

CITIES SUB REGIONAL STRATEGY

1. Purpose

The purpose of this Sub Regional Strategy (SRS) is to provide additional direction and guidance to Local Development Frameworks on issues that cross strategic planning boundaries and other sub regional matters of importance in the 3 Cities Sub-area. In particular it aims to set out a context for the sustainable regeneration and growth of the Sub-area. The requirement for a 3 Cities Sub-area SRS was identified by the Secretary of State in Policy 16 of RSS8 (2005). The SRS forms part of the Regional Plan.

The SRS is based on advice given to the Regional Planning Body by the following section 4(4) Authorities:

- Derby City Council
- Derbyshire County Council
- Leicester City Council
- Leicestershire County Council
- Nottingham City Council
- Nottinghamshire County Council

In preparing this advice, the Section 4(4) Authorities have worked with the relevant district councils and representatives of other social, environmental and economic interests. The SRS also takes into account the outcomes of a sub-regional stakeholder seminar which took place on the 13th June 2006.

The SRS takes into account and is consistent with the proposals for the Sub-area to be designated a 'New Growth Point'.

2. Defined Area

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

Derby Housing Market Area

Amber Valley Borough Council
Derby City Council
South Derbyshire District Council

Leicester & Leicestershire Housing Market Area

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

Nottingham Core Housing Market Area

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

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

3. Key Characteristics

The relationship between Derby, Leicester and Nottingham Principal Urban Areas is complex and in some respects interdependent. Three of the fifteen largest cities in England are located within 30 miles of each other, and substantial numbers of people travel between them for work, shopping, education, health care and leisure. Together they represent half the economy of the entire region, and are home to 1.5 million of the region's 4.3 million population. To varying degrees, their economies, labour markets, shopping catchments, travel patterns and housing market areas all overlap and interact. While this provides some real opportunities, they also contain some of the most deprived communities in the Country, and have areas in urgent need of regeneration, both in and around the city centres, and in some of the more peripheral housing estates. At the same time, some parts of the Sub-area have a rural character, with specific needs around housing affordability and accessibility to services. Only by planning across the entire Sub-area can these complex issues be tackled comprehensively, and the maximum benefit in terms of economic growth, locational priorities for development, environmental protection and enhancement, and transport planning be achieved in an integrated way.

The Sub-area is highly accessible with 10.6 million people living within 90 minutes off peak drive time. It is well served by the Midland Main Line, with the East and West Coast Main lines touching the boundaries. Direct Eurostar services are due to commence in 2008. The national road network converges on the area – the M1, M69, M42, A50, A46, A6, A38 and A47 all pass through. Nottingham East Midlands Airport is the leading airport for pure freight in the UK with 30% of the market.

The Principal Urban Areas share common problems and opportunities in terms of restructuring and modernising their economies, the role of their city centres, their capacity to absorb growth in a sustainable way to address their regeneration needs, and the vital role played by their hinterlands in driving urban development and prosperity.

Further information on the key characteristics of the Sub-area is set out in part 1 of the Regional Plan under section 2.5. Policy 13 in Part 1 of the Regional Plan provides the regional policy context for this SRS.

4. Sub Regional Core Strategy

The vision for the SRS is:

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

This vision will be achieved in the Sub-area through the implementation of development in accordance with the following principles:

- maximising the contribution of previously developed land and buildings, whilst ensuring adequate open space;
- recognising the inter-connectivity between the 3 PUAs in reducing the need to travel and the reliance on car-based transport by integrating land use and transport planning taking account of the committed transport investment;
- maximising the opportunities afforded by growth to facilitate the regeneration of communities to reduce social exclusion;

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

New Growth Point

The Sub-area is seeking designation as a "New Growth Point" over the period 2006 to 2021, with new development associated with this status focused on the 3 Principal Urban Areas. The rationale behind the bid emphasises that the levels of growth within it are appropriate, but only if accompanied by significant additional resources to ensure it can be delivered in a sustainable way. The Sub Regional Strategy is key to implementing the New Growth Point, and will provide guidance for LDFs and implementing agencies to ensure coherent and timely delivery.

The Growth Point bid will help to provide investment in the Sub-area's green and environmental infrastructure, to ensure that the level of housing proposed in this Sub Regional Strategy can be developed embodying the principles behind "Sustainable Communities", minimising and mitigating any adverse environmental impacts. It will also include economic development initiatives to capitalise on the Sub-area's assets as economic drivers and centres of employment, particularly in science and technology and knowledge intensive industries, and to strengthen the role of the city centres.

Although much of the growth will be brownfield regeneration, a significant element will be accommodated through mixed-use sustainable urban extensions which will be developed to exemplary environmental standards, addressing issues of environmental capacity (eg watersupply/sewerage), integrating physically and socially with the existing urban area, providing generous green and environmental infrastructure, sustainable transport links, and have sufficient community facilities, either as part of the extension or by supporting existing facilities. Where of sufficient scale and/or appropriately located, provision should be made for complementary employment uses.

Definition of Principal Urban Areas (PUAs) and Sub Regional Centres

Regional Plan Policy 13 seeks to ensure the growth and regeneration of Derby, Leicester and Nottingham whilst Policies 2 and 4 ensure that this is achieved by concentrating new development in or adjoining the PUAs, and provide for development of a lesser scale in the Sub Regional Centres (which are set out in Policy 4). For the purposes of LDF preparation, the PUAs are defined below.

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The Principal Urban Areas comprise the built-up parts of the following settlements:

Leicester Principal Urban area

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

Nottingham Principal Urban Area

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

Derby Principal Urban area

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

Green Belts and Green Wedges

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

A process of strategically reviewing the Nottingham Derby Green Belt has been undertaken in accordance with Policy 14 RSS8 which required analysis of the boundaries of the Green Belt in relation to development requirements. The case for adding land to, as well as removing land, was considered.

The review has highlighted that the area between Nottingham and Derby is overall the most important area of Green Belt. Areas north of Nottingham and Derby are also important, while areas to the south and east of Nottingham are of lesser importance. Extending the Green Belt to the south and south west of Long Eaton would serve a number of Green Belt purposes.

The scale of development requirements is such that a revision of the inner boundary around the Nottingham PUA is required. In accordance with the findings of the Green Belt review, the major extension to the PUA is proposed in an area of lesser importance, to the south. Other areas for growth, such as around the Amber Valley towns, should avoid the most sensitive areas of Green Belt.

The Government's Sustainable Communities Plan (2003) states there should be no net loss of Green Belt land. The Green Belt should be extended to the south and south west of Long Eaton to compensate for the Green Belt that will be removed. This will mean that the Green Belt will be extended into North West Leicestershire District and possibly expanded in South Derbyshire District. This is the most logical area for an extension of the Green Belt because the Green Belt is currently narrow south of Long Eaton and the boundaries are not consistent with those in Rushcliffe Borough.

Policy 3 Cities SRS 2 Sub Regional Priorities for Green Belt Review

The principle of the Nottingham-Derby and Burton-Swadlingcote Green Belt will be retained. Local Development Documents for areas covered by the Green Belt in the Nottingham PUA will review its inner boundaries to meet the development land requirements of the Regional Spatial Strategy to 2026. In undertaking this review, local planning authorities will have regard to:-

- **Policy 3 Cities SRS 4 Identifying the locations for future development**
- **sustainable development principles and Regional Plan Policy 2;**
- **the principles and purposes of existing Green Belt land, in particular the need to prevent coalescence; and**
- **the retention of existing, or creation of new, defensible boundaries.**

South Derbyshire District and North West Leicestershire District should consider detailed boundaries for the extension of the Green Belt to the south and south west of Long Eaton. Where extensions to the Green Belt are proposed regard will be had to:-

- **the principles and purposes of existing Green Belt land, in particular the need to prevent coalescence; and**
- **defensibility boundaries.**

Some parts of the Sub-area have established green wedge policies. Green wedges serve useful strategic planning functions in preventing the merging of settlements, guiding development form, and providing a 'green lung' into urban areas, and act as a recreational resource. Although not supported by government policy in the same way as Green Belts, they can serve to identify smaller areas of separation between settlements.

Provision will be made in green wedges for the retention or creation of green infrastructure and green links between urban open spaces and the countryside, and for the retention and enhancement of public access facilities, particularly for recreation.

Policy 3 Cities SRS 3 Sub Regional Priorities for Green Wedges

Green wedges will be maintained in locations as shown on the Spatial Diagram. Local Development Documents for those areas adjacent to the Derby and Leicester PUAs that are not designated as Green Belt will review and as appropriate modify the boundaries of and the detailed policies for green wedges to reflect the following objectives:-

- a) **the protection of strategically important areas of open land from built development in order to shape the wider form and direction of urban development;**
- b) **the prevention of coalescence of currently distinct urban areas; and**
- c) **the sustaining and enhancement of strategic landscape and wildlife links between the countryside and urban areas.**

Local Development Documents elsewhere in the Sub-area not affected by Green Belt designation should also consider whether green wedges should be defined for appropriate parts of the urban/rural fringes. Any green wedges so proposed should reflect the objectives set out above.

Climate Change

The Sub-area is the most densely developed part of the Region, and as such can have a key role in tackling climate change and reducing its carbon footprint. Development closely associated with the PUAs, properly integrated through sustainable transport measures, designed to high environmental standards, planned from the outset with associated green and environmental infrastructure and incorporating renewable energy generation will be required to reduce and mitigate for the potential impacts of climate change, as will measures to manage the growth of road traffic.

5. Sub Regional Housing Priorities

In accordance with Regional Plan Policies 2 and 4, most new housing development will be in or adjacent to the PUAs, but with sufficient development allocated to support the roles of Sub Regional Centres. Equally, some parts of the Sub-area are rural in nature, and have issues of affordability which need to be addressed. Government guidance makes it clear that Housing Market Areas should provide for their own housing needs, unless there is strong justification to the contrary. The Sub Regional Strategy adheres to this principle.

Housing Market Assessments are underway for the Sub-area. Local Planning Authorities should use these in conjunction with Housing Strategies to support policies to develop more balanced communities, in terms of dwelling size, type and affordability. This is particularly important in some post war housing estates, which are often dominated by one house and tenure type. Concentrations of household types, such as shared student households, can also give rise to environmental and social issues in some localities, and diversification of household type in these locations should also be considered.

Annual provision by Housing Market Area (HMA) and City/District area is set out in Regional Plan Policy 14, and represents a total provision across the Sub-area of 8,050 dwellings per annum. The need to manage the release for land for housing is set out in Regional Plan Policy 18.

Over the Sub-area as a whole, the proposed housing provision is roughly in line with the 2003 based ONS trend projection, although there are differences between the HMAs. In the Derby HMA, provision is somewhat below that implied by the projections, due to the very high level of past house building that has taken place recently, in Leicester HMA the provision is slightly below that implied by the projections, whilst the Nottingham Core HMA provision is above projected

trend reflecting the fact that past development in Nottingham HMA has been constrained and trend projections are consequently relatively much lower. The distribution of housing proposed in the SRS between the 3 HMAs is therefore better aligned with their respective population levels than would be the case with a rigid application of the trend. In each PUA housing provision is set well above recent housebuilding rates, reflecting policies to concentrate development in these locations.

This Sub Regional Strategy embodies the New Growth Point which is based on a phased delivery of new housing across the Sub-area, with early delivery in Derby and Leicester based initially in their city centres, but urban extensions will also be necessary to meet the level of growth envisaged. In Nottingham, much of the growth delivery will be accommodated by way of a significant urban extension which by its nature will take longer to deliver.

Derby HMA

There is substantial capacity on brownfield sites within the Derby PUA and this will be enhanced by the 5000 houses anticipated in the city centre as part of the New Growth Point. Brownfield capacity will not however be sufficient to meet all the proposed provision to 2026 and there will also be a need for significant urban extensions around Derby.

In considering the best general locations for urban extensions to Derby, regard has been had to the criteria in RSS policy 2 and constraints and opportunities around Derby's periphery. Locations to the north west in Amber Valley are constrained by valuable Green Belt, topography and the need to avoid closing off the 'mouths' of green wedges penetrating the City. Locations in Erewash are all constrained by Green Belt, recognised in the review as being of prime importance. The more suitable opportunities lie within South Derbyshire. This broad area is well located in relation to employment opportunities and there is scope for development to take place without taking Green Belt or adversely affecting green wedges. However, there will be a need for investment in significantly improved highways and transport measures, the resolution of drainage capacity problems and provision of appropriate green infrastructure.

In the non PUA parts of Amber Valley and Swadlincote, the proposed provision may create a need for modest urban extensions in some or all of the five towns highlighted, subject to the amount of additional brownfield land that can be brought forward.

Leicester and Leicestershire HMA

The housing strategy for the Leicester and Leicestershire HMA is one which focuses on the Leicester urban area, initially by capitalising on its substantial urban capacity. However, this will be insufficient to meet all the proposed provision to 2026, and later in the plan period, this will need to be met by planned sustainable urban extensions.

In considering the areas of search for these urban extensions, regard has been had to criteria in RSS Policy 2 and an assessment of constraints and opportunities around Leicester. The best opportunities to meet the bulk of the additional provision for the PUA lie west of Leicester in Blaby (between the A47 and the M69) and north of Leicester in Charnwood (east of Thurmaston).

The consideration of constraints and opportunities has identified the need for significantly improved transport and other infrastructure, and further investigations will be carried out to identify specific requirements.

A number of factors, particularly the cost and feasibility of providing transport links to the major road network, rule out the prospect of planned sustainable urban extensions to the PUA in Harborough or Oadby and Wigston.

Beyond the PUA, sustainable urban extensions are proposed to Loughborough, Hinckley and Coalville to support their roles as Sub-Regional Centres.

Nottingham Core HMA

Nottingham PUA also has substantial capacity on brownfield sites, however, because Nottingham has a long standing city centre housing market, this capacity is already largely accounted for in existing planning policies. Growth above this capacity will therefore be accommodated in sustainable urban extensions, in supporting the Sub Regional Centres of Hucknall and Ilkeston, and the other urban areas of Kimberley and Eastwood. In Nottingham HMA further work on identifying the precise scale of urban extensions is required. Local Development Documents should also examine the case for supporting regeneration at Stanton and Cotgrave through brownfield development.

The south of Nottingham has been identified as the most appropriate location for significant growth, as it causes least harm to the purposes of the Green Belt and avoids areas of high landscape value to the east of the PUA. A location to the south of Clifton is proposed, as it can also take advantage of existing and planned infrastructure, particularly the upgrading of the A453, the extension of the Nottingham Light Transit Line, the Trent River Park proposals and the East Midlands Parkway station on the Midland Main Line. It will also be well related to Nottingham East Midlands Airport. The level of development proposed in

Rushcliffe may also require further urban extensions of a lesser scale elsewhere. Growth Point resources will be used to ensure sustainable delivery.

SRS Policy 4 (below) sets out the distribution of housing provision for each Housing Market Area. Where relevant, housing provision is split between the provision associated with the PUA (urban capacity or sustainable urban extension) and that to be provided elsewhere. Outside of named settlements, development should be restricted to the identified regeneration needs of settlements or be small scale development targeted to meet local needs.

Policy 3 Cities SRS 4 Sub Regional Priorities for Housing Provision

Housing development, except that required to support identified regeneration needs of settlements, and small scale development targeted to meet local needs, will be distributed as follows:

DERBY HMA TOTAL	1770 dws pa, of which 980 should be within Derby PUA
Derby City	700 dws pa, all within Derby PUA
South Derbyshire	605 dws pa, of which 255 dws pa should be sustainable urban extensions to the Derby PUA. Development in the remainder of the District will be focused primarily on Swadlincote, including urban extensions as necessary.
Amber Valley	465 dws pa of which 25 dws pa should be sustainable urban extensions to the Derby PUA. Development in the remainder of the District will be focused primarily on Alfreton, Belper, Heanor and Ripley, including urban extensions as necessary.

Urban extensions around Derby will provide for the definition, extension and protection of green wedges penetrating the PUA and avoid coalescence between the PUA and other settlements.

Housing development outside the PUA will be focused primarily on the Sub Regional Centre of Swadlincote and the towns of Alfreton, Belper, Heanor and Ripley, including urban extensions as necessary.

**LEICESTER HMA
TOTAL**

3,790 dws pa, of which 355 should be as sustainable urban extensions to Leicester PUA

Leicester City

1,180 dws pa, all within Leicester PUA

Blaby

350 dws pa, of which 160 dws pa should be a sustainable urban extension to the Leicester PUA.

Charnwood

760 dws pa, of which 195 dws pa should be a sustainable urban extension to the Leicester PUA. Development in the remainder of the District will be focused primarily on Loughborough, including 195 dws as a sustainable urban extension.

Harborough

345 dws pa, majority of which should be within or adjoining Leicester PUA and focused primarily on Market Harborough.

Hinckley & Bosworth

460 dws pa, of which 195 dws pa should be a sustainable urban extension to Hinckley

Melton

160 dws pa, of which 50 dws pa should be a sustainable urban extension to Melton Mowbray

North West Leics.

480 dws pa, of which 195 dws pa should be a sustainable urban extension to Coalville

Oadby and Wigston

55 dws pa, the majority of which should be within or adjoining the Leicester PUA.

Urban extensions around Leicester, Loughborough, Hinckley, Melton Mowbray and Coalville will provide for the definition, extension and protection of green wedges penetrating the PUA and avoiding coalescence between the PUA, Sub-Regional Centres and other settlements.

**NOTTINGHAM HMA
TOTAL**

2,490 dws pa, of which 1,840 should be within or adjoining Nottingham PUA

Nottingham City

945 dws pa, all within Nottingham PUA

Ashfield (Hucknall)

120 dws pa, within or adjoining Hucknall

Broxtowe	270 dws pa, of which 170 should be within or adjoining Nottingham PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be focused primarily on Kimberley and Eastwood, including urban extensions as necessary.
Erewash	290 dws pa, of which 55 should be within or adjoining Nottingham PUA, including sustainable urban extensions as necessary. Development in the remainder of the District will be focused primarily on Ilkeston, including sustainable urban extensions as necessary.
Gedling	310 dws pa, of which 225 should be within or adjoining Nottingham PUA, including sustainable urban extensions as necessary.
Rushcliffe	555 dws pa, of which 445 should be within or adjoining Nottingham PUA, including a major sustainable urban extension to the south of Clifton.

6. Sub Regional Employment Priorities

The Sub-area is well placed to drive the economic growth of the Region. It already makes up half the region's economy and the Gross Value Added per head of all 3 cities is above the national average. The city centers provide the focus of flourishing business, retail and cultural activity. The Sub-area is also home to 6 Universities, and Nottingham East Midlands Airport sits centrally between the 3 Cities.

However, labour market indicators suggest significant challenges relating to acute deprivation in all 3 conurbations. The Sub-area has the highest unemployment of the five economic Sub-areas of the region, and both employment and economic activity rates are below the regional average. Some areas of the PUAs exhibit very high and concentrated levels of deprivation, and Policy 19 of the Regional Plan prioritises these areas for regeneration.

Earnings in the Sub-area are higher than the regional average, but unlike other Sub-areas in the East Midlands, the average for those working in the Sub-area is higher than the average for residents, implying that a significant proportion of higher paid individuals commute to the Sub-area from elsewhere.

There is a relatively higher proportion employed in office based sectors, and slightly fewer in industrial and primary industries, reflecting the administrative and business centre roles of the 3 Cities, and it is office based sectors together with 'other sectors' such as leisure and retailing where employment prospects are greatest. In contrast, the projected decline in manufacturing employment is greater than regionally, reflecting the significant contractions in traditional sectors which are based in the cities, such as textiles and clothing in Leicester. Derby nevertheless continues to be one of the most important concentrations of high value manufacturing in the UK, whilst it performs less well than the other two cities in the financial, business and professional services sectors.

Over the Sub-area as a whole, there is a recognition that economic success needs to be underpinned by developing higher value, knowledge based employment, and each city has targeted relevant economic sectors and clusters for intervention to achieve this aim.

High Technology Sectors

The Sub-area has particular strengths in respect of science-based high technology industries with potential for significant growth, based both on the Higher Education sector and a track record of existing initiatives, such as Loughborough Science Park and BioCity in Nottingham. Additionally Nottingham has been nominated a 'Science City'. The Regional Economic Strategy includes actions to increase Research and Development activity, and to develop and apply new technologies. Given the importance of these sectors for the future prosperity of the Sub-area, the spatial needs of high technology industries should be explicitly allowed for in Local Development Documents.

Nottingham East Midlands Airport (NEMA)

NEMA is strategically located between the 3 cities. It is an important employment generator in its own right, as well as being essential infrastructure to support the rest of the sub regional and wider economy. It has a national freight hub facility, and has the potential to generate a wide range of associated jobs outside the airport itself. Significant growth is proposed in freight and passenger traffic over the plan period.

In the past there has been pressure for development in the vicinity of the airport. However, urbanisation of the area around NEMA would not lead to a sustainable pattern of development, would not assist in regenerating the PUAs, would be environmentally unacceptable, and could in the long term undermine the airport's operational viability. Regional Plan Policy 13 therefore seeks to focus commercial development associated with the airport (apart from airport related activities) in surrounding urban areas, especially the 3 PUAs and Loughborough.

Supporting the Roles of City and Town Centres

The city centres of Derby, Leicester and Nottingham serve a catchment extending well beyond the Sub-area boundaries, for both shopping and service functions. All three have significant regeneration and development proposals which will enhance the range of facilities offered, and extend the city centres. New roles for the city centres have emerged in recent years, particularly as a place to live, and this has contributed to their renaissance. In order to make best use of existing facilities and their high levels of accessibility, the enhancement of the regional role of these centres will be encouraged.

The Sub Regional Centres also serve a wide catchment, and their vitality and viability should be promoted. However some smaller town centres are suffering decline, and in these cases Regional Plan Policy 21 encourages the use of design led initiatives and the development of town centre strategies.

Employment Land

Regional Plan Policy 20 sets out the regional approach to employment land. Studies indicate that in general terms, employment land lost to other uses should be replaced, to allow for expansion, economic restructuring and relocation. However, studies also acknowledge that the Sub-area currently has an excess of land for employment purposes, but much of this land is of poor quality, poorly located and unattractive to the market. In ensuring that Policy 20 is implemented, Local Planning Authorities should have regard to Regional Plan Policy 2, and in addition ensure that the needs of deprived communities are addressed, that the needs identified above in terms of high technology uses and NEMA are addressed, that the site has relevance to the market it is seeking to serve. The needs of storage and distribution uses in terms of accessibility to the strategic transport network and sources of labour supply should also be considered.

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

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

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

7. Sub Regional Environment and Cultural Priorities

There are a wide range of natural and cultural assets in the Sub-area, including the National Forest and historic sites such as Derwent Valley Mills World Heritage Site, as well as many theatres and sporting venues. The Sherwood Forest Regional Park proposals impinge on the northern edge of the Sub-area and Policy Northern SRS 5 relates to this. These assets require protection and enhancement, to further develop the distinctiveness of the Sub-area, and to offer public benefit in terms of improved quality of life, increased biodiversity, and supporting the Sub Regional economy.

However, there are also areas of degraded and derelict land, often a result of past economic activity. The regeneration and environmental enhancement of these areas has a role to play in the regeneration of the Sub-area, and can have a role in increasing the Sub-area's stock of environmental assets and in increasing biodiversity.

The scale of development proposed in the Sub-area requires that its environmental impact should be considered from the outset, with a coordinated approach to providing new and enhancing existing green infrastructure across local authority boundaries. The approach will be to integrate the growth proposals with the broader objective of achieving linked, enhanced green networks, integrated with other strategies. This will particularly be the case for new urban extensions, where development can assist in delivering and enhancing green infrastructure initiatives such as the Trent River Park. Policies in Section 3.3 of the Regional Plan will be important in this regard.

The siting of major development should also have regard to the environmental capacity of its location, and include measures to minimize and mitigate any negative impacts.

Flooding is a potentially serious issue for the Sub-area, given that the 3 PUAs all have rivers flowing through them and have a history of flooding in the past. Nottingham and Derby are priority areas for Strategic Flood Risk Assessment, and these should be progressed as soon as practical to inform decisions about development which may be at risk of flooding.

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

Priorities include:-

- **Proposed National Forest Regional Park**
- **Proposed Charnwood Forest Area of Outstanding Natural Beauty**
- **Trent River Park**
- **Green Wedges**

8. Sub Regional Transport Priorities

Transport Priorities for the Three Cities sub-area are included in Regional Plan Policy 43. Connectivity between the 3 PUAs and NEMA is a priority, particularly by public transport. Regional Plan Policies 43 and 55 will be important in this regard. An indication of priorities for strategic transport infrastructure investment and the likely timescales for implementation are set in Appendix 7 of the Regional Plan. The SRS Spatial Diagram shows proposed improvements developed through the Regional Funding Allocation process.

Urban concentration and growth policies will require substantial transport investment through New Growth Point funding over and above the Regional Funding Allocation process. Where urban extensions or other major developments are planned, measures will need to be incorporated from the outset to promote sustainable travel patterns. In particular strong public transport connections will need to be provided, supported where appropriate through contributions from the developer. It will be important for developments to also contribute to appropriate local highway, walking and cycling network improvements. Investment in 'Smarter Choice' measures to achieve behavioral change will also be necessary. Appropriate measures will need to be determined through the process of comprehensive Transport Assessments.

In dealing with strategic traffic growth, widening and improvement of the M1 is of national importance and impacts upon the sub area. Regionally important Trunk Road improvements including A453 widening (M1 to Nottingham), A38 Derby junctions and A46 dualling (Newark to Widmerpool) schemes lie within the sub area and have been prioritised through the Regional Funding Allocations process. Important local authority major transport schemes have also been prioritised through this process. Regional partners have identified that the proposed expansion of the Nottingham Express Transit system will bring significant sub-regional benefits and funding is being sought through the Private Finance Initiative.

A bid to the Government's Transport Innovation Fund has been submitted by the City and County Councils within the Sub-area. This is to consider the potential for possible road pricing schemes and other transport measures to tackle congestion and support future economic growth. If this bid is successful, long term solutions to congestion problems will be determined. Options will be assessed on their potential economic impact, business competitiveness, congestion and pollution. It will consider the effects of a wide range of land development and transport policy measures.

The PTOLEMY land use and transport computer model is being developed by regional partners to assist in the assessment of proposals and in the evaluation of impacts to underpin strategic investment decisions. This will include examination of different investment options for the establishment of accessible and sustainable land use patterns and transport networks for the long term, and will guide the phasing in particular of sustainable urban extensions.

Throughout the Sub-area, in partnership with key organisations who deliver services, accessibility planning processes will also be undertaken. This combines the study of existing transport links between geographical areas, or groups of people and essential services (jobs, training, education, health, food and leisure). Specific Local Accessibility Action Plans are being developed and implemented. This will further contribute to achieving modal shift away from car use and reducing social exclusion.

9. Implementation, Monitoring and Review

The Section 4 (4) Authorities will monitor policies in the SRS based on the implementation framework in Appendix 1. This information will form part of the Annual Monitoring Report produced by the Regional Planning Body.

Local Authorities and the various Sub-Regional Partnerships in the Sub-area will be key partners in securing the delivery the SRS. The actions of other bodies such as the regeneration companies already operating in Derby, Leicester and Nottingham, infrastructure providers and other non statutory environmental, business and community groups will also be crucial. There may also be a need to develop new 'local delivery vehicles' in parts of the sub-area to ensure that major new development takes is a coordinated and sustainable manner. The New Growth Point bid submitted by the Section (4) Authorities includes proposals to develop such mechanisms.

In line with Regional Plan Policy 18, the potential for developing joint local development documents within each of 3 the Housing Market Areas that make up the Sub-area will be actively explored.