- E8:** simplified planning zones
- E9:** regional structure of retail centres
- E10:** retail strategy
- E11:** retail distribution
- E12:** out- of-town retail
- E13:** tourism
- E14:** regional airports

7 housing

- H1: distribution of dwelling provision 2001-2021
- H2: affordable housing and mix of housing types
- H3: phasing of housing development

8 regional transport strategy

- T1: regional transport strategy objectives
- T2: public transport provision and regional interchange centres
- T3: strategic freight interchange
- T4: ports and water transport
- T5: airports
- T6: strategic network hierarchy
- T7: strategic public transport services
- T8: maintenance and management of the strategic road network
- T9: maintenance and management of the strategic rail network
- T10: sub-regional transport
- T11: environment and safety
- T12: walking and cycling
- T13: public transport accessibility
- T14: traffic management
- T15: road user charging
- T16: parking
- T17: investment priorities

9 environmental resources

- ENV1: environmental infrastructure
- ENV2: landscape character
- ENV3: biodiversity and earth heritage
- ENV4: woodlands
- ENV5: the historic environment
- ENV6: agriculture, land and soils
- ENV7: air quality
- ENV8: renewable energy and energy efficiency
- ENV9: water supply, management and drainage
- ENV10: waste management
- ENV11: management of wastes arising within the East of England
- ENV12: regional self-sufficiency
- ENV13: hazardous waste
- ENV14: regional waste management strategy
- ENV15: overall minerals supply and transportation
- ENV16: minerals recycling/reprocessing sites
- ENV17: overall minerals management
- ENV18: sustainable approach to minerals planning
- ENV19: minerals monitoring

10 culture

- C1: cultural development
- C2: provision and location of strategic leisure, sport, recreation, arts or tourism facilities
- C3: the arts
- C4: sporting facilities
- C5: recreation and natural resources

11 implementation and delivery

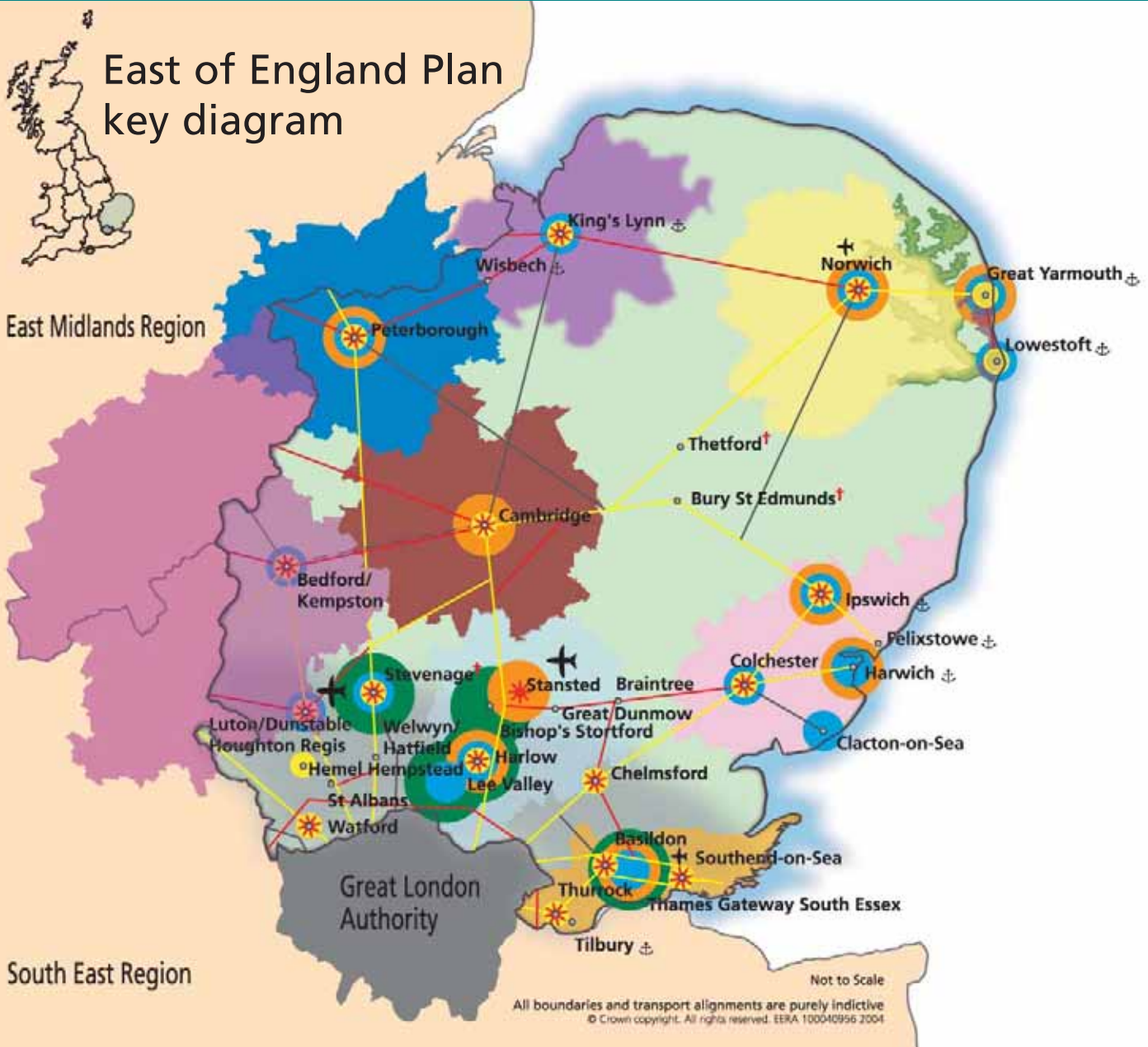
- IMP1: conditions for success
- IMP2: development contributions
- IMP3: establishment of local delivery vehicles (LDVs)
- IMP4: monitoring

East of England regional and European context



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EERA 100040956 2003

East of England Plan key diagram



- East of England Boundary
 - Key Centres (Policy SS2)
also Stansted/M11 corridor towns (not shown)
 - Regional Interchange Centre (Policy SS6, T2)
 - Priority areas for regeneration (Policy SS11)
also transitional EU Objective 5b areas,
wards in Cambridge and St Edmundsbury
districts (not shown)
 - Strategic Employment Site (Policy E4)
also sites to be identified in Hertfordshire
(not shown)
 - Green Belt Review (SS7)
 - East of England Coast (Policy SS15)
 - Towns Seaports Airports
 - Strategic transport network (Policy SS6, T6)
 - Rail Road
 - Proposed Rail Rail and Road
-
- Sub-regions/Sub-areas[†]
(Policy only within East of England)
 - Bury St Edmunds[†]
 - Cambridge*
 - Generic Policy Area
 - Greater Peterborough*
 - Great Yarmouth/Lowestoft
 - Haven Gateway
 - King's Lynn
 - London Arc
 - Milton Keynes South Midlands (see para 5.160)*
 - Norwich (study to confirm boundary)
 - Stansted/M11 Corridor*
 - Stevenage[†]
 - Thames Gateway/South Essex*
 - Thetford[†]
 - The Norfolk and Suffolk Broads
- * Part of Sustainable Communities Plan Growth Area

