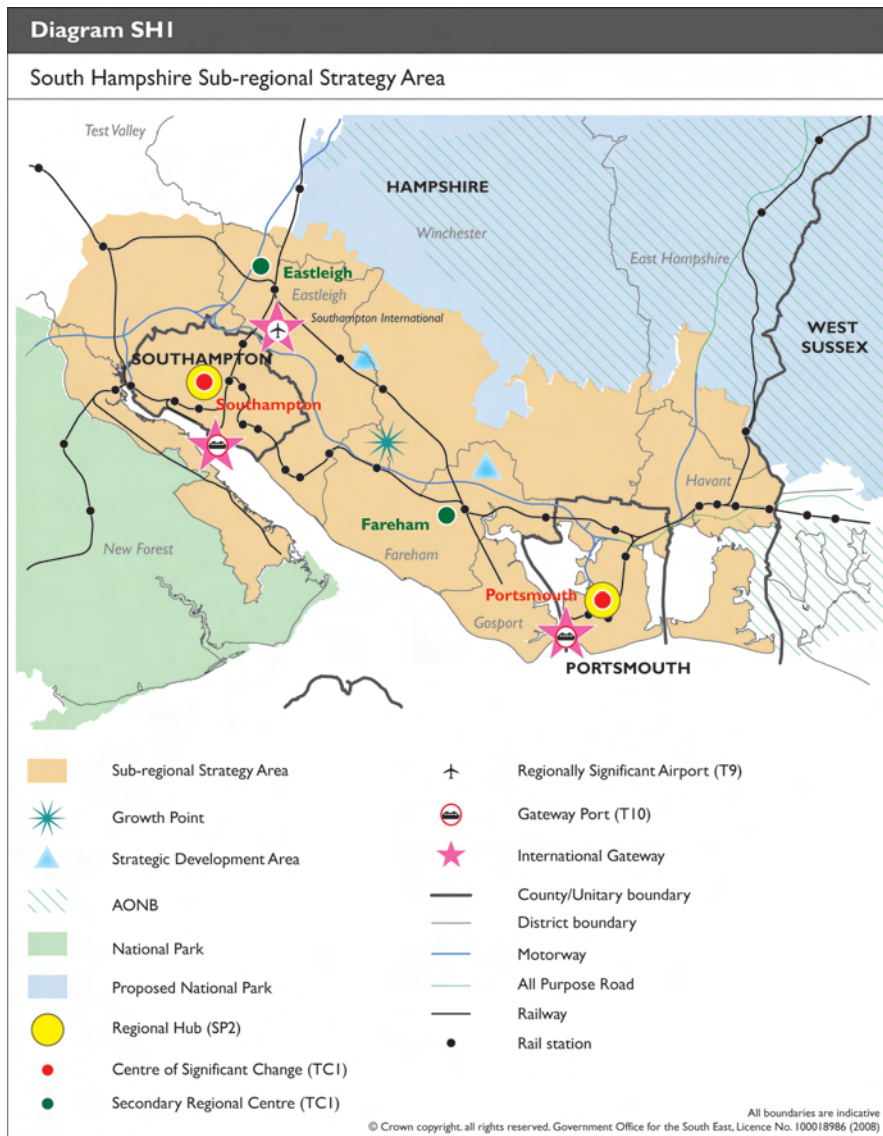


16 South Hampshire



16.1 The South Hampshire sub-region covers the districts of Eastleigh, Fareham, Gosport, Havant, Portsmouth and Southampton, and parts of East Hampshire, New Forest, Test Valley and Winchester districts. The area is bounded to the north by the shortly to be confirmed South Downs National Park and to the west by the New Forest National Park. It forms an almost continuous spread of loose knit suburban development adjacent to the Solent coastline. Although it has many advantages, including significant potential for sustainable economic growth, a high quality environment, good communications and world class education institutions, the sub-region has recently suffered from a lower rate of economic growth compared with the regional average and has pockets of high unemployment and deprivation particularly in parts of Portsmouth and Southampton. Most of this sub-region was defined as a Priority Area for Economic Regeneration in RPG9. However, the sub-region now covers a wider area than that defined in RPG9 in recognition of the links between the coastal towns and cities and their immediate hinterland and the challenges faced. Diagram SH1 illustrates the extent of the South Hampshire sub-regional area.

16.2 The aim for this sub-region is to improve economic performance up to 2026, which will allow for the provision of 80,000 net additional dwellings in this same time frame, whilst at the same time seeking to address areas of social deprivation and protect and enhance

its environmental quality. South Hampshire is supported by the Government's designation in October 2006 of this sub-regional strategy as a New Growth Point, with an accompanying phased allocation of funds for key projects.

- 16.3 The particular challenges faced by the sub-region are how to:
- i. realise the potential of the sub-region to improve its sustainable economic performance
 - ii. ensure the above benefits the areas of economic and social deprivation
 - iii. deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area
 - iv. achieve all the above in the context of the constraints on land supply and respecting the sub-region's high environmental quality
 - v. ensure joint action to raise skills levels, development of appropriate business clusters and improving the scale of knowledge transfer from the sub-region's universities.

Core Policy

POLICY SH1: CORE POLICY

Development in South Hampshire will be led by sustainable economic growth and urban regeneration. Portsmouth and Southampton will be dual focuses for investment and development as employment, retail, entertainment, higher education and cultural centres for the sub-region. The other towns will play a complementary role serving their more local areas. These urban areas will be enhanced so that they are increasingly locations where people wish to live, work and spend their leisure time. Investment and improvements in transport will reflect this, as will the location of sites for development. High density development will be encouraged in the city and town centres, around public transport hubs and at other sustainable locations.

Until around 2016, development will be concentrated on existing allocations and other sites within existing urban areas plus a number of urban extensions. Thereafter, development will be concentrated on sites within existing urban areas and in two Strategic Development Areas (see Policy SH2).

- 16.4 The strategy aims to improve its economic performance to at least match the regional average, with a target of achieving a gross value added (GVA) of 3.5% per annum by 2026. This will involve an increase in jobs as well as productivity, requiring land for business development and house building.
- 16.5 To facilitate this, the policy focuses development up to 2016 primarily on sites allocated in adopted development plans, on brownfield sites within existing urban areas, plus urban extensions. However, after 2016, while this focus will continue, the policy also provides for greenfield development concentrated in two 'strategic development areas' (SDAs). It is important that work commences prior to this date in order to deliver development on both SDAs from 2016 onwards. The urban extensions and SDAs will be located close to and with good transport links to Southampton and Portsmouth and other major employment centres. Their location will also help support improvements in public transport infrastructure and services across a wider area.
- 16.6 South Hampshire has a dense and complex settlement pattern, and accommodates a population of nearly one million people. Within the urbanised parts of the sub-region, there are substantial areas of undeveloped land. If local authorities in South Hampshire consider the inclusion of local gaps to be essential in terms of shaping the settlement pattern, this policy approach will need to be tested through development plan documents.

Strategic Development Areas

POLICY SH2: STRATEGIC DEVELOPMENT AREAS

Strategic development areas (SDAs) will be allocated in close proximity to the two cities in the following broad locations:

- i. within Fareham Borough to the north of the M27 motorway comprising 10,000 new dwellings
- ii. to the north and north-east of Hedge End comprising 6,000 new dwellings.

In each SDA the housing will be of varying types/sizes including affordable housing. Provision will also be made for co-ordinated and integrated employment, transport and housing development, together with supporting health, community, social, shopping, education, recreation and leisure facilities, green space and other identified requirements.

Particular attention will be paid to securing quality public transport links with neighbouring city and town centres, transport hubs and existing or planned major employment locations.

Development at the SDAs should ensure that the national air quality standards are not breached.

The precise form and location of SDAs will be established in development plan documents (DPDs). Their impact will be assessed in relation to their effect on surrounding districts and their sustainability, including their landscape impact.

To prevent coalescence of the SDAs with neighbouring settlements and in order to protect the separate identities of individual settlements, areas of open land will be maintained between:

- i. the Fareham SDA and Wickham/Funtley/Knowle
- ii. the North/North East of Hedge End SDA and neighbouring settlements.

The precise boundaries of these areas of land will be defined in DPDs to include land which has a predominantly open and/or rural appearance. The open land will be selected to respect the identity of the existing settlements while ensuring that opportunities for sustainable access to services and facilities in the SDA and the adjacent urban areas are not prejudiced. Only land necessary to achieve these long term objectives will be included. Within these areas, built development will not be allowed except for small scale buildings which cannot be located elsewhere and which are essential to maintain established uses within the areas of open land, or to enhance their recreational value.

Local planning authorities should, where necessary work together, including in the preparation of joint DPDs where appropriate, to bring forward the SDAs. In addition, planning authorities in partnership with developers, will develop a masterplan for each SDA at an early stage in the development process. This should identify on and off-site infrastructure requirements and set out an implementation programme, including phasing. Core strategies, supported by area action plans or supplementary planning documents, will be prepared for the SDAs.

- 16.7 The need for these SDAs has already been referred to in paragraph 16.5 above. There are a number of critical success factors which are fundamental to their delivery:

At Hedge End:

- i. attractive, high quality public transport connections to the main urban centres, in particular Southampton
- ii. maximise opportunities to improve services via Hedge End rail station

- iii. maximise accessibility to the station from within the SDA
- iv. careful balance between maintaining the identity of the existing settlements while ensuring that opportunities for sustainable access to services and facilities in the SDA and the adjacent urban areas is not prejudiced
- v. protection and enhancement of landscape quality will be particularly important in the north/north eastern parts of the area
- vi. close working, and possibly a joint area action plan, between Winchester City Council and Eastleigh Borough Council
- vii. provision of green infrastructure.

At Fareham:

- i. careful balance between maintaining settlement identity and maximising opportunities for sustainable movement between the SDA and the existing urban area
- ii. Quality public transport connections with Portsmouth, including the development of an attractive bus based service linking Fareham and its associated SDA with Gosport and Portsmouth
- iii. sensitive treatment of the relationship with Portsdown Hill to the east of the SDA location, and of the setting of the neighbouring settlements
- iv. provision of green infrastructure.

- 16.8** The pace of housing development within the SDAs should be co-ordinated with progress on better transport demand and operational management, and with the rate of infrastructure provision (see Policy CC7). In addition, the proposed implementation agency (see Policy SH9) will have a role in monitoring and implementing strategic land allocations. Partnership working is essential for co-ordination of the overall delivery of both SDAs.
- 16.9** Whilst Area Action Plans may be the most appropriate delivery tool in some circumstances, local planning authorities may also wish to consider alternative means of delivery, such as a Core Strategy, supported by a supplementary planning document (see PPS12: *Local Spatial Planning*).

Economy and Employment

POLICY SH3 – SCALE, LOCATION AND TYPE OF EMPLOYMENT DEVELOPMENT

Land will be provided to accommodate two million square metres of new business floorspace as follows:

South West area:

B1 Offices - 680,000 m²

B2 Manufacturing - 93,000 m²

B8 Warehousing - 294,000 m²

located on:

- i. **previously developed land within the cities and towns - 677,000 m²**
- ii. **greenfield land in the North/North East of Hedge End Strategic Development Area - 74,000 m²**
- iii. **greenfield land in the larger urban extensions and other greenfield sites with high accessibility allocated for that purpose in development plan documents (DPDs) - 316,000m²**

Eastleigh Borough Council should, as a matter of priority, produce a Core Strategy or an Area Action Plan (either of these could be supported by a supplementary planning document) to bring forward a mixed use development including Classes B1(a), B1(b), B1(c), B2, B8 and other appropriate uses, together with necessary transport interventions at the South Hampshire Strategic Employment Area.

South East area:

Class B1 Offices - 535,000 m²

Class B2 Manufacturing - 123,000 m²

Class B8 Warehousing - 240,000 m²

located on:

- i. previously developed land within the cities and towns - 480,000 m²
- ii. greenfield land in the Fareham Strategic Development Area - 121,000 m²
- iii. greenfield land in the larger urban extensions and other greenfield sites with high accessibility allocated for that purpose in DPDs - 297,000m².

Local planning authorities should audit their current employment allocations, taking into account Policy RE3: Employment and Land Provision, to ensure that they meet the needs of modern firms, especially those which will generate economic growth, and can be economically developed within the necessary timescale. They should ensure that sites confirmed through this review process as being suitable for employment development, are protected for that use in DPDs. Land already in use for employment should be safeguarded for that purpose.

In phasing the release of sites priority should be given to sites which will contribute to achieving growth in Gross Value Added (GVA) and/or support urban renaissance whilst recognising the need to accommodate a full range of employment uses.

Note : Office floorspace figures in this policy contain a 10% flexibility allowance.

- 16.10** Economic growth has varied widely across South Hampshire, with the two cities failing to match even national growth rates whilst the outermost parts of the strategy area have grown at rates above the regional average. The sub-region has a strong specialism in advanced manufacturing but it lags behind the South East region in the development of the high value added advanced business services. Rates of new business creation and self-employment are below South East and national averages. Its two cities, Southampton and Portsmouth are international gateways and sub-regional and locally significant employment areas respectively.
- 16.11** To address this poor performance and realise the sub-region's potential, the target economic growth rate of 3.5% per annum (gross value added) by 2026 is estimated to require around two million square metres of additional business floorspace (0.6 million square metres once extant permissions and allocations are subtracted) and will result in an employment increase of 59,000 between 2006 and 2026. Policy SH3 provides for this with about 60% of the floorspace required for knowledge based industries and industry services. The rest will be to provide new warehouse space for the predicted growth in distribution, transport and communications, and for the development of advanced manufacturing in which South Hampshire has a particular strength. The figures exclude floorspace for leisure and retail development which although forecast to grow significantly, will not require the type of space required by Policy SH3.
- 16.12** The policy refers to two sub-areas for land allocations, monitoring and management of delivery: the South West area centred on Southampton and including the whole of Eastleigh Borough, and those parts of New Forest District and Test Valley within the

sub-region; and the South East area centred on Portsmouth and including the whole of Fareham, Gosport and Havant Boroughs, together with those parts of Winchester City and East Hampshire Districts which are within the sub-region.

- 16.13** Key strategic locations for accommodating significant amounts of the above floorspace are the city and town centres, the two SDAs and the site of around 130ha to the east of Eastleigh (the South Hampshire Strategic Employment Area), which is the largest employment area in South Hampshire and is capable of being developed for a wide range of uses. Particular attention needs to be given to the provision of new business floorspace in Gosport where job density at 0.57% is the lowest in the South East region and the volume of out-commuting seriously exceeds the transport capacity of the Gosport peninsula.
- 16.14** The selection of new sites for employment development will need to take account of the location of housing and other development to increase self containment of settlements and offer a greater mix of uses.
- 16.15** Whilst employment uses are set out in Policy SH3, land may also be required for port uses at Southampton Port. This includes land for infrastructure that maintains and enhances the role of the Port and the protection of waterfront land that may be required for port use. The safeguarding of sites important to the marine industry in and around Southampton and Portsmouth should also be noted (see Policies T10, T12 and RE3).
- 16.16** To take maximum advantage of the opportunities presented by this policy it is critical that smart growth is promoted in the context of Policy RE5 including through productivity improvements, making more efficient use of land through intensification and through improving the skills base. The latter should benefit from joint action to raise skills levels through development of appropriate business clusters, taking advantage of the knowledge base in the sub-region's universities in seeking high value added activity and programmes of up-skilling (see also Policy RE4).

POLICY SH4 – STRATEGY FOR MAIN TOWN CENTRES

Development Strategy for Main Centres

The strategy for the main centres of South Hampshire is to develop their individual character and complementary roles through: a proactive programme of high quality mixed-use development; improvements to the public realm and conservation initiatives within town centres; and improved access from central areas to parks, open spaces and waterfront destinations for business and leisure. Accessibility of the main centres will be improved through implementation of the sub-regional transport strategy in Policy SH7.

For each main centre, the relevant development plan document will define the future identity and growth of the centre, as follows:

- i. in Southampton, expansion of retail, leisure, office employment and cultural facilities to enhance the city's role as a regional centre serving south west Hampshire and areas to the west and north of the sub-region by consolidating the existing primary shopping area, integrating redevelopment of the major city centre sites to the west of this in the medium term (to 2016), and possibly expanding towards the waterfront in the longer term (to 2026)**
- ii. in Portsmouth, expansion of the role of the city centre as a regional destination for shopping, leisure, office employment and culture serving south east Hampshire and areas to the north and east of South Hampshire and the city's national role as a leisure destination. There is potential for high density development at opportunity sites to reverse the recent trend of declining office employment in Portsmouth city centre. Any additional development at Gunwharf Quays would be subject to the policy set out in PPS6: *Planning for Town Centres* or its replacement**
- iii. in Fareham, limited expansion of the centre, with new mixed-use schemes in the enlarged town centre to improve retail, leisure and office employment provision and**

support further development of the leisure and evening economy. Excellent access to the North of Fareham SDA is to be secured in advance of development, to ensure that Fareham town centre is the main sub-regional facility to serve the population of the SDA

- iv. in Eastleigh, developing town centre capacity through redevelopment to provide high density, high quality retail, leisure and office employment schemes which address its growing potential market demand. A proactive approach is needed to deliver new strategic town centre opportunities. There is the potential to include a significant office component in the South Hampshire Strategic Employment Area in Policy SH3
- v. in Havant and Gosport, developing opportunity sites to provide for appropriate retail and leisure growth and more substantial growth in office employment
- vi. in other town centres, providing for the continued expansion of facilities to cater for their expanding population or to meet current local needs, as appropriate.

New Centres and Out of Centre Development

Over the period 2011- 2016, new district centres may be provided within the larger urban extensions.

Later in the Plan period (2016 onwards), two new centres will be required within the proposed SDAs. These will complement the roles of the established town centres within the sub-region and it is not envisaged that they will have full town centre status. In retailing and leisure terms, the new centres will serve as district centres. In terms of office employment, however, the new centres have the potential to serve a wider sub-regional role by providing new employment opportunities, with excellent accessibility and public transport provision, although any such development will need to satisfy the approach set out in PPS6 or its replacement.

Out of centre development for town centre uses will be limited to existing allocations up to 2016.

- 16.17 Large office, retail and leisure developments are well suited to city and town centres and other locations which have good public transport accessibility. Their presence within the heart of the urban area can also help create vitality and underpin regeneration. With significant pressure to develop these facilities outside existing centres, Policy SH4 will ensure that all development plan documents treat them in the same way. At the same time, the capacity of existing centres is limited. In order to compete effectively for potential investment by major retailers, corporations and international firms seeking a presence in the sub-region, a sub-regional strategy is required to address the full range of potential requirements.
- 16.18 The main centres in South Hampshire are the regional city centres of Southampton and Portsmouth (identified as Centres for Significant Change in Policy TC1), the sub-regional town centres of Fareham and Eastleigh (identified as Secondary Regional Centres in Policy TC1) and the network of local town centres, including Gosport and Havant.
- 16.19 The estimated need and capacity to cater for growth in town and city centre uses in South Hampshire is summarised below. The office figure in Policy SH3 differs, as the figures below do not include a 10% flexibility allowance.
- 16.20 These are robust mid-range estimates for long term, sub-regional planning purposes. More detailed appraisals should be carried out as part of the local development framework process. These forecasts, and the availability of appropriate opportunity sites within the main centres, will need to be updated at least every five years.

Net floorspace need, Thousand m ²	Comparison Retail (High Street format)	Leisure – Food and Drink	Offices

		(Class A3, A4, A5)	
2005/06 - 2011	57 – 86	11 – 26	241 – 301
2005/06 - 2016	137 – 206	27 – 62	449 – 561
2005/06 - 2021	231 – 346	46 – 104	654 – 817
2005/06 - 2026	340 - 511	68 - 153	851 – 1,063

16.21 There are additional opportunities as set out below. Local planning authorities should work together taking into account the advice set out in PPS6: *Planning for Town Centres* or its replacement, in order to deliver these town centre uses through the local development framework process.

- i. commercial leisure in the two city centres and within mixed use schemes in the town centres of Southsea, Eastleigh, Havant, Gosport and Fareham
- ii. one or two major new strategic leisure destinations within South Hampshire over the next 15-20 years
- iii. a major tourist attraction and events facility, to develop the attractiveness of the area for business and conference tourism
- iv. hotel representation in the two cities, including upper tier/luxury hotels as part of a wider leisure and destination strategy.

16.22 Although much of the current development pipeline for business growth is out of town, the main centres have capacity and potential to accommodate most of the forecast growth requirements over the Plan period, and rebalance the provision of new floorspace back to South Hampshire's city and town centres.

Housing

POLICY SH5: SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026

Local planning authorities will allocate sufficient land and facilitate the delivery of 80,000 net additional dwellings in South Hampshire between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the following level of net additional dwellings in the sub-region:

DISTRICT	ANNUAL AVERAGE	TOTAL
East Hampshire (part)	60	1,200
Eastleigh	354	7,080
Fareham	186	3,720
Fareham SDA	500	10,000
Gosport	125	2,500
Havant	315	6,300
New Forest (part)	77	1,540
North East / North of Hedge End SDA	300	6,000
Portsmouth	735	14,700
Southampton	815	16,300
Test Valley (part)	196	3,920

Winchester (part)	337	6,740
Sub-Regional Total	4,000	80,000

The delivery of new housing will be monitored and managed separately within the south west and south east sub-areas of the sub-region. If that monitoring identifies a potential shortfall in the capacity of previously developed land to achieve the required provision of dwellings, the respective sub-area will bring forward measures to secure the delivery of housing within the plan period.

The distribution of development should be informed by strategic flood risk assessments. The results of these studies will need to be reflected in local development frameworks and future reviews of the RSS.

- 16.23 The provision in Policy SH5 both caters for demographic changes (e.g. more one and two-person households and longer life expectancy) and aims to provide sufficient new homes to help facilitate sustainable economic growth.
- 16.24 The housing distribution figures for individual districts in the policy broadly reflects the population distribution while taking account of environmental attributes. No new greenfield development (over and above existing commitments) is expected in Southampton, Portsmouth, Gosport, the part of New Forest district that lies within the sub-region, or in Fareham district outside the SDA to meet the above district distribution figures. Any decision on phasing and distribution may need to be taken in collaborative working. In order to find the most environmentally sustainable options under environmental legislation such as the Habitats Regulations and Water Framework Regulations. In addition, as set out in PPS25: *Development and Flood Risk* (Annex E) a Level 2 Strategic Flood Risk Assessment should be completed by the relevant PUSH authorities to further inform the sub-regional distribution of housing.

POLICY SH6: AFFORDABLE HOUSING

On average, 30-40% of housing on new development sites should be affordable housing.

A common policy framework will be developed by the South Hampshire authorities to ensure a consistent approach to the delivery of affordable housing. They will work together to establish the amount, types, sizes and tenure of affordable housing in South Hampshire, the site size thresholds above which the affordable housing policy will apply, and how such provision should be funded. Local development documents will set the percentage of housing on development sites which must be affordable in order to contribute towards the sub-regional targets.

- 16.25 It is a central priority for South Hampshire to ensure the affordable and key worker housing needs of the sub-region are met so as to support the economic development strategy as well as to deliver good quality public services. Overall, at least 30% of all new housing planned for 2006 – 2026 needs to be affordable in order to address a backlog of existing unmet need and to provide for newly arising needs. In order to achieve this target, Policy SH6 provides that 30-40% of housing on new development sites should be affordable housing. Research shows a need for affordable housing in South Hampshire to be about two thirds rented and one third shared ownership.

Transport

POLICY SH7: SUB-REGIONAL TRANSPORT STRATEGY

The transport and planning authorities will work together to:

- i. **reduce the need to travel through the development of smarter choices, such as travel planning and measures to discourage less sustainable journeys**
- ii. **manage the strategic transport network for longer distance journeys (especially from/to the ports of Southampton and Portsmouth and Southampton Airport) and the local network for shorter journeys**
- iii. **invest in new schemes to manage demand and provide additional public transport and highway capacity**

A delivery agency, based upon Transport for South Hampshire, will be developed for South Hampshire with the responsibility and necessary powers to manage and integrate public and private transport.

- 16.26** Congestion is a major issue on several sections of the strategic transport network, particularly the M3, M27, A27, A3(M), A32 and A326. The traffic situation in the two city centres also suffers peak time congestion in a number of key corridors. By 2026, the natural and committed growth will exacerbate congestion, especially on the M3 and M27. Some links are predicted to have 70% over-capacity (all day average). There are constraints on rail capacity in both Southampton and Portsmouth and on the Fareham – Eastleigh east-west rail link. Without investment, the position is expected to get worse over the next 20 years irrespective of any additional development. In addition to the provision of new infrastructure, there will be a need for other measures and interventions to reduce the need to travel and offer alternatives to travel by single occupancy private car use. This is especially important for larger new developments, where new travel patterns and behaviours can be established from the outset.
- 16.27** The aim of Policy SH7 is to enhance the economic competitiveness of South Hampshire by securing improvements to the strategic network and accessibility to local services, facilities and places of work. It seeks to ensure that transport is provided to support growth and initiate a range of interventions and schemes necessary to deliver the economic growth strategy, provide access to the new development areas and tackle congestion.
- 16.28** The policy is set out within the Core Transport Policies of this Plan which seek:
- i. to tackle problems at source by implementing measures aimed at reducing the need to travel, e.g. by an area wide approach to changing travel behaviour and lifestyles, and through encouraging shorter journeys
 - ii. to manage existing networks to make the best use of current road space and public transport
 - iii. where neither of these approaches fully addresses the problems or issues, investment in new services and infrastructure will be proposed to help resolve them.
- 16.29** The ‘hubs and spokes’ concept will be developed to ensure that investment is concentrated along key corridors and nodes.
- 16.30** The schemes already committed for delivery to develop this sub-region are contained in Chapter 8, Appendix A: Strategic Transport Infrastructure Priorities. A separate Regional Implementation Plan will be produced and updated by the regional planning body (RPB) and will prioritise further strategic infrastructure requirements for the sub-region. Local requirements for infrastructure will be set out in LDDs and justified in accordance with national policy.
- 16.31** Key issues to be addressed are:
- i. the capacity and management performance of the M27, M271, M3 and A3(M)
 - ii. sustainable access to major urban areas for trips originating by car
 - iii. the role of high quality public transport routes with associated priority measures and multi-modal interchanges in providing high frequency and quality public transport links within the area

- iv. the relief of traffic pressure on town centres and the need to improve access to regional hubs, particularly by improving local roads and bypasses
- v. the capacity and need for reinstatement of passenger rail services and the need for additional freight facilities
- vi. the adequacy of ferry services to/from Southampton and Portsmouth
- vii. access to SDAs at North Fareham and Hedge End and the South Hampshire Strategic Employment Area and to open up other housing and employment areas
- viii. the need to improve access to and transfer facilities at the ports of Southampton and Portsmouth and at Southampton Airport.

Environmental Sustainability

POLICY SH8: ENVIRONMENTAL SUSTAINABILITY

The South Hampshire authorities will:

- i. **produce a common framework, for incorporation into development plan documents (DPDs), that establishes density ranges for development related to accessibility to services and public transport, that favours development around transport hubs and community infrastructure within a reasonable radius to encourage pedestrian and bicycle movement, and where possible joins development to the natural environment through linked and accessible open spaces that promote both recreational opportunities and high biodiversity**
- ii. **jointly plan the infrastructure and approaches necessary to make sustainable management and use of natural resources an integral part of a growing economy in the sub-region**
- iii. **co-operate on assessment of and planning for the delivery of effective coastal zone management to address the risk of sea level rise, and co-operate to minimise the risk of other forms of flooding and deliver opportunities for more sustainable flood risk management options**
- iv. **achieve a decrease of between 8% and 20% in water use (compared to the national average in 2005) for all new development, help promote more efficient water use in existing developments and require implementation of sustainable urban drainage systems where feasible in all new developments**
- v. **ensure that decisions on additional waste water treatment and water supply infrastructure will be taken on the basis of environmental sustainability as well as cost. Local authorities will work with the Environment Agency and water companies to ensure that water abstraction and discharges from waste water treatment into marine and fresh waters are in accordance with environmental legislation including European Directives.**

The authorities will develop common policies to achieve these aims in their DPDs.

- 16.32** The substantial development proposed in South Hampshire represents an important opportunity to build to high standards of sustainable design. Achieving sustainable and environmentally sensitive development will require joint working and the application of common standards across the sub-region.
- 16.33** The South Hampshire authorities will work together to implement the following principles and to find the most environmentally sustainable option to meet all legislative requirements:
- i. net self-sufficiency in resource recycling and waste handling
 - ii. joint decision making on targets for resource usage and planning for resource management infrastructure
 - iii. the application of common environmental standards across the sub-region
 - iv. Infrastructure to reduce flood risk to be planned, funded and delivered based on adequate studies

- v. concerted action and investment by relevant bodies to ensure adequate water supply within the sub-region
- vi. further waste water studies to be fully integrated with the parallel supply/demand balance studies, which will influence the funding and/or phasing of proposed housing development. This will include ensuring that waste water treatment works that discharge to the River Itchen, and ultimately to the Solent European sites, incorporate necessary infrastructure improvements to comply with the Environment Agency's Review of Consents process and maintain sufficiently good water quality that adverse effects on these European sites do not occur. Where this is not possible by implementing BATNEEC (Best Available Technology Not Entailing Excessive Cost) plus better than BATNEEC (for nitrogen), alternative infrastructure provision (such as that which would avoid discharge to the River Itchen) must be considered
- vii. the need to take account of green infrastructure (see Policy CC8)
- viii. further consideration of the most environmentally sustainable options for wastewater disposal under current environmental legislation.

Implementation and Delivery

POLICY SH9: IMPLEMENTATION AGENCY

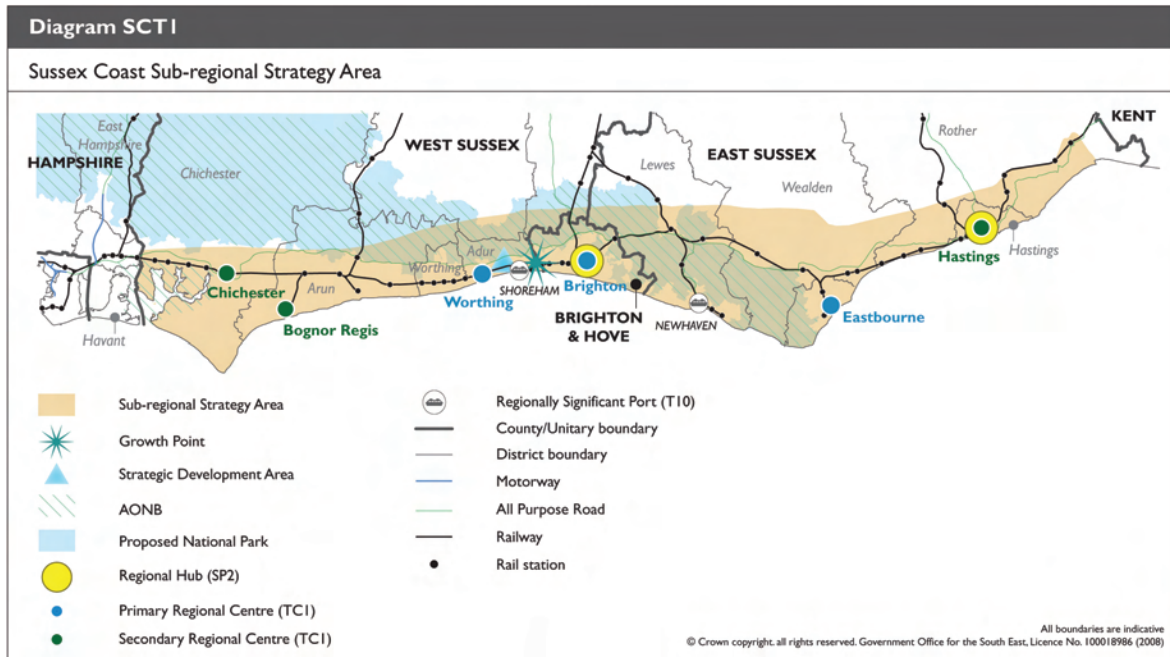
An implementation agency will be created for South Hampshire with the responsibility and necessary powers to implement this strategy.

- 16.34** Effective co-ordination of physical development and infrastructure provision to implement the strategy for South Hampshire will require a dedicated implementation agency and engagement with regional and local agencies. The Agency must provide for democratic leadership from the authorities that make up the Partnership for Urban South Hampshire.
- 16.35** Policy CC7: Infrastructure and Implementation sets out the general approach to implementation including the need to ensure that the pace of development is aligned to the provision of and management of infrastructure. Infrastructure investment priorities for South Hampshire will be set out in a separate Regional Implementation Plan which will be produced and updated by the RPB.
- 16.36** Data collected for annual monitoring reports for LDDs, will help inform reviews of this plan. It will be particularly important to monitor economic improvement and labour supply increases in parallel with housing completions. Regular reviews of the South East Plan will provide an opportunity to review economic growth, the rate of house building and the progress with the delivery of infrastructure and will enable corrective measures to be taken to ensure that the three remain in line.

17 Sussex Coast

17

The South East Plan - Regional Spatial Strategy for the South East



17.1 The 'Sussex Coast and Towns' was a Priority Area for Economic Regeneration in RPG9 and was defined as extending from Shoreham Harbour to Hastings. The sub-regional strategy now extends from Chichester to Rye in recognition of the wider area of structural economic weakness, although there is significant variation in economic and social needs within the sub-region. Compared with South East averages there are higher levels of multiple deprivation, lower levels of GVA, lower earnings, higher levels of unemployment, lower rates of business formation, a poorer qualified workforce and an ageing population. As well as the coastal towns, the sub-region includes the immediate rural hinterland which extends into the Sussex Downs AONB (which is to be replaced by the South Downs National Park) and High Weald AONB, and includes protected coastal areas. It contains the two regional hubs of Brighton & Hove and Hastings. Diagram SCT1 sets out the extent of the sub-region.

17.2 The particular challenges faced by the sub-region are how to:

- improve economic performance and raise earnings
- deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area
- create a better balance between jobs and homes, reduce the house price/local earnings 'affordability gap' and minimise the need for out-commuting
- reduce deprivation and social exclusion by spreading the benefits of sustainable new development as widely as possible across local communities
- improve the transport links to reduce peripherality and assist take up of strategic employment sites
- achieve all the above in the context of the constraints on land supply while respecting the sub-region's high environmental quality and nationally designated landscapes.

Core Strategy**POLICY SCT1: CORE STRATEGY**

Local authorities and other agencies should, as a priority, pro-actively pursue and promote the sustainable economic growth and regeneration of the Sussex Coast that will:

- i. **reduce intra-regional disparities and help bring the performance of the sub-regional economy up to the South East average**
- ii. **respond to the different needs, opportunities and characteristics of each town, or group of towns and all sections of their communities**
- iii. **provide for sustainable urban extensions in Arun, Chichester (at the city or, if this is not possible, in other suitable and deliverable locations in the district), Rother and Wealden Districts and for major regeneration opportunities through a strategic development area (SDA) and Growth Point at Shoreham Harbour, including mixed use developments**
- iv. **build upon and help deliver major improvements to the strategic transport infrastructure and services both to reduce its peripherality and to improve accessibility within the sub-region**
- v. **achieve a better balance between the provision of housing and the capability of both the local environment and economy to absorb this in a sustainable way whilst responding as far as possible to the needs of local people (including key workers) for decent homes at a price/cost that they can afford. In particular, care will be taken to optimise the use of previously developed land, particularly in Brighton & Hove, whilst ensuring sufficient green infrastructure is delivered alongside new development**
- vi. **protect and enhance the sub-region's high environmental quality and nationally designated landscapes(in both town and country), enhance its cultural and historic assets and promote excellence in the design of new developments in recognition of their importance to economic success and quality of life.**

- 17.3** Policy SCT1 aims to address many of the challenges referred to above. In doing so the sub-region's high environmental quality is to be protected by optimising the use of previously developed land, making the most of existing infrastructure and services concentrated within the towns and promoting sustainable urban extensions with supporting infrastructure in the areas specified to meet housing requirements. The policy recognises that locally sensitive solutions will be necessary to respond to the different needs and opportunities in the sub-region. The interim estimate (excluding any further opportunities yet to be defined at Shoreham Harbour) is 30,000 net additional jobs between 2006 and 2016 which will be monitored.

Enabling Economic Regeneration

POLICY SCT2: ENABLING ECONOMIC REGENERATION

To help realise a step change in the sub-region's economic performance, national, regional and other relevant agencies and authorities should give increased priority to investment decisions and other direct support for the sub-region. Key measures should include:

- i. **directing national and regional assistance and expenditure to promote the social and economic regeneration of areas in greatest need by:**
 - **continuing the support being given to Hastings/Bexhill and Shoreham in general, whilst**
 - **increasing the priority given to other parts of the Sussex Coast (from Shoreham to Rye, including Brighton and Hove and Hastings)**
 - **targeting other pockets of social and economic deprivation throughout the sub-region**
- ii. **delivering improvements to east-west transport links by road and rail to improve accessibility, facilitate strategic development opportunities and enable the better functioning of overlapping local labour and housing markets**
- iii. **maintaining and/or improving key north-south communication links that will also help to knit the coastal towns better into the rest of the South East and increase the sub-region's attractions as a business location.**

- 17.4** Policy SCT2 will assist regeneration in the central and eastern parts of the sub-region where the most pressing economic and social needs exist. Better east-west transport links, especially the A27/A259, will improve complementary connections with other key sub-regions and accessibility within the sub-region. Improving north-south strategic transport links, especially to Gatwick and London, will help strengthen links with the rest of the region and key markets. For more information on these transport improvements see Policy T14: Transport Investment and Management Priorities and associated Appendix A: Strategic Transport Investment Priorities.
- 17.5** It is critical that smart growth is promoted in the context of Policy RE5: Smart Growth and in this sub-region it is particularly important that local skills are upgraded in line with Policy RE4: Human Resource Development. Policy SP4: Regeneration and Social Inclusion and Policy RE6: Competitiveness and Addressing Structural Economic Weakness are relevant also.

Management of Existing Employment Sites and Premises

POLICY SCT3: MANAGEMENT OF EXISTING EMPLOYMENT SITES AND PREMISES

To deliver sufficient appropriate sites and premises for business and other uses that will help to facilitate the regeneration of the local economy, local authorities should, in addition to Policy RE3:

- i. **develop and co-ordinate with other agencies delivery mechanisms to unlock and implement existing allocated business parks, other important sites that have persistently remained undeveloped and other strategic sites with economic development potential. This includes:**
 - **large-scale, mixed-use development sites at Worthing and north of Bognor Regis**
 - **Shoreham Harbour, Airport and Cement Works**
 - **Newhaven Eastside and Port**
 - **Eastbourne Park and Sovereign Harbour**
 - **Polegate**
 - **mixed-use development sites at North East Bexhill.**

Development proposals identified in this list will need to comply with policy set out in NRM4, NRM5 and PPS25: *Development and Flood Risk* (paying particular regard to the relative vulnerability of uses and the likely risks associated with development).

- ii. **in other areas be prepared to identify and bring forward mixed use sites on existing or allocated employment sites in circumstances where this would deliver necessary employment space at the right time on sites which would be unviable for an employment only scheme**
- iii. **seek to improve and upgrade existing industrial estates and business areas to bring them up to modern standards required by business**
- iv. **in rural areas, protect existing and allocated employment land from other uses where employment land reviews show them to be essential for the needs of small businesses.**

- 17.6** The majority of existing built stock is over 30 years old and not well suited to providing the range and quantity of sites and premises required to meet modern business needs and support the strategy. Policy RE3: Employment and Land Provision provides for employment land reviews to check that sites are suitable for business needs and Policy SCT3 will help ensure that sufficient appropriate sites are available to facilitate economic regeneration. Several key strategic employment sites and business park allocations have remained undeveloped, particularly in East Sussex, and drawing attention to them

in Policy SCT3 will help unlock their potential by promoting effective delivery mechanisms. In exceptional circumstances, 'delivery mechanisms' for the identified strategic sites may include mixed use schemes in local development plans.

Employment Priority in New Land Allocations

POLICY SCT4: EMPLOYMENT PRIORITY IN NEW LAND ALLOCATIONS

In conjunction with the priorities set out in Policies RE3 and C3, in allocating land for development, Local Planning Authorities should give priority to delivering employment development in strategically accessible locations, particularly by rail, to ensure an appropriate mix of readily available sites and premises whilst also providing sufficient space to:

- retain existing firms and enable their expansion or relocation (within the sub-region)
- create attractive opportunities for inward investment and new uses
- at least match anticipated increases in the resident workforce.

New employment allocations should be included as appropriate within sustainable urban extensions in Arun, Chichester, Rother and Wealden districts.

- 17.7 Within the framework provided by national policy, Policy SCT4 gives priority to employment rather than other uses in those locations most conducive to business and industry to ensure delivery of employment is supported in this comparatively weak local economy.

Housing Distribution

POLICY SCT5: HOUSING DISTRIBUTION

Local planning authorities will allocate sufficient land and facilitate the delivery of 69,300 net additional dwellings in the the Sussex Coast between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the following level of net additional dwellings in the sub-region:

DISTRICT	ANNUAL AVERAGE	TOTAL
Adur ¹	105	2,100
Shoreham Harbour SDA ²	500	10,000
Arun	565	11,300
Brighton & Hove ¹	570	11,400
Chichester (part)	355	7,100
Eastbourne	240	4,800
Hastings	210	4,200
Lewes (part)	170	3,400
Rother (part)	200	4,000
Wealden (part) ³	350	7,000

DISTRICT	ANNUAL AVERAGE	TOTAL
Worthing	200	4,000
Sub-regional Total	3,465	69,300

Footnotes

1. This figure excludes development at Shoreham Harbour.
2. This interim figure of 10,000 dwellings for Shoreham Harbour will be subject to detailed studies (including an SFRA) and assistance from the agencies as part of the strategic regeneration of the port.
3. This figure recognises that limitations at the Hailsham Waste Water Treatment Works may require the phasing of housing delivery to allow for the provision of new or improved waste water infrastructure.

Although the intention is for each authority to meet its contribution to the sub-regional total as shown, some flexibility will be allowed for those authorities not wholly within the sub-region to vary the relative amounts between the sub-region and the rest of county areas where this is necessary to meet the overall district provision, and achieve a more sustainable pattern of development without compromising the regeneration of the coastal towns.

Most of the development should be focused on existing towns by optimising the use of previously developed land and, where necessary, by making new land allocations as sustainable extensions of existing towns (including appropriate provision for employment uses, local services and facilities and open space).

- 17.8 Policy SCT5 provides for 69,300 net additional dwellings in the sub-region between 2006 and 2026, an average of 3,465 dwellings per annum. This requirement has regard to the level of economic and demographic needs in the area together with the extent and disposition of Natura 2000 and Ramsar sites and AONB.
- 17.9 The distribution of this housing requirement is informed by the estimated potential supply of housing land at 2006 and the scope for making further sustainable allocations as urban extensions in Arun, Chichester, Rother and Wealden districts in line with Policy SCT1.
- 17.10 Shoreham Harbour has scope to provide for a significant level of mixed use development to achieve significant social and economic objectives through regeneration, comprising employment, housing and other uses. It covers parts of Adur and Brighton & Hove. However, to reflect uncertainties pending completion of studies, the interim figure for Shoreham Harbour of 10,000 dwellings is shown separately from requirements for the rest of Adur and Brighton & Hove. To ensure the proposal achieves its full potential and secures the necessary infrastructure, development should not be reassigned to other areas outside the Shoreham Harbour Development Area (which will be defined through local development plans). For the remainder of the sub-region, further flexibility is provided for those districts that extend beyond the sub-region.
- 17.11 Policy H1: Regional Housing Provision 2006-2026 and Policy H2 on Managing the Delivery of the Regional Housing Provision are also particularly relevant.

Affordable Housing

17

The South East Plan - Regional Spatial Strategy for the South East

POLICY SCT6: AFFORDABLE HOUSING

In line with Policy H3 and based on up to date assessments of housing need, local planning authorities will establish appropriate policies and local targets for the provision of affordable housing in their area. Such policies and targets should comply with the following principles:

- i. the appropriate proportion of affordable housing sought should be the maximum that the viability of particular developments can support, bearing in mind the likely contributions towards the provision of infrastructure required under Policy CC7 and the Implementation Plan
- ii. as a general guideline, 40% of new housing development should be affordable housing
- iii. this guideline should not restrain local authorities from seeking a higher or lower proportion of affordable housing provision where local circumstances clearly justify it
- iv. the type, size and nature of affordable housing sought should recognise the distinct needs of different sections of the community, including the elderly, other specialist groups in need of supported housing and key workers.

- 17.12 The Sussex Coast sub-region has a below average supply of affordable housing at 12.6% of total stock in 2001 compared to the national and regional averages of 19.3% and 14% respectively. Policy SCT6 seeks to redress this while acknowledging that, since development opportunities vary across the sub-region, authorities will need to set their own affordable housing thresholds to reflect local circumstances but consistent with achieving the overall guideline across the sub-region of 40% of new housing development being affordable.

Implementation and Delivery**POLICY SCT7: IMPLEMENTATION AND DELIVERY**

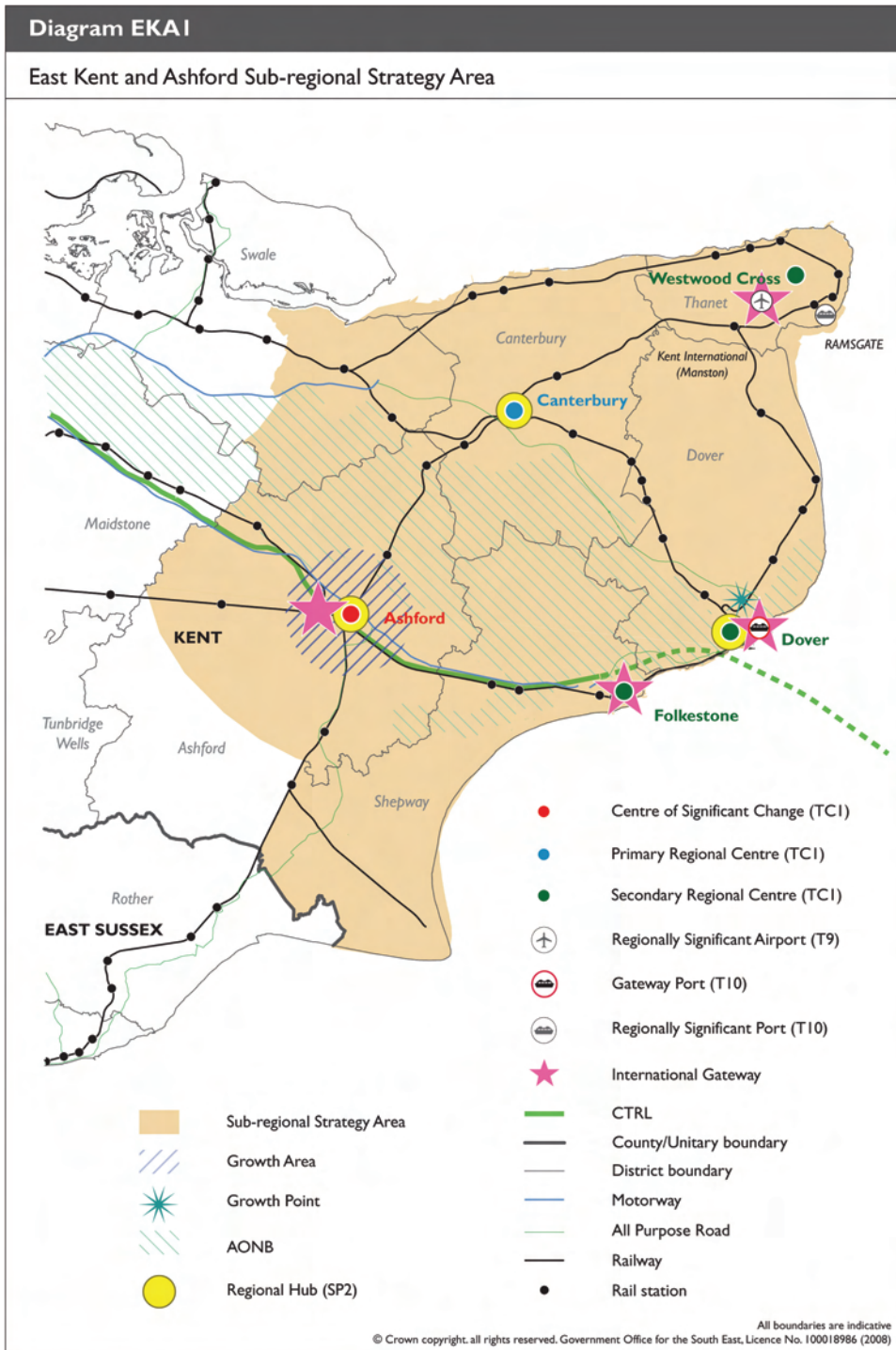
Local authorities, regional agencies, government representatives and other key stakeholders should agree a long-term vision and together develop joint, multi-agency plans and frameworks as a focus for delivering economic and social regeneration for the following areas:

- i. Hastings – Bexhill area – to develop and extend the work already undertaken in the ‘Five Point Plan’ into the longer term and to capitalise on Hastings as a regional hub
- ii. Eastbourne – Hailsham area – to optimise the area’s potential to provide employment space and associated housing in sustainable and strategically accessible locations along the A22 corridor
- iii. Shoreham – Brighton & Hove and Adur – to continue to strengthen the economy of Brighton & Hove and the adjoining area as a major centre and hub and at Shoreham to capitalise on strategic port and airport site opportunities
- iv. Newhaven area – to continue the regeneration of the town to strengthen its economic base, revitalise the port and improve the environment
- v. coastal West Sussex from Selsey to Adur – to continue to develop the co-ordinated approach fostered by the Area Investment Framework and other specific initiatives.

Such multi-agency plans should focus on the provision of an appropriate balance of additional employment space, affordable housing and the necessary infrastructure, facilities and services required to support development, investigation of business clusters, skills development and promotion of the sub-region.

- 17.13 Consistent with Policy CC7: Infrastructure and Implementation, strong coordinated leadership and partnership working is critical to securing the sustainable development, regeneration and economic success sought by the strategy. Policy SCT7 provides an overarching vision for each area to support partnership working across administrative boundaries and communities of interest.
- 17.14 A separate Regional Implementation Plan will be produced and updated by the regional planning body and will further prioritise strategic infrastructure requirements for the sub-region (for example at Shoreham Harbour). Transport schemes already committed for delivery to develop this sub-region are contained in Chapter 8, Appendix A: *Strategic Transport Infrastructure Priorities*. Local requirements for infrastructure will be justified in accordance with national policy. Key issues to be addressed are:
- i. waste water treatment, particularly at Hailsham and Chichester to address Water Framework and Habitats Directives requirements
 - ii. making better use of the rail network by relating as much new development as possible to the location of existing and possible new stations, given highway capacity issues on the A27/A259 at Arundel and Worthing and from Brighton through to Hastings
 - iii. mitigation of tidal flood risk where the 'exceptions' clause in PPS25 justifies development in high risk areas
 - iv. improving workforce skills across the board (adult qualifications are below the regional average at all levels).
- 17.15 See also Chapter 26 on implementation, monitoring and review.

18 East Kent and Ashford



18.1

East Kent and Ashford, previously considered as two separate sub-regions in RPG9, are now brought together as one sub-region in recognition of the advantages to be gained from improving connectivity, and the potential to share the benefits of major growth at Ashford across the wider area. The sub-region now comprises the districts of Canterbury, Thanet, Dover, Shepway, and parts of Swale and Ashford. The area encompasses the Growth Area of Ashford, the nine coastal towns from Whitstable to Hythe which have experienced the cumulative impact of the decline of traditional industries, and the former Kent coalfield. The sub-region plays a nationally significant role as a key gateway to mainland Europe, but is relatively remote from London and the remainder of the region and includes some of the least economically buoyant areas in the South East.

18.2 The introduction of new high-speed domestic rail services will be a key factor in supporting the growth of Ashford and stimulating the regeneration of the coastal towns, which will need to develop their own strengths and specialisms. This must be balanced against the need to manage and enhance an outstanding coastal landscape. The key challenges faced by this sub-region are how to:

- concentrate development and successfully spread the benefits of Ashford's growth across the wider sub-region
- ensure that each area makes a positive and distinctive contribution to the future success of the sub-region
- promote further growth at Dover
- develop Canterbury's role as an historic centre of learning and commerce with strong links between university research and business, and promote housing growth to provide balanced and sustainable mixed communities
- regenerate other urban areas and coastal towns whilst respecting important environmental constraints
- deliver a sufficient supply of housing to meet the needs of the future population and support its economic regeneration and growth
- maximise the benefits of international and domestic links provided by Channel Tunnel Rail Link (CTRL)
- protect and enhance the environment, heritage and quality of life across the sub-region.

Core Strategy

POLICY EKA1: CORE STRATEGY

The sub-region should exploit the potential for housing and business at locations served by the Channel Tunnel Rail Link (CTRL) domestic services, especially at Ashford.

It will build on the distinct economic roles of each area:

- i. **Ashford, as a Growth Area, with high-speed rail links to London and Europe, should develop as an office, research and business node, providing market growth for the sub-region as a whole, and opportunity for large investments that need an expanding workforce**
- ii. **the coastal towns, especially Dover as a Growth Point, should develop their international gateway roles and diversify and enlarge their research and manufacturing base**
- iii. **Canterbury should develop links between university research and business, and continue as a commercial and cultural centre of international historic importance.**

New development will be primarily accommodated through the expansion of Ashford and at the other main settlements. The unique heritage and environment will be protected and promoted for its own sake, and to foster the economic success of the sub-region.

The accessibility to and within the sub-region should be improved to allow each area and its functions to more readily benefit the whole of the sub-region.

18.3 The Core Strategy promotes the provision of new housing at the main urban areas throughout East Kent, and the provision of infrastructure and services to support growth and a broad balance between jobs and housing. This applies particularly to Ashford where the strategy considerably increases the rate of house building. The scale of development proposed will be tested through local development documents.

18.4 Ashford is a major Growth Area and its future development should not be considered in isolation. It is important that the benefits of growth are shared across the whole of the sub-region and the wider population, whilst ensuring that all areas fulfil their own distinctive role in its future success.

- 18.5** All the urban areas of East Kent require regeneration to some degree, but Folkestone and Hythe are more constrained than Dover and Canterbury. Urban areas also require new employment and homes that are affordable and meet long term needs.
- 18.6** The Core Strategy recognises that locations served by CTRL domestic services will have increased attraction for commercial and residential development, particularly at Ashford. It also builds on the fact that the sub-region has a number of very important economic assets notably at Ashford, Dover and Canterbury, which have implications beyond their immediate sites for linkages with other businesses and institutions and for labour and service catchments. These are the economic engine of the sub-region and must be recognised in planning for the future pattern of development.
- 18.7** The spatial strategy is therefore for a dispersed pattern of growth which:
- i. concentrates development and investment at Ashford Growth Area
 - ii. promotes further growth at Dover to support regeneration whilst respecting the important environmental constraints to development
 - iii. promotes further growth at Canterbury in order to support its development as a centre for learning and commerce
 - iv. responds to housing needs in the remaining urban areas, but on a scale that can be accommodated without major breach of constraints, and matches the employment pattern of the sub-region.
- 18.8** Employment growth at Ashford should not take place at the expense of the coastal regeneration areas. Equally, if there were to be delay in delivering new housing at Ashford this should not place pressure on other areas. Neither should housing provision at Ashford run ahead of the local economy for a prolonged period.
- 18.9** The town of Dover has an internationally important heritage but also has major sites and areas in need of regeneration. The economy relies on the ferry industry and there are areas of deprivation and poor quality housing. A new approach to regeneration and economic development is needed providing wider choice of new housing to support population growth and new services. In recognition of this, Dover District has been designated as a Growth Point. The local development framework needs to deliver high quality regeneration and acceptable development on greenfield land. The scale of growth needs to be supported by employment opportunities, infrastructure and services and managed within the constraints that apply to Dover. Within Dover District, the urban area of Dover has been selected for concentrating growth. However, the capacity of the urban area will not enable all the growth to be accommodated within existing built-up areas. There will therefore be a need for a substantial urban extension. The identified area of search for development lies outside the AONB and is set back from the immediate coast, in order to regenerate the urban area and to revitalise the economy.
- 18.10** The environment, heritage and quality of life in East Kent and Ashford will be protected and enhanced as they all contribute to the success of the sub-region. The opportunities for increased international linkages and the economic strengths of the sub-region should be exploited, provided they do not cause unacceptable harm to the environment.
- 18.11** In the past 20 years an additional 39,000 jobs have been generated in this area. However, a higher value is needed for the future that takes into account the impact of the strategic sites and other potential for growth arising from Ashford's Growth Area status and the objectives for the regeneration of the coastal towns.
- 18.12** The interim estimate for monitoring purposes is 50,000 net additional jobs between 2006 and 2026 distributed equally between the periods 2006-2016 and 2016-2026.
- 18.13** Smart economic growth should be encouraged and delivered through:
- upgrading skills
 - improving economic activity rates
 - improving business formation.

- 18.14 Policy RE5: Smart Growth and Policy EKA6: Employment Locations are also particularly relevant.

Spatial Framework for Ashford Growth Area

POLICY EKA2: SPATIAL FRAMEWORK FOR ASHFORD GROWTH AREA

New development in the Growth Area will be delivered through urban intensification and the development of new sustainable urban extensions integrated with the provision of new and enhanced bus-based public transport and interchanges. Major improvements will take place in parallel to the town centre and the public realm, linked to substantial additional provision of well-managed public open spaces. The urban fringe will be positively managed for recreation and biodiversity.

Both quantitative and qualitative aspects of supply and demand for employment land should be kept under review in the local development document process, in order to meet forecast demand and encourage job growth to move forward in tandem with housing development.

The growth envisaged at Ashford should deliver an enhanced quality of life following the principles of sustainable development. Particular sustainability aspects will include:

- i. **more efficient use of resources, particularly energy, waste and water**
- ii. **water-related demand management measures in both the existing and new stock**
- iii. **strategic planning of surface water drainage management to minimise flood risk**
- iv. **the timely provision of additional infrastructure, local educational, health and community facilities**
- v. **a step-change in sustainable design, construction and innovation, including use of the SEEDA Sustainability Checklist**
- vi. **strategic planning of sewerage infrastructure and waste water treatment plants to ensure no deterioration in natural water quality.**

- 18.15 The Ashford Growth Area is a key element to the Core Strategy for the sub-region. It is important to make full use of opportunities to consolidate the existing urban centre, and particularly to renew and reinforce the town centre. The scale of such opportunities, although significant, will not however be sufficient to cater for all needs, and additional greenfield land for development needs to be carefully phased through development plan documents so that it is part of a co-ordinated strategy for the regeneration of the existing town.
- 18.16 To improve the performance of the town centre and facilitate sustainable growth, it will be necessary to improve the physical fabric of the area, reduce the severance caused by the town centre road network and create a high quality public realm and network of open spaces.
- 18.17 Whilst the supply of employment land is considered adequate for envisaged needs until 2016, substantial additional office and service floorspace will be needed close to the town centre and international railway station. Strong and sustained job growth, together with a substantially enhanced economic development programme, will be essential to accompany housing development in order that Ashford develops into a sustainable community and does not become over-dependent on commuting.
- 18.18 As a regional Growth Area within the sub-region, Ashford has the potential to provide leadership on delivering sustainable development and construction with high quality design. Water related issues are of special importance given Ashford's location in an area of relative deficiency for water supply and the local river system's vulnerability to flood.

- 18.19 Additional education, health and community facilities will also be required to ensure that sufficient social infrastructure is provided and the development of new communities is sustainable.

Amount and Distribution of Housing

POLICY EKA3: AMOUNT AND DISTRIBUTION OF HOUSING

Local planning authorities will allocate sufficient land and facilitate the delivery of 56,700 net additional dwellings between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the following level of net additional dwellings in the sub-region:

DISTRICT	ANNUAL AVERAGE	TOTAL
Swale (part)	35	700
Shepway	290	5,800
Thanet	375	7,500
Dover	505	10,100
Canterbury	510	10,200
Ashford (part)	1,120	22,400
Sub-regional Total	2,835	56,700

Growth at each location will be supported by co-ordinated provision of infrastructure, employment, environmental improvement and community services. Active pre-planning is necessary to achieve capacity increases in strategic infrastructure and facilities, particularly at Ashford.

An indicative target for affordable housing of 30% of all new dwellings applies to East Kent and Ashford.

- 18.20 The number of new dwellings to be built from 2006 to 2026 in the East Kent and Ashford sub-region is to be 56,700. The Growth Area which, with much of rural Ashford, accounts for 22,400 (40%) of the housing proposed to 2026, is a prominent feature of the spatial strategy in this sub-region.
- 18.21 Policy EKA3 sets housing provision at a level that should enable the backlog of unmet need for affordable dwellings to be tackled within the first 10-year period of the Plan.
- 18.22 Housing markets in East Kent and Ashford are less buoyant than in most other parts of the South East and given the need to seek developer contributions for education, access and other services required by new developments, 30% affordable housing is the maximum practical in the sub-region. Even so, this would mean a substantial increase in the level of new affordable dwellings each year in the sub-region compared to recent average completion of about 250 per annum.
- 18.23 At Ashford the planned scale of new housing should accommodate the local need for affordable housing, key worker and shared equity housing. In the areas of high deprivation at the coast such as Thanet and Shepway, there is a particular need for improvement to the private rented stock, and the proportion of social rented accommodation may be above average. The delivery of affordable housing will depend on the scale of public funding, and in East Kent affordable housing programmes that do not depend entirely on the volume of market housing will be needed to meet the overall target. The proportions of affordable housing and their tenure in each district will be determined locally in this light.
- 18.24 Policies: H1 Regional Housing Provision 2006-2026 and H3: Affordable Housing are also particularly relevant.

Urban Renaissance of the Coastal Towns

18

The South East Plan - Regional Spatial Strategy for the South East

POLICY EKA4: URBAN RENAISSANCE OF THE COASTAL TOWNS

Local authorities and development agencies will work together to encourage new economic impetus throughout the coastal towns including the following:

- i. regeneration measures will create high quality urban environments within the coastal towns
- ii. concentrations of employment in small businesses, education, culture and other services are encouraged, notably in central Folkestone, Margate and Dover
- iii. the economy of Thanet will be developed and diversified through provision of a full range of accessible local services, a regional role for Kent International Airport (Manston), expansion of Port Ramsgate as Kent's second Cross-Channel port and continued inward investment in manufacturing and transport, notably aviation and marine engineering
- iv. the Port of Dover and Eurotunnel have potential to generate freight handling and tourism
- v. further growth will be encouraged and supported at the large-scale pharmaceutical manufacturing and research plant at Sandwich
- vi. the regeneration of former colliery sites has attracted manufacturing and food processing and their transformation should be completed including mixed-use expansion of Aylesham
- vii. the smaller towns of Deal, Faversham, Herne Bay and Whitstable should develop stronger local service functions and mixed employment uses of a scale and character suitable to their size
- viii. new measures to increase local employment will be required in Shepway to coincide with the decommissioning of the nuclear power plant at Dungeness in the short term and around 2018.

A broad balance between new housing and new jobs will be sought at each urban area at a level commensurate with the size and character of the town.

- 18.25** Improved education, skills and housing are essential to the urban renaissance of the coastal towns. Deprivation and exclusion must be tackled.
- 18.26** All the coastal areas require greater economic diversity and better access to London and beyond. Thanet is a major urban area that requires a much larger economic base. Dover, Folkestone and Hythe are major urban areas that require stronger business and community services. CTRL domestic services, and investment in the infrastructure through and beyond Kent, are vital to achieving this.
- 18.27** The smaller historic towns of Deal, Faversham, Herne Bay and Whitstable have strong urban character. They are attractive locations that need more local employment, but they will not achieve this unless public transport links and local services are maintained and improved.
- 18.28** Policy SP4: Regeneration and Social Inclusion is also particularly relevant.

The Gateway Role of the Sub-Region

EKA5: THE GATEWAY ROLE

The growth of the gateways will be supported as catalysts for economic development, including that associated with freight handling and tourism, and to encourage a choice of transport modes and adequate capacity on the cross- Channel routes:

- i. appropriate development of the Port of Dover will be supported to enable growth of freight and passenger traffic. Any such development outside the existing harbour will be subject to the reinstatement of the rail link to the Western Docks to enable a significant proportion of freight to reach the port by rail
- ii. at the Port of Ramsgate, proposals should assist the growth of port trade and not compromise its role as a major port.

In the event of a second fixed cross-Channel link being proposed it will be considered on the basis of the economic, transport, social and environmental impacts. Such a proposal should be designed to increase the share of traffic carried by rail.

The growth of Kent International Airport as a regional airport with up to six million passengers per annum is supported provided proposals satisfy policy criteria for the environment, transport and amenity.

- 18.29** The Kent ports and transport routes are of vital international importance and a choice of modes and adequate capacity should be maintained on the cross-Channel routes in order to foster economic development across the region. The flow of international traffic through Kent to the rest of the South East and the UK should be tapped for its tourist potential.
- 18.30** The key issue for Dover is to ensure that infrastructure supports further growth in port activity. Improving passenger and freight access to Dover is to be secured in association with the expansion of the harbour and town through a package of road and rail measures including a rail link and rail freight operation in the Western Docks. There will also be a need for inland facilities within East Kent to provide more port-related value-added services.
- 18.31** Kent International Airport with its long runway, has potential for growth with significant economic benefits for the sub-region. Environmental impacts will need to be addressed including noise and air quality. Large land reserves are available within and adjacent to the airport for ancillary uses and related activity.
- 18.32** Considerable investment will be required in surface access if the envisaged level of growth is to be realised.

Employment Locations

POLICY EKA6: EMPLOYMENT LOCATIONS

Local development documents should confirm the broad scale of new business and related developments already identified and give priority to completion of major employment sites at the following locations:

- i. Ashford
- ii. Canterbury City, linked to the University of Kent, and at Herne Bay/Whitstable
- iii. Dover, Richborough and the former coalfield
- iv. Folkestone-Hythe
- v. Thanet.

New employment locations will be provided if required to keep employment and housing growth in balance at:

- i. Ashford
- ii. Dover.

High quality proposals for intensifying or expanding the technology, knowledge and scientific sectors will be supported at established and suitable new locations, unless there are overriding environmental impacts which cannot be adequately dealt with. These locations include:

- i. **Canterbury - at a new site linked to the university**
- ii. **Dover - at the pharmaceuticals base at Sandwich and nearby at Richborough**
- iii. **Ashford - within the urban growth area.**

Town centres and inner urban areas will be given greater emphasis as locations for regeneration and employment growth in services and cultural activity.

Expansion of higher and further education will be supported in Canterbury, and new investment in these sectors promoted at Ashford, Folkestone and Dover.

- 18.33** The amount of employment land provided in East Kent should be generous where growth is concentrated and where the local economy is most urgently in need of regeneration.
- 18.34** Some major sites in East Kent and Ashford have been slow to develop. Much of the recent business investment has been by established firms and employment increase has been in activities that are not located on major business sites. There is therefore a need to consider not only land primarily for business use, but to provide more widely for new employment locations.
- 18.35** Concentrations of small businesses and workshops at the core of the urban areas, plus education and other services, can create important locations for new employment particularly at coastal environments. Town centres are important concentrations of retail, business services, finance and leisure and many have the capacity to increase the number of jobs on offer. Ashford and Canterbury provide services for wide catchments and each is identified as a regional hub. There is also potential in East Kent for a mixed rural economy close to the urban centres.
- 18.36** The existing strategic sites for new business uses provide a major opportunity for inward investment to the Ashford Growth Area and the coastal regeneration areas.
- 18.37** There is also a need to attract and retain higher 'added value' professional, technical and service jobs, and, in accordance with Policy EKA6, high quality proposals for intensifying or expanding the technology and knowledge sectors should be supported at established and suitable new locations if required at:
- i. Ashford - in order to support sustainable growth and to ensure that Ashford does not depend on long distance commuting
 - ii. Dover - in order to support the new housing development
 - iii. Canterbury and Shepway - in order to deliver sufficient employment land for the whole Plan period.
- 18.38** In Thanet, the amount of existing employment land, the new Westwood centre, the potential growth in aviation, and the proximity of major employment at Sandwich mean that major new employment locations are not needed at present. Any major new investment proposals which may come forward should not, however, be ruled out.
- 18.39** At Faversham, planning policies are to diversify the town's economy through smaller scale projects for which some land has been identified.
- 18.40** Policy RE3: Employment Land Provision is also particularly relevant.

Integrated Coastal Management and Natural Park

POLICY EKA7: INTEGRATED COASTAL MANAGEMENT AND NATURAL PARK

The development, management and use of the coastal zone will be co-ordinated through a joint policy framework. This will include the conservation and enhancement of the most valuable habitats (including Natura 2000 and Ramsar sites) and environments (natural and built), the development and management of public access, recreation and tourism potential, and identification and management of development and commercial opportunities. This will be within the context of flood protection management and coastal defence measures contained in Catchment Management Plans, Shoreline Management Plans and Coastal Defence Strategies.

A particular focus will be given to the catchment of the Lower Stour for the extension and creation of wetland and other habitats, and for improved access for visitors.

18.41 Policy EKA7 recognises that the coastal zone is exceptional for the variety of both its landscape and the potential pressures from industrial, transport and leisure activity. It has strong landscape and environmental elements which, taken together, need co-ordinated management and promotion. The lower catchment of the River Stour between Deal, Sandwich and south Ramsgate and parts of the former Wantsum Channel include protected wetland and other habitats that are fragmented. There is potential in this area to:

- i. create new natural habitats as alternatives to agriculture on marginal land
- ii. improve visitor facilities and access
- iii. create a tourist attraction.

Infrastructure, Implementation and Delivery

EKA8: EFFECTIVE DELIVERY

The structure of the Ashford Delivery Board, the local delivery vehicle, should be kept under review as growth progresses. The dedicated Delivery Team should be maintained, reporting to the Board. Delivery partners should investigate private and public sources of funding and work together to find a mechanism to forward fund strategic infrastructure.

Further work is required to examine the linkages between infrastructure provision and development in other parts of East Kent, and these linkages need to be investigated to inform the identification of priorities and the timing and sequencing of growth. Joint working between the public and private sector and infrastructure providers should seek to find ways of unlocking infrastructure constraints.

Existing partnership arrangements, including the East Kent partnership, have an important role in facilitating the timely delivery of the strategic infrastructure required to support growth across East Kent.

18.42 Investment in transport to improve access to the sub-region and enable the development of major sites is given a high priority. The schemes already committed for delivery to develop this sub-region are contained in Chapter 8, Appendix A: Strategic Transport Infrastructure Priorities. A separate Regional Implementation Plan will be produced and updated by the regional planning body and will prioritise further strategic infrastructure requirements for the sub-region. Local requirements for infrastructure will be set out in local development documents and justified in accordance with national policy.

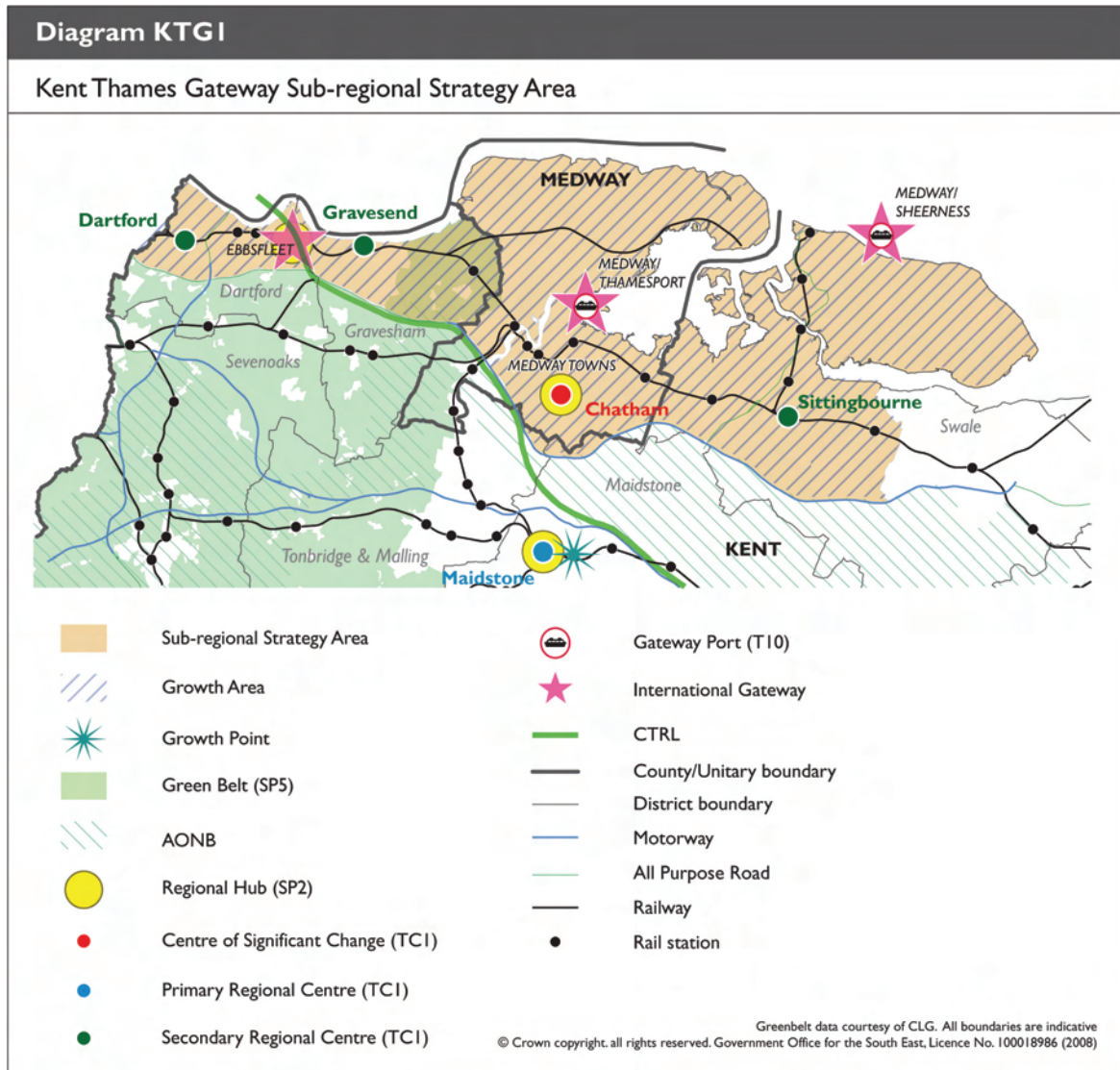
18.43 Key issues to be addressed are:

- new public transport and highway networks at Ashford to support the Growth Area

- improved access and management to Dover to allow management of international traffic, reduce congestion within the town, and support allocated sites to the north of the town
- improved access to Canterbury to assist the economic contribution of the city to be realised and reduce pressure.

- 18.44** Particular importance is attached to the improvement of skills and qualifications to underpin the competitiveness of the economy. Specific projects of sub-regional significance are the future expansion of higher education at Canterbury, the Thanet campus, a new arts campus at Folkestone, the Ashford Learning Campus and the expansion of further education colleges planned by the Learning and Skills Council. New academies will replace less successful secondary schools in Thanet and Folkestone. Policy RE4: Human Resource Development is also relevant.
- 18.45** The ability to transfer water across Kent means that water supply must be looked at in a wider context than East Kent and Ashford alone. Supply is likely to be tight by 2011 and early decisions are needed on how supply is to be increased in an environmentally acceptable manner if housing development levels are to be met. The water companies and the Environment Agency accept that in addition to the new strategic main from Bewl Water to Ashford, a further (preferably local) source of supply should be provided to meet long term needs. The Environment Agency believe that by supplementing this new supply source with rigorous water efficiency measures, there will be enough water resource available to meet the proposed level of growth at Ashford. Investment in new water supply in the rest of the sub-region must also be increased and the potential for a new reservoir at Broad Oak near Canterbury should be investigated.
- 18.46** The general district hospitals at Ashford, Canterbury and Thanet will not be able to provide all specialised services and will individually serve a wider catchment for some services. Consequently, in terms of access to health services there will be reducing importance in concentrating new development in the areas with large hospitals.
- 18.47** Policy CC7:Infrastructure and Implementation is relevant as it sets out the general approach to implementation, including the need to ensure that the pace of development is aligned to the provision and management of infrastructure. The general approach to monitoring and review is set out in Chapter 26 on implementation, monitoring and review.

19 Kent Thames Gateway



19.1 The Thames Gateway was first recognised as a priority area for regeneration in the 1980s. Subsequently RPG9 and RPG9A (Thames Gateway Planning Framework) confirmed the area as a national and regional priority for regeneration and growth. From the outset the fundamental theme has been regeneration of large previously developed sites, improvement of poor urban environment and stimulus to the economy. The sub-region comprises the major urban areas of Dartford, Gravesham, Medway and Swale north of the A2/M2.

19.2 The Thames Gateway is identified as a major Growth Area and the particular challenges it faces are how to:

- expand the existing economic base and attract new office, manufacturing and service functions to create a flourishing local economy
- deliver sufficient decent homes and provide a well integrated mix to meet the needs of the future population of this major Growth Area and support its economic regeneration and growth
- create a safe and healthy environment with well designed public and green spaces and a 'sense of place'
- ensure development is of sufficient size, scale and density to support basic amenities
- provide adequate infrastructure and services to support sustainable growth. This includes good public and other transport both locally and linking to other centres and good quality education, training and health services

- promote the right links with the wider regional, national and international community. In this, collaboration across the boundary with London will be particularly important
- upgrade the skills base of the local population to match economic needs
- encourage effective engagement and participation of local people
- ensure development supports the area's status as an Eco-Region through 'green initiatives'.

Core Strategy

POLICY KTG1: CORE STRATEGY

Local and central government, and all parties concerned with service provision and infrastructure, will co-ordinate their policies and programmes to:

- i. **as a first priority, make full use of previously developed land before greenfield sites, except where there are clear planning advantages from the development of an urban extension that improves the form, functioning and environment of existing settlements or a new community**
- ii. **locate major development in order to exploit the potential of the regional hubs at Ebbsfleet and the Medway Towns and locations served by the Channel Tunnel Rail Link, and locate housing, employment and community services where they are accessible by a choice of transport**
- iii. **ensure that the benefits of new services and employment are available to existing communities, and that new development is carefully integrated with them**
- iv. **raise the standards of education and skills in the workforce, including support for higher and further education, and achieve economic development and inward investment at an accelerated pace**
- v. **greatly increase the supply of new housing, and affordable housing in particular**
- vi. **set high standards for the design and sustainability of new communities, and for improvement of the existing urban areas, reflecting the riverside and historic character of the area**
- vii. **create higher density development in the main urban areas, linked by public transport to one another and to London**
- viii. **review local planning and transport policies to manage the forecast growth in car traffic related in particular to employment in the area and encourage greater use of sustainable modes**
- ix. **make progress in the transfer of freight from road to rail and by water, by improving the links between international gateways and the regions, including freight routes around London**
- x. **protect from development the Metropolitan Green Belt, the Area of Outstanding Natural Beauty and avoid coalescence with adjoining settlements to the south, east and west of the Medway urban area and to the west of Sittingbourne.**

19.3 The core strategy has the following objectives for sustainable regeneration and growth:

- i. providing development that is necessary to meet the demographic, social and employment needs of the existing and future communities of Kent Thames Gateway and its role as a Growth Area
- ii. transforming the scale and character of the economy, raising its growth rate above that of the region as a whole and strengthening its international competitiveness
- iii. accommodating major new communities, and the community infrastructure required by the sub-region
- iv. focusing development at the urban areas and protecting and enhancing the heritage and natural environment
- v. creating a high quality environment in the Growth Area as a whole in order to foster the success of the area
- vi. resolving problems related to access and congestion, the capacity of public transport, and use of the River Thames for freight.

19.4 As a result of the core strategy and related policies, major development should be accessible by a choice of transport from a wide catchment, and employment and housing should be of a scale and location that minimises the necessity for long distance commuting. The relative importance of existing employment centres will change with the development of new sites, but access to town centres will remain important. Locations served by domestic services on the Channel Tunnel Rail Link (CTRL) will increase their attraction for commercial and residential development, particularly at Ebbsfleet.

19.5 The main locational effects of the core strategy and related policies will be:

- i. concentrations of new dwellings, employment and services at major regeneration locations:
 - at Thameside, notably at the strategic sites of Eastern Quarry, North Dartford, Ebbsfleet and the Thames riverside, and
 - within the Medway urban area at riverside sites, and to the north on Ministry of Defence land at Chattenden.

Within the above, development will be particularly concentrated near the transport hubs of Ebbsfleet and the Medway Towns.

- ii. new development to revitalise Sittingbourne/Sheppey in Swale, where some greenfield land has also been released.

The scale of reclamation and investment, the pace of new house building and creation of new jobs, and the provision of new infrastructure is challenging and will need continuous support.

Economic Growth and Employment

POLICY KTG2: ECONOMIC GROWTH AND EMPLOYMENT

The development of the economy in Kent Thames Gateway will be dynamic and widely based, to provide employment for the community as a whole. Provision will be made for the expansion of the existing economic functions of the area and for the introduction of new office, manufacturing and service functions on a large scale, with an emphasis on higher value activity including knowledge industries and research and development to address current under performance. The roles of the main economic locations will be promoted and developed as follows:

- i. Ebbsfleet will be developed as a major office centre of more than 20,000 jobs linked directly to central London and other European capitals, drawing its workforce from Thameside and beyond
- ii. major sites in Thameside with access to the M25 motorway and the national rail network will continue to develop a mix of employment uses, including offices, regional distribution and manufacturing
- iii. Medway will further develop the functions of a city centre within Thames Gateway, providing higher education, retail and other services
- iv. major sites identified in Medway will be developed to their full potential, building on the existing high technology aerospace and automotive sectors and attracting new high value activity, or accommodating the expansion of transport, energy, distribution and manufacturing
- v. in Sittingbourne the employment and occupation structure will be diversified though expansion of the service and science sectors. In Sheppey, provision has been made for the expansion of the distribution, transport and manufacturing sectors
- vi. provision will be made for the continued presence and expansion of viable riverside employment uses, especially those using the river for transport.

- 19.6 The development of new offices has taken place much more gradually than in other parts of the region, and the regeneration of waterside sites in Medway has succeeded only with public sector support. The economy of the Kent Thames Gateway differs from most other sub-regions in the South East in the relatively high proportions of jobs in manufacturing and distribution, and the presence of ports and power generation. These are essential functions for the region, London and the nation. Policy KTG1 will help ensure that provision is made for their future capacity and viable operation as well as new types of jobs to diversify the local economy. This will also help reduce over dependency on jobs outside the area although the sub-region will continue to need to take advantage of the jobs which London provides as a global city and financial centre. The interim estimate for monitoring purposes is 58,000 net additional jobs between 2006 and 2026.
- 19.7 It is critical that smart growth is encouraged and delivered in the context of Policy RE5 through:
- upgrading skills of existing residents as well as attracting skilled migrants
 - improving economic activity rates
 - encouraging business formation
 - encouraging higher value activity
 - reducing over reliance on jobs outside the sub-region.
- 19.8 Policies RE4: Human Resource Development and RE6: Competitiveness and Addressing Structural Economic Weakness are also particularly relevant.

Employment Locations

POLICY KTG3: EMPLOYMENT LOCATIONS

A range of readily available sites and premises will be provided to meet the needs of new business start ups, growing businesses and inward investors. Development plan documents (DPDs) should confirm the broad scale of new business and related development already identified and give priority to completion of major employment sites at the following locations:

- i. **Dartford**
- ii. **Ebbsfleet**
- iii. **Medway**
- iv. **Sittingbourne and the Isle of Sheppey.**

In addition, new employment locations should be provided at:

- i. **Medway, in conjunction with new housing land**
- ii. **Sittingbourne/Sheppey to expand and diversify the economy.**

High quality proposals for intensifying or expanding the technology and knowledge sectors will be supported at established and suitable new locations, unless there are overriding environmental impacts which cannot be dealt with adequately. These locations include:

- i. **Medway - at Chatham Maritime and adjacent to Rochester Airfield**
- ii. **Swale - at the Kent Science Park at Sittingbourne.**

Town centres and inner urban areas will be given greater emphasis as locations for regeneration and employment growth in services and cultural activity. Medway Towns and Ebbsfleet are identified as transport hubs. Chatham has a key role as a city of learning and culture.

Medway is identified as a major location for the expansion of higher and further education, and Dartford-Ebbsfleet and Sittingbourne as locations for new investment in higher and/or further education.

In Medway and Swale, if existing employment sites fail to provide readily and immediately available land for a variety of business types, the use of the land should be reviewed and alternative sites allocated, taking into account Policy RE3: Employment and Land Provision.

The provision of employment locations by DPDs in the sub-region should be as set out above.

- 19.9 An important intention of Policy KTG3 is that the amount of employment land provided in the sub-region should be generous to match housing and labour supply and help widen and revitalise the local economy.
- 19.10 Some major sites in the sub-region have been slow to develop, and much of the recent employment increase has been in activities that are not located on major business sites. Policy KTG3 not only provides for major employment sites but also provides more widely for new employment locations. Concentrations of small businesses and workshops at the core of the urban areas, plus education and other services, can create important locations for new employment particularly at coastal towns with low costs and high quality environments. Town centres are important concentrations of retail, business services, finance and leisure and have the capacity to increase the number of jobs on offer.
- 19.11 The policy also aims to attract and retain higher 'added value' professional, technical and service jobs. It also seeks to support high quality proposals for intensifying or expanding the technology and knowledge sectors together with creative industries, which are important in the Medway towns, at established and suitable new locations. The policy reflects the following assessment:
 - i. in Dartford and Gravesham the scale of new employment planned at Ebbsfleet and other sites is sufficient. If fully developed it will reduce out-commuting from the area and draw its workforce from a wider catchment, accepting that out-commuting will continue to be necessary to the jobs which London provides as a global city and financial centre
 - ii. in Medway, the high level of commuting to London calls for new employment provision in conjunction with new housing
 - iii. in Sittingbourne/Sheppey there is enough existing land for employment uses to meet the growing workforce but only if used more intensively than in the past. There is, however, a high level of out-commuting and a need to provide a different quality of land to diversify the economy into activities such as business and 'knowledge' sectors. Out-commuting will continue to be necessary for the reasons referred to at i above. Over the Plan period new land will be needed for this diversification and for the growth of the established transport, distribution and manufacturing sectors.

Amount, Distribution and Affordability of Housing Development

POLICY KTG4: AMOUNT AND DISTRIBUTION OF HOUSING DEVELOPMENT

Local planning authorities will allocate sufficient land and facilitate the delivery of 52,140 net additional dwellings in Thames Gateway between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the following level of net additional dwellings in the sub-region:

DISTRICT	ANNUAL AVERAGE	TOTAL
Swale (part)	505	10,100

Dartford (part)	857	17,140
Gravesham (part)	460	9,200
Medway (part)	785	15,700
Sub-Regional Total	2,607	52,140

Growth at each location will be supported by co-ordinated provision of infrastructure, employment, environmental improvement and community services. Active pre-planning will be required to achieve necessary capacity increases.

An indicative target for affordable housing of 30% of all new dwellings applies to Kent Thames Gateway.

- 19.12 The above level of housing provision should enable the backlog of unmet need for affordable dwellings to be tackled within the first 10-year period of the Plan.
- 19.13 Average house prices in the sub-region are generally below the average price for the South East. However, the proximity of Kent Thames Gateway to London adds to demand. The major regeneration sites in the area have high reclamation costs and require substantial developer contributions for education, access and other services. Some sites may not be viable with high proportions of affordable dwellings, and 30% affordable housing is the maximum judged practical in the sub-region. This respects the need to ensure mixed communities and that there may be scope for meeting some of the needs for social rented accommodation in neighbouring districts.
- 19.14 Requirements for the provision of affordable housing in individual districts will be set out in local development documents, taking account of the results of strategic housing market assessments, the funding for affordable housing and the circumstances of the major development sites. Where justified, the tenure of housing being sought will also be specified.
- 19.15 Policies H1: Regional Housing Provision 2006-2026 and H3: Affordable Housing Provision are also particularly relevant.

The Role of the Retail Centres

POLICY KTG5: THE ROLE OF THE RETAIL CENTRES

A network of retail and service centres will be developed in which:

- i. **Bluewater will continue to maintain its specialist regional role as an out of centre regional shopping centre for comparison goods shopping. Any proposals for additional floorspace at the centre that would maintain this role will be considered through a review of the RSS. Any such proposals should provide for improved access to the centre by non-car modes**
- ii. **the town centres of Dartford, Gravesend, Sittingbourne and, on a larger scale, Chatham, will be further developed as the major town centres at which new mixed retail, leisure and service uses will be concentrated**
- iii. **at Ebbsfleet, ancillary retail and service space will be provided at a scale and character to serve the resident and daytime population**
- iv. **local development documents will make provision for local and district facilities in appropriate town centres in conjunction with the development of major new neighbourhoods.**

- 19.16 The owners of Bluewater shopping centre have indicated that they wish to evolve Bluewater from an isolated out-of-town shopping centre to a sustainable mixed use development, linked into the wider growth area. The Government takes the view that further development at Bluewater could affect a wide area, given the catchment that it serves within and outside the region. Any such proposals must be considered as part of

the preparation of the review of this RSS so that the regional implications of any expansion, and the potential impact on the vitality and viability of town centres, can be properly assessed.

- 19.17** Any proposals for the expansion of Bluewater should be accompanied by an assessment of how access by public transport, walking and cycling might be improved. The improvement of access other than by car is an important consideration in order that any necessary growth is delivered in a sustainable manner. Developers are encouraged to work with the relevant local authorities and other key stakeholders on these proposals.
- 19.18** Policy KTG5 acknowledges that due to large-scale regeneration and residential development, additional development will be appropriate in the town centres listed in order that they remain competitive, provide an appropriate range of uses, and fulfil their distinctive role within the network of centres. At Ebbsfleet, the policy allows ancillary retail and service space to be provided to support its role as a regional hub. Policy TC2: New Development and Redevelopment in Town Centres is also particularly relevant.

POLICY KTG6: FLOOD RISK

In order to accommodate the growth levels proposed in this strategy it will be necessary to implement co-ordinated measures for flood protection and surface water drainage associated with the Rivers Thames, Medway and Swale.

Strategic flood risk assessments will be kept up to date having regard to the latest intelligence on flood levels, and local assessments will be undertaken for major sites at risk, in the light of the Environment Agency's long term plans for flood risk management. Development will be planned to avoid the risk of flooding and will not be permitted if it would:

- i. be subject to an unacceptable risk of flooding or significantly increase the risk elsewhere**
- ii. prejudice the capacity or integrity of flood plains or flood protection measures**

Development plan documents will include policies to:

- i. adopt a risk based approach to guiding categories of development away from flood risk areas**
- ii. ensure that development proposals are accompanied by flood risk assessments**
- iii. identify opportunities for flood storage areas to contribute to green infrastructure networks.**

- 19.19** Many of the major development sites in the sub-region are in whole or in part within the coastal and fluvial flood zones defined by the Environment Agency.
- 19.20** Thames Estuary 2100 (TE2100) is an Environment Agency project to develop a tidal flood risk management plan for the Thames estuary through to the end of the century. The final plan will be published in 2010. The plan will recommend what flood risk management measures will be required in the estuary, where they will be needed, and when over the coming century, based upon climate change and projected sea level rises.
- 19.21** The 'Green Grid' (see below) and green space outside urban areas may provide opportunities for flood storage as part of the Thames Estuary 2100 solutions. Policy NRM4: Sustainable Flood Risk Management is also particularly relevant.
- 19.22** The Thames Gateway Parklands Initiative will support the aspiration for the Thames Gateway to be the UK's first Eco-Region, which addresses: climate change (adaptation and mitigation); landscape and biodiversity; flood risk; water quality; water supply and treatment; air quality; sustainable waste management and treatment; energy efficiency; decentralised and renewable energy; sustainable construction; sustainable transport and community involvement.

Green Initiatives

19

The South East Plan - Regional Spatial Strategy for the South East

POLICY KTG7: GREEN INITIATIVES

In order to take forward the Thames Gateway Parklands aim of transforming the environment and image of the Gateway:

The development, management and use of the countryside, urban green spaces and areas requiring flood management will be co-ordinated by the responsible organisations. Provision should be made for green grid networks, recreation and public access, and enhancement of landscapes, habitats, heritage and the environment.

Countryside initiatives should complement the areas for growth, and recognise that it is a predominantly working landscape. They should define the important points of separation between settlements and the urban edges to be actively managed, and identify the connections between the urban 'green grid' and the rural area.

Development should be of the highest standards of design, and adopt best practice in the use of sustainable techniques.

- 19.23** The successful regeneration of the sub-region requires investment in the environment, emphasis on the setting of urban areas and provision of 'green space' for existing and new communities. This will increase the attraction of the area to new investment. 'Greening the Gateway' (Defra/ODPM, January 2004) called for a network of green spaces both serving and linking urban and rural areas. It recognised the importance of the riverside location and the need to manage flood risk in a sustainable way. In November 2006 DCLG took this further in the Thames Gateway Interim Plan Policy Framework which created a new identity for the area, 'the Thames Gateway Parklands'. Policy KTG7 sets out measures to help deliver the environmental aim of this new initiative. Policy CC8: Green Infrastructure is also particularly relevant.

Implementation and Delivery

- 19.24** The efficient functioning of the Kent Thames Gateway depends on reliable east-west road and public transport routes, and the growth already planned depends entirely on their timely improvement. Efficient north-south movement by public transport and by road will be of increasing importance even with the existing level of planned growth. Regional and international traffic will be affected by congestion on the transport networks serving development in the Growth Area. Therefore, there are regional and national reasons to improve transport capacity.
- 19.25** While a Lower Thames Crossing would form an inter-regional route, it would have important implications for the local economy of the sub-region and would support the planned growth in north Kent.
- 19.26** It is important that the infrastructure required to support development proposals is identified sufficiently early in the planning process so that its provision can be phased in relation to that development.
- 19.27** A separate Regional Implementation Plan will be produced and updated by the regional planning body and will prioritise further strategic infrastructure requirements for the sub-region. Local requirements for infrastructure will be set out in local development documents and justified in accordance with national policy.
- 19.28** The following are of particular significance for the sub-region:
- i. the creation of a skilled and qualified workforce able to support a newly developed economic base and to exploit new opportunities in technology and the knowledge economy

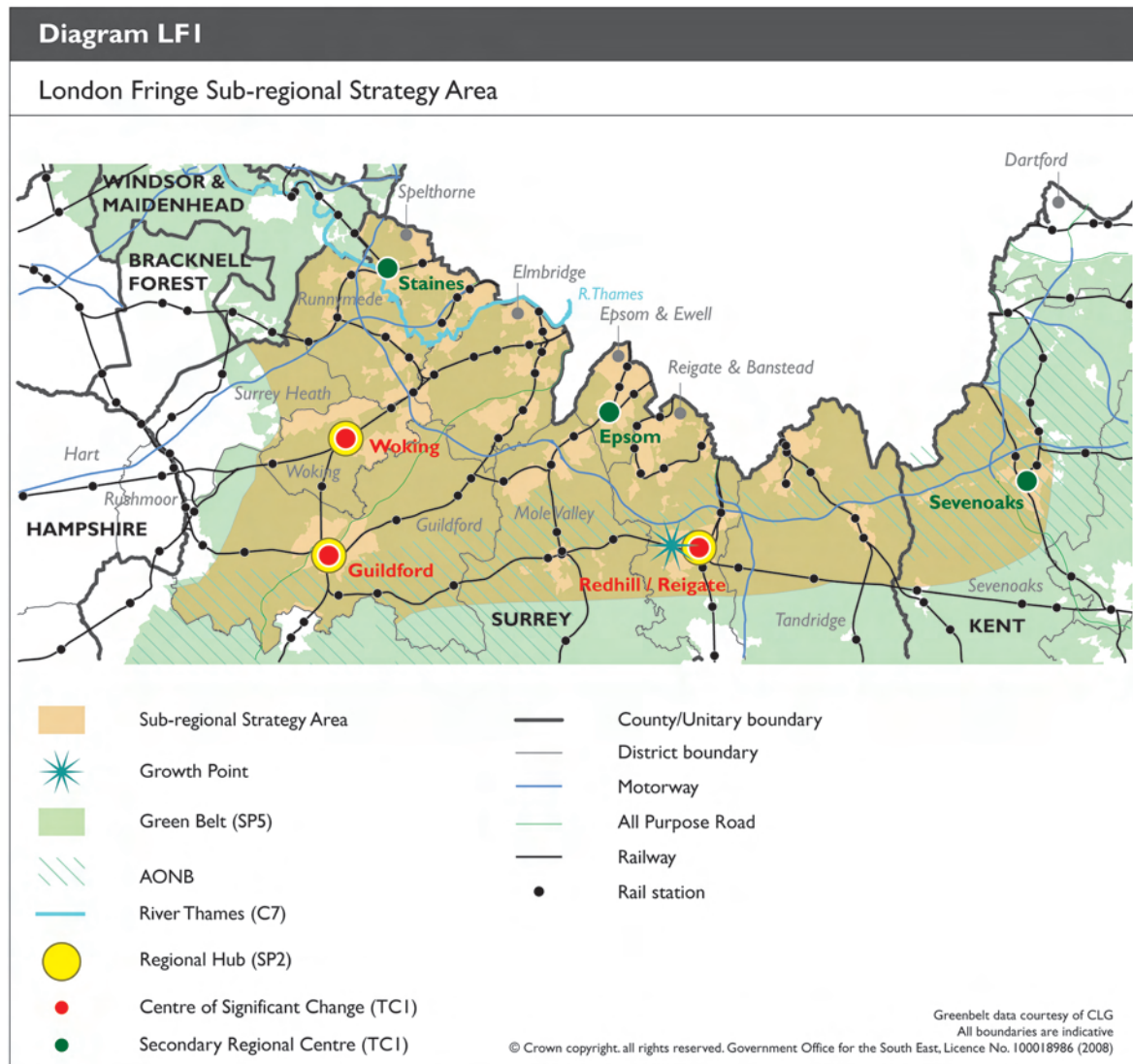
- ii. the provision of environmental infrastructure, including flood defence, coastal flood protection, water resources, waste water treatment and water quality, together with measures to improve water efficiency are essential for the delivery of growth. The current necessity to transfer water across Kent and from neighbouring areas means that new water supplies will be needed. It is likely that water supply and treatment can respond to increased growth but there will be a need for accelerated and increased investment
- iii. the scales of growth envisaged may mean that the capacity for acute health services has to be increased. The implications of full teaching status for existing acute hospitals would need careful appraisal
- iv. improving the quality and quantity of social infrastructure including higher education at Chatham and Ebbsfleet.

19.29 The transport schemes already committed for delivery to develop this sub-region are contained in Chapter 8, Appendix A: Strategic Transport Investment Priorities. Key transport themes for the sub-region are:

- A2/A282/M2 corridor schemes to improve connectivity through the area and with London and access from east-west routes to open up development sites
- study of Thames Crossing options
- Crossrail and CTRL related rail improvements and additional capacity to support growth in passenger and freight demand
- Fastrack and other public transport, walking and cycling schemes to promote modal shift as part of integrated local packages.

19.30 The rate of growth in new houses and jobs will be monitored to assess changes in the sub-regional economy and ensure that the relationship between them and increased capacity in strategic infrastructure is managed and kept under review. These and other monitoring indicators will inform reviews of this sub-regional strategy (see also Chapter 26 on implementation, monitoring and review).

20 London Fringe



20.1 The London Fringe, although covered by much of the Western Policy Area, was not defined as a separate sub-region in RPG9. However, it is defined as a sub-region in this Plan in recognition of the common contextual issues and challenges now facing the area. The sub-regional strategy covers a large proportion of Surrey from the Greater London boundary to beyond the towns of Guildford, Woking and Redhill. It also covers a very small part of west Kent including the town of Sevenoaks. Specifically, it includes the whole of the Surrey districts of Spelthorne, Runnymede, Woking, Elmbridge and Epsom & Ewell, and partially the districts of Surrey Heath, Guildford, Mole Valley, Reigate and Banstead and Tandridge and, in Kent, part of the district of Sevenoaks.

20.2 The overarching challenge facing this sub-region is how to balance development pressures in this area of buoyant economic growth close to London, Heathrow and Gatwick without compromising the quality of life of its residents. The particular challenges are how to:

- support sustainable economic growth having regard to its role in the regional economy, the labour supply and infrastructure problems facing the area, and environmental constraints such as landfill/waste management needs, water resources, water quality and flood risk
- deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area, including affordable housing for which there is a very high need in this sub-region

- maintain the regional role of the Metropolitan Green Belt in containing London and retaining the identity of existing towns in this densely settled area while allowing for necessary urban extensions
- realise the potential of existing urban areas to deliver future development in a sustainable way which enhances the quality of life, whilst simultaneously addressing the associated infrastructure and environmental consequences
- support the role of three regional hubs which play an important part in the regional economy – Guildford, Redhill and Reigate, and Woking – and the hierarchy of smaller centres
- respect and develop the character and identity of the towns and the natural and cultural resources of the countryside, including the high quality landscapes, which are also an asset in economic terms and a resource for informal recreation for residents and visitors.

Core Strategy

POLICY LF1: CORE STRATEGY

Provision will be made for development and infrastructure to support the sustainable economic growth of the sub-region, recognising its importance to the wider region and London, while conserving and enhancing its environmental assets. This will be achieved by:

- i. **meeting development requirements predominantly within urban areas and protecting the broad extent of the Metropolitan Green Belt across the sub-region**
- ii. **meeting housing needs mainly within urban areas but, where this is not possible, by urban extensions involving selective or small-scale reviews of the boundary of the Metropolitan Green Belt and by redevelopment of a major developed site at Chertsey**
- iii. **sustaining growth in the economy, supported by comprehensive monitoring of labour supply and demand, and movement patterns across the sub-region and in adjoining areas including London**
- iv. **generally focusing employment-related development to take place on land already in employment use or available for such use**
- v. **encouraging a broad base of economic activity which utilises existing skills in the workforce and supporting retraining and re-skilling of the workforce**
- vi. **seeking increased provision of affordable housing to underpin the economy**
- vii. **improving travel choice by investment in alternatives to single-occupancy car use**
- viii. **conserving and enhancing biodiversity, the quality of the built environment and the character of natural and cultural resources in the sub-region.**

20.3 The core strategy set out in Policy LF1 recognises the economic importance of the sub-region to the regional economy and beyond, the housing needs of the area and the importance of retaining the overall quality of life. The economy, while buoyant with high participation rates, strong representation of ICT and other growth sectors and a skilled workforce, is likely to face labour supply shortages unless action is taken. The risk is that otherwise economic growth would be constrained and/or unsustainable commuting pressures imposed on the transport network which is already at or beyond capacity in the peak hours. Providing sufficient housing to meet needs, in particular for affordable housing, is also critical.

20.4 The strategy focuses on sustainable development within existing urban areas respecting the high quality of the surrounding countryside, which provides an important recreation resource, and the need to retain the identity of towns. Where necessary the policy allows for urban extensions with the safeguards of sustainable development and good design provided by the other policies in this Plan: these include Policies LF5: Urban Areas and Regional Hubs, SP3: Urban Focus and Urban Renaissance and CC6: Sustainable Communities and Character of the Environment. Policy LF1 provides that in planning

these extensions the broad extent of the Green Belt will be protected as will its fundamental purposes. Important to the success of this strategy in reducing the scale of development otherwise required is smart economic growth (see paragraph 20.6 below).

Economic Development

POLICY LF2: ECONOMIC DEVELOPMENT

Employment-related development will take place primarily on land already in employment use or available for such use. In judging whether such land is sufficient to meet employment land needs, local authorities will work jointly with neighbouring authorities as appropriate, having regard to:

- i. **the evidence of local and strategic demand for employment floorspace**
- ii. **the broad balance between labour supply and demand within that part of the sub-region**
- iii. **the suitability of existing employment land to continue in that use;**
- iv. **the availability of land for housing, relative to local needs, and the scope for any shortfalls to be met through the release of employment land suitable for residential use**
- v. **any other considerations relevant to the maintenance of an appropriate balance of land uses.**

If the existing stock of land is judged to be insufficient, new areas of employment land may be allocated in development plan documents as part of the sustainable urban extensions identified in accordance with Policy LF5 and on the former DERA site at Chertsey (Policy LF6).

Development plan documents will identify strategic employment land which will be safeguarded for employment purposes.

Mixed-use development will be encouraged in and around town centres and other areas of good public transport accessibility. Residential or mixed-use development may be allowed on employment land that is not identified as being strategically important, particularly if amenity and environmental gains are achieved and more sustainable forms of development result.

20.5 The economy of this sub-region cannot be divorced from that of the adjoining areas in south and west London, and adjoining parts of the South East. Therefore, Policy LF2 requires joint working on employment land reviews between neighbouring authorities taking into account strategic as well as local demands as well as the other factors listed in the policy. It is particularly important that this happens in the inter-related economies of Surrey, South/South West London and parts of the Western Corridor and Blackwater Valley sub-region. These reviews also need to have regard to Policy RE3: Employment and Land Provision. The policy gives priority towards the recycling of existing employment land for continuing employment use, as has been the pattern in the past. If new employment land is necessary, the policy provides that this should be part of the development allowed for in Policies LF5 and LF6 below. It will also need to be in accordance with the principles of sustainable development and good design referred to in the Core Regional Policies.

20.6 The interim estimate is 39,500 net additional jobs between 2006 and 2016 which will be monitored/reviewed. This may be below the trend employment growth and assumes the application of Policy RE5: Smart Growth. Achieving smart economic growth in this sub-region requires the attraction of high value, low impact sectors with an emphasis on knowledge-based enterprises. Policy RE6: Competitiveness and Addressing Structural Economic Weakness is particularly relevant to achieving this. Smart growth also requires additional productivity improvements and raising economic activity together with changes in commuting patterns as a labour market adjustment.

Broad Amount and Distribution of Future Housing Development

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POLICY LF3: BROAD AMOUNT AND DISTRIBUTION OF FUTURE HOUSING DEVELOPMENT

Local planning authorities will allocate sufficient land and facilitate the delivery of 47,880 net additional dwellings in the London Fringe between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the following level of net additional dwellings in the sub-region:

DISTRICT	ANNUAL AVERAGE	TOTAL
Elmbridge ¹	281	5,620
Epsom & Ewell ¹	199	3,980
Guildford (part) ²	397	7,940
Mole Valley (part) ²	188	3,760
Reigate & Banstead (part) ³	375	7,500
Runnymede ⁴	286	5,720
Sevenoaks (part)	85	1,700
Spelthorne	166	3,320
Tandridge (part) ²	125	2,500
Woking	292	5,840
Sub-Regional Total	2,394	47,880

In the primarily rural parts of Surrey Heath which lie in the London Fringe sub-region, only limited housing supply is expected and this is included in the Western Corridor and Blackwater Valley sub-region figures.

Local authorities should consider the phasing of housing delivery within the vicinity of the Thames Basin Heaths Special Protection Area in order to ensure that appropriate avoidance and mitigation measures are secured in advance of development being occupied and should work with the regional planning body and Natural England to monitor housing delivery in their area against the provision of avoidance and mitigation measures (see Policy NRM6: Thames Basin Heaths).

The selective reviews of the Metropolitan Green Belt to accommodate sustainable urban extensions at Guildford and possibly at Woking will need to be informed by flood risk assessments.

Footnotes

1. The River Hogsmill is currently failing to meet good ecological status as a result of phosphorous concentrations and the capacity of the Hogsmill Sewage Treatment Works (STW) to accept further effluent is severely constrained as a result. This may have implications for housing delivery in the catchment area of the Hogsmill STW in Epsom & Ewell and Elmbridge. The satisfactory resolution of this problem will require further work, which will need to be reflected in local development frameworks and future reviews of the RSS.

2. In the primarily rural parts of Mole Valley and Tandridge which lie outside the sub-region, and in the rural part of Guildford outside both this and the Western Corridor and Blackwater Valley sub-regions, only limited housing supply is expected and this is included in the London Fringe sub-region figures.

3. Flexibility will be allowed for Reigate and Banstead to vary the provision levels between London Fringe and Gatwick subject to maximising the capacity of the Redhill and Reigate hub for sustainable development.

4. The figure for Runnymede includes 2,500 homes for the reuse of the former DERA site at Chertsey to be provided in Runnymede. The precise housing contribution from this site will be tested in accordance with Policy LF6. This allocation will be delivered in the period between 2016-2026. Between 2006-2015 the annual requirement will be 161 dwellings per annum. In the event that the site cannot be released for housing, there is no expectation that the shortfall should be provided elsewhere within Runnymede.

- 20.7** Consistent with Policy H1: Regional Housing Provision 2006-2026, the level of housing provision in Policy LF3 takes account of housing needs, including the need to address the wide and growing gap that would otherwise occur between labour supply and demand even with smart growth. There would be serious economic, environmental and social costs to the sub-region and the wider region beyond if this approach were not taken. Housing development will be carried out in a sustainable way consistent with the other policies in this chapter, the Core Regional Policies and Policy H4: Type and Size of New Housing.
- 20.8** The housing distribution in Policy LF3 is strongly influenced by the development pattern currently in the sub-region given the urban focus of the strategy, but it also reflects the opportunities provided by the proposed urban extensions and reuse of the former DERA site at Chertsey. Local authorities will adopt a plan, monitor and manage approach to housing, to deliver a sufficient and suitable land supply throughout the Plan period in accordance with the levels of provision set out in Policy LF3 (see also Chapter 27, Implementation, Monitoring and Review).
- 20.9** It will be critical to promote water efficiency along with resource development and integration of supply infrastructure to ensure that the water supply/demand balance can be maintained within this sub-region. In accordance with Policy NRM1: Sustainable Water Resources and Groundwater Quality, all relevant local development documents will need to contain policies and measures that account for and promote the twin-track approach of demand management and water resource development.
- 20.10** Policy on flooding is contained in Policy NRM4: Sustainable Flood Risk Management. Local authorities should prepare strategic flood risk assessments to inform their local development frameworks. They should have regard to the Environment Agency's Catchment Flood Management Plan(s) and recognise that the natural flood plain is generally the most important asset in managing flood risk. The location, layout and design of developments are the most vital factors in managing future flood risk.

Affordable Housing

POLICY LF4: AFFORDABLE HOUSING

40% of all new housing in the sub-region should be affordable, with the precise level and the split between social rented and other forms of tenure being determined locally having regard to local housing assessments.

Local development documents should seek provision of affordable housing on all sites where it can be justified by local housing assessments and the economics of provision. In cases where on-site provision of affordable housing is not feasible, commuted payments will be required. Non-residential development which generates needs for additional housing will also make an appropriate contribution to affordable provision.

- 20.11** In Surrey generally, and within the sub-region, affordable housing needs are high, reflecting the high market price of housing in the area and the high proportion of owner-occupied stock. Evidence suggests that 40% of the housing requirement should be in the form of affordable housing, although local need assessments may justify variations from this figure in individual boroughs and districts.
- 20.12** Future land supply in the sub-region will come predominantly from relatively small previously developed sites within established urban areas. This pattern of supply means that contributions towards affordable housing should be sought from all new residential development, either on-site or through a financial contribution to provision elsewhere. Non-residential development which would generate a need for additional housing should be expected to make a contribution towards its provision where market pressures are especially strong and the need for affordable housing is acute.

Urban Areas and Regional Hubs

POLICY LF5: URBAN AREAS AND REGIONAL HUBS

The focus for development will be within existing built-up areas. Local authorities through their local development documents (LDDs) and through integrated approaches developed with other service providers, the development industry and local communities, will ensure development contributes towards the delivery of necessary physical and social infrastructure.

Improvements to the physical environment will be achieved by setting high design standards for new development and its relationship to existing buildings and spaces. This focus requires that existing urban open land will be safeguarded.

Development at the regional hubs of Guildford, Redhill/Reigate and Woking should take place as far as possible within the existing urban areas and, to maintain their role as key centres within the sub-region, must be accompanied by commensurate investment in infrastructure and be planned to be accessible through measures which reduce demand and improve transport management.

Notwithstanding this imperative, at Guildford, a sustainable urban extension of 2000 dwellings is likely to be required to meet the housing allocation. This should be located to the north-east of the town and be brought forward in accordance with Policy SP5: Green Belts.

Some expansion into the Metropolitan Green Belt may also be required at Woking in order to meet the housing allocation. The scale of boundary review that may be necessary should be tested through the LDD process and guided by Policy SP5: Green Belts but, if more than minor boundary adjustments are required, it should focus on the area to the south of the town.

A smaller-scale local review of the Metropolitan Green Belt boundary should be undertaken as required at Redhill/Reigate, in accordance with Policy SP5: Green Belts.

- 20.13** Policy LF5 focuses development within existing urban areas while identifying that urban extensions may be required as outlined below to accommodate necessary development. Consistent with Policy BE1: Management for an Urban Renaissance, the policy seeks to take advantage of the opportunities associated with new development to contribute

towards the delivery of adequate physical and social infrastructure. Consistent with Policy CC8: Green Infrastructure, the policy also recognises that access to open space must be safeguarded.

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- 20.14** In line with Policy SP2: Regional Hubs, the policy supports the regional hubs of Guildford, Redhill and Reigate and Woking. An urban extension of Guildford is likely to be required in keeping with its increasing economic importance, the continuing expansion of the university and its major retail role and transport connectivity. A smaller scale extension in Woking may also be required which could complement the expansion of Guildford, given the scope to improve inter-connectivity between the two towns while maintaining their separate identity. It is important that the local authorities for Guildford and Woking work with partners to ensure that these towns retain their role in the spatial structure of the area, develop their role as transport hubs, support their economies by encouraging urban development and renewal which is sympathetic to their character and promote their interconnectivity. Any urban extension needs to be consistent with the principles of sustainable development and good design already referred to. A smaller-scale local review of the Green Belt may also be necessary at Redhill/Reigate.

Former DERA Site, Chertsey

POLICY LF6: DEVELOPMENT AT FORMER DERA SITE, CHERTSEY

Large-scale mixed-use development on the former DERA site at Chertsey, which lies in Runnymede and Surrey Heath districts, will be brought forward during the Plan period to meet wider regional needs. The precise scale of development, mix of uses, provision of avoidance and mitigation measures to protect the Thames Basin Heaths Special Protection Area and other relevant European sites such as the Thursley, Ash, Pirbright & Chobham Special Area of Conservation, and the review of the boundary of the Metropolitan Green Belt will be tested through local development documents (LDDs), including jointly prepared LDDs where appropriate.

The review of the Green Belt boundary should be carried out in accordance with Policy SP5: Green Belts. Development at Chertsey should ensure that national and European air quality standards are not breached.

- 20.15** In accordance with Policy H1: Regional Housing Provision 2006-2026, the former DERA site near Chertsey, which lies mostly in Runnymede but straddles the boundary with Surrey Heath, is identified as a mixed-use site. The site has the potential to serve wider than local needs and should be brought forward in a phased programme. The Metropolitan Green Belt status of the site will require a review in accordance with Policy SP5: Green Belts. The precise scale of the development and the mix of uses that would be appropriate, the relationship of the site to the adjacent Special Protection Area, and the impact on the purposes served by the Green Belt in this location are amongst the matters that will require detailed examination through joint working between the local authorities and other stakeholders.

Town Centres

POLICY LF7: TOWN CENTRES

The polycentric pattern of the settlement structure will be maintained with town and district centres being the focus for retailing, employment, built leisure and community facilities. Mixed-use development offering both jobs and housing will be encouraged to offer opportunity to access jobs, services and facilities, and reduce the need for longer distance travel. Local centres will be identified which can be upgraded by mixed-use development.

Investment in development, infrastructure and services will be directed particularly to Guildford, Redhill and Woking and, on a scale consistent with the capacity of each centre, to Epsom, Sevenoaks and Staines, to maintain their roles in the strategic town centre network.

Significant improvements to the arrangements for interchange between bus and rail, particularly in the quality of facilities, integration and frequency of services, should be linked to restraint-based town centre parking strategies.

In all centres, the design and form of development should improve the streetscape and produce high quality, accessible and coherent pedestrian environments.

- 20.16** The existing polycentric pattern of the settlement structure provides people with the benefit of greater opportunity to access services and facilities. Policy LF7 maintains this, with town centres being a focus for mixed-use development which can further reduce the need for longer distance travel. Centres in south London, particularly the metropolitan centres of Croydon, Kingston, Sutton and Bromley, also contribute to the range of facilities and services available to people living in the sub-region.
- 20.17** In principle, investment in the modernisation of facilities in all town centres will benefit local communities. Major development will be encouraged to locate in the centres identified in Policy TC1: Strategic Network of Town Centres, focusing in particular on the Primary Regional Centres, guided by comprehensive proposals within local development documents which are consistent with the capacity of each centre.

Sub-Regional Transport Hubs and Spokes

POLICY LF8: SUB-REGIONAL TRANSPORT HUBS AND SPOKES

Local transport authorities should give consideration to the identification and inclusion of sub-regional hubs and spokes or corridors in local transport plans to support local service provision and interchange with inter-urban public transport. These should be developed in co-ordination with local authorities in preparing spatial strategies for urban areas in local development documents.

- 20.18** Policy LF8 encourages local transport authorities to develop an appropriate network of sub-regional spokes that link the sub-regional hubs to each other. This will also mean linking these centres to the regional hubs and to adjoining centres in south London where relevant.

Green Belt Management

POLICY LF9: GREEN BELT MANAGEMENT

Local development documents will promote improved management to increase opportunities for access to the open countryside, the retention of attractive landscapes and enhancement of damaged ones, and conservation in areas of the rural-urban fringe easily accessible to people within the sub-region and beyond. The Green Arc (South West) initiative to manage and enhance Metropolitan Green Belt countryside as a multi-functional resource, integrated with greenspace strategies in urban areas, will be promoted and the management plans for the Surrey Hills, Kent Downs and High Weald Areas of Outstanding Natural Beauty supported.

- 20.19** Policy LF9 promotes specific initiatives to manage Green Belt countryside as a multi-functional resource. This will support a more positive role for the Green Belt as well as secure improvements to countryside easily accessible to people within the sub-region

and beyond, in line with the advice on urban rural fringe land management in Policy C5: Managing the Rural-Urban Fringe. The management plan for the Surrey Hills Area of Outstanding Natural Beauty (AONB) provides a mechanism for achieving these objectives within that part of the Green Belt. The Green Arc (South West) initiative applies to the area of the sub-region to the north of the Surrey Hills AONB and is a partnership designed to secure greater investment in landscape enhancement, improved access and conservation across a crucial part of the Metropolitan Green Belt.

Infrastructure, Implementation and Delivery

POLICY LF10: SMALL SCALE SITE TARIFF

Local planning authorities will work jointly with infrastructure and service providers and developers to establish a programme for the provision of infrastructure within the sub-region which takes into account the cumulative impact of small scale development.

Contributions from new development, based on a co-ordinated and consistent approach, will be secured to support delivery of the infrastructure and services required to mitigate the impact of cumulative development and to maintain quality of life in the area.

- 20.20** Development in the sub-region is characterised by the re-use and redevelopment of relatively small sites within established urban areas. The cumulative impact of this development on infrastructure and service requirements is as significant as it is for more concentrated greenfield development, but more difficult to capture in specific infrastructure packages. This underlines the need for the joint approach to provision identified in Policy CC7: Infrastructure and Implementation. The small site tariff approach to developer contributions towards infrastructure and service provision introduced by Policy LF10 will help address this cumulative impact issue and assist delivery. To work effectively the policy will depend on the early identification of the necessary infrastructure and services, in order to assist the latter's timely delivery in relation to development.
- 20.21** The transport schemes already committed for delivery to develop this sub-region are contained in Chapter 8, Appendix A: Strategic Transport Infrastructure Priorities, with further transport improvements identified in the supporting text to Policy T14: Transport Investment and Management Priorities. A separate Regional Implementation Plan will be produced and updated by the regional planning body and will prioritise further strategic infrastructure requirements for the sub-region. Local requirements for infrastructure will be set out in local development documents and justified in accordance with national policy.
- 20.22** The road network suffers from congested and unreliable journeys in the peak periods and rail journeys to and from London are also highly congested during peak hours. During peak hours, transport demand as a whole exceeds supply and as a result efforts should be focused on reducing demand, making best use of existing infrastructure, and investing in public transport alongside bottleneck improvements to the road network.
- 20.23** Policy CC7: Infrastructure and implementation sets out the general approach to implementation, including the need to ensure that the pace of development is aligned to the provision and management of infrastructure. In this sub-region infrastructure and service requirements need to be related not just to the scale and pace of growth in the area but also in adjoining areas where cross-boundary movements are significant. The general approach to monitoring and review is set out in Chapter 26 on implementation, monitoring and review.

21 Western Corridor and Blackwater Valley



21.1 The Western Corridor and Blackwater Valley (WCBV) sub-region extends from the western edge of London to the boundary of the South West region in the Swindon area (See Diagram WCBV1). It adjoins the London Fringe, and lies close to the Central Oxfordshire and Milton Keynes & Aylesbury Vale sub-regions. The WCBV sub-region includes all or part of the administrative areas of the following local authorities: West Berkshire, Reading, Wokingham, Bracknell Forest, Windsor and Maidenhead, Slough, South Bucks, Wycombe, Surrey Heath, Guildford, Hart, Rushmoor and Basingstoke and Deane.

21.2 The sub-region has its planning origins in the proposals in the 1960s for sub-regional growth linking Reading and Wokingham in the north with Basingstoke to the south-west. Much of the sub-region was covered by parts of the Thames Valley and Blackwater Valley sub-regions in RPG9. The sub-region as defined in this Plan recognises the common economic geography, functional linkages, environmental designations and strategic planning challenges facing the area. In particular the sub-region:

- exhibits high economic and other growth potential related in part to its historic proximity to London and Heathrow but increasingly being self-generated

- contains a complex pattern of settlements, administrative structures and environmental designations as well as high pressure for, and on, infrastructure that all require careful co-ordination and management
 - has a long history of sub-regional planning as a means to deliver growth and development that needs to evolve to meet modern requirements and challenges.
- 21.3 The proposed boundary of the sub-region reflects current and future planning needs. However, collaborative working and action in connection with settlements just beyond the boundary, for example Farnham, and other nearby areas or sub-regions will also need to take place.
- 21.4 The particular challenges faced by the sub-region are how to:
- realise the economic potential of the area, without compromising the quality of life of its residents, and spread the benefits to all places and sections of the community given that the sub-region contains some of the most deprived wards in the region (initial interim estimate is a minimum 79,300 additional jobs created by 2016)
 - deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area, including affordable housing for which there is a very high need in this sub-region (102,100 net additional dwellings to be delivered by 2026)
 - achieve a better balance between the location and growth of jobs and homes while protecting the area's environmental assets, including the Thames Basin Heaths Special Protection Area
 - manage demand on the area's transport networks so as to maintain accessibility, and ensure access to London and Heathrow, particularly by public transport
 - deliver the requirements for physical, social and environmental infrastructure needed to support existing and future economic and housing growth
 - take proper account of the implications flowing from major planned growth within and beyond the sub-region: for example at Aylesbury Vale/ Milton Keynes, Basingstoke, Greater Reading, Heathrow, Oxford and Swindon
 - deliver in a timely fashion the individually and/or collaboratively produced development plan documents that will implement the South East Plan locally.

Core Strategy

POLICY WCBV1: CORE STRATEGY

Provision for development and infrastructure will be made to sustain the economic growth of the sub-region.

Regional and sub-regional hubs will be the main focus for transport investment and development in the sub-region.

The following settlements are identified as regional hubs:

Basingstoke

High Wycombe

Reading

Slough

A second tier of sub-regional hubs comprises:

Bracknell

Maidenhead

Newbury

To the extent that development cannot be satisfactorily accommodated in the existing built-up areas, sustainable urban extensions will be promoted at selected settlements. Sustainable greenfield allocations should be mainly focused on the periphery of those hubs where other constraints do not prevent this – Basingstoke, Reading, Bracknell and Newbury – but smaller allocations may be brought forward at other settlements, subject to their meeting the same sustainability considerations. These urban extensions should minimise incursions into Green Belt or areas protected (or proposed for protection in local development documents) as Areas of Outstanding Natural Beauty or by other policies of regional, national and international importance.

- 21.5 The strategy respects the multi-centred settlement pattern, subject to a refocusing of economic and housing growth on the identified regional and sub-regional hubs and other sustainable locations. The amount and location of growth will reflect the various national to local roles to be played by individual or groups of settlements and will be given clear expression in, and delivered via, the relevant local development documents (LDDs). It will also reflect the need to provide a better balance of jobs, housing and transport at both the sub-regional and individual settlement level. As necessary, local authorities will therefore review current planning and other designations in order that the future roles of their settlements can be fulfilled, including via urban extensions or other forms of development serving the same purpose, while protecting appropriately their environmental assets.
- 21.6 While Green Belt policy remains central to the core strategy, its current boundaries should not be considered inviolate if the economy is to be supported and a step change in housing achieved. There are areas within the sub-region, for example Maidenhead, where a thorough assessment of options has or will most likely show that alterations to the Green Belt will be the most sustainable option for locating employment and housing as part of mixed use schemes. Therefore, in accordance with PPG2: *Green Belts*, all authorities will need to demonstrate via their core strategies that all necessary development can be accommodated up to and beyond the Plan period without the need to revise their Green Belt boundaries. Where this is not the case they will need to consider small scale reviews or other revisions that may also include the use of existing, or designation of new, safeguarded land.
- 21.7 In accordance with the general policies, for example SP3: Urban Focus and Urban Renaissance and CC6: Sustainable Communities and Character of the Environment, the aim is to create and maintain a network of sustainable communities. Consequently, factors such as deliverability, meeting needs where they arise and the timing of infrastructure delivery will be taken into account. Thus, while the use of previously developed land and/or urban regeneration will be priorities, minimising the take-up of greenfield land will not be a factor that overrides all others.
- 21.8 Greater Reading comprises the existing and planned future built-up area of the town and those areas nearby functionally reliant on the town. Within the sub-region, it includes areas administered by Reading, West Berkshire and Wokingham Councils. While the boundaries are not necessarily contiguous, Greater Reading's importance as a regionally important centre for employment, transport, retailing and leisure activity is reflected in the designation of the area as an economic Diamond for Growth in the Regional Economic Strategy while Reading Borough is a New Growth Point.

Settlement Shaping

- 21.9 A range of other factors (listed below in alphabetical order) will also influence the distribution of development within the sub-region over the Plan period. While national policy and the general policies in this Plan provide the policy framework, there are some local implementation considerations to be taken into account:
- **Flood Risk Management** – the policy is contained in PPS25: *Development and Flood Risk* and NRM4: Sustainable Flood Risk Management. In accordance with that policy, given the location, level and forms of development proposed, and the

identified flood risks within parts of the sub-region, it is especially important that all authorities, singularly or together, work closely with the Environment Agency to prepare adequate strategic flood risk assessments (SFRAs). Local development documents should be informed by the results of SFRAs and contain clear local implementation guidance to facilitate the delivery of required development that also delivers appropriate on or off-site flood risk management and/or measures.

- **Gaps** – the policy is contained in PPS7: *Sustainable Development in Rural Areas*. In implementing it, those Berkshire authorities operating gap policies will need to review them carefully to ensure that they have a continuing justification that accords with the purposes and requirements set out in PPS7, do not unnecessarily duplicate other protection policies such as Green Belt and have regard to the other policies of this Plan.
- **Green Belt** – the policy is contained in SP5: Green Belts. The points made in paragraph 21.6 above are also relevant.
- **Thames Basin Heaths Special Protection Area** – the policy is contained in NRM6: Thames Basin Heaths Special Protection Area. In accordance with that policy, given the significance of the SPA for the sub-region, all local authorities will need to collaborate as necessary to ensure that the best and most efficient use of land and resources is made and their obligations in terms of protection, management and mitigation are met.
- **Transport** – the policy is contained in SP2: Regional Hubs and in the general transport policies including T1: Manage and Invest, T2: Mobility Management and T14: Transport Investment and Management Priorities (specific transport priorities are referred to in paragraphs 21.21 & 21.22 below). The WCBV core strategy is to a significant degree transport led. This is in recognition of the paradox that while a key advantage of the sub-region is its location and accessibility to international and regional transport hubs, congestion and other pressures on transport may put at risk future economic, social and environmental progress. Therefore, the local and county highways authorities, Highways Agency, Network Rail and others as appropriate will need to work together to provide a co-ordinated approach to manage transport demand, network management and investment and thus facilitate the delivery of required development (see the reference to a WCBV Transport Group in paragraph 21.25 below). In particular, and in accordance with those policies, local authorities will need to promote locations and forms of development and manage mobility to: (a) reduce the need to travel; (b) reduce average journey distances; (c) make it possible for a greater proportion of trips to be made by alternatives to single occupancy private car use and (d) aid intra-urban accessibility and/or network efficiency.
- **Waste Water Treatment** – the policy is contained in NRM2: Water Quality. Plans and development at Basingstoke (as noted in Policy WCBV3) or any other location in the sub-region where water quality or treatment is an issue will be informed by water cycle studies and all other material considerations.
- **Water Supply** – the policy is contained in NRM1: Sustainable Water Resources and Groundwater. While no insurmountable water supply problems have been identified in WCBV, there can be no room for complacency. Therefore, in accordance with the policy, all relevant local development documents will need to contain measures that will maintain, and enhance the recycling of, water resources.
- **Groundwater Quality** - the policy is contained in NRM1: Sustainable Water Resources and Groundwater Quality. Local development frameworks (LDFs) should contain, as appropriate, policies and measures to protect groundwater quality from inappropriate development and land contamination.

Economy

POLICY WCBV2: EMPLOYMENT LAND

The need for additional new employment floorspace will, to the extent possible, be met through the more efficient use of employment land in town centres and established employment areas. Local development documents will therefore give priority to the retention of existing employment land in employment use.

In judging whether such land is sufficient to meet employment land needs, local authorities will work jointly with neighbouring authorities as appropriate, having regard to:

- i. the evidence of local and strategic demand for employment floorspace
- ii. the broad balance between labour supply and demand within that part of the sub-region
- iii. the suitability of existing employment land to continue in that use
- iv. the availability of land for housing, and the scope for any shortfalls to be met through the release of employment land, suitable for residential use
- v. any other considerations relevant to the maintenance of an appropriate balance of land uses.

If existing land is judged to be insufficient, new areas of employment land will be identified in development plan documents in line with the sustainable urban extensions identified in the core strategy.

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- 21.10** Sufficient existing and allocated employment land may be available to meet the short-term needs of the sub-region, i.e. to accommodate the minimum 79,300 net additional new jobs which, as an interim estimate for monitoring purposes, need to be created within the sub-region by 2016. Local authorities not only need to check this is the case but also look beyond 2016 to the plan period to be covered by the relevant LDDs. Therefore, consistent with Policies RE3: Employment and Land Provision and RE6: Competitiveness and Addressing Structural Economic Weakness, Policy WCBV2 requires individual or appropriate groups of authorities to work together to review the suitability of existing employment land to meet local and long-term strategic needs, protect it as necessary and identify new sustainable locations and sites accordingly. Local authorities will need to act quickly if there is a risk of the economy faltering due to a lack of suitable employment land. In carrying out these reviews, authorities will need to take account of the importance of the sub-region to the South East and UK economies, the designation of Basingstoke and Reading as both Regional Diamonds for Investment and Growth in the Regional Economic Strategy and New Growth Points, and the challenges posed by issues such as congestion, labour shortages and a globalised economy. Given the complex inter-relationship between WCBV and London/ the London Fringe, it will also be important for there to be compatible cross-boundary monitoring of land and labour demand and supply.
- 21.11** While achieving a better balance between the location and growth of jobs and homes may be an important aim at the local level, this aim should not override the greater need for the sub-region to continue to contribute in due part to regional and/or national economic prosperity.
- 21.12** As part of the achievement of economic prosperity, it will also be important to ensure that opportunities for smart growth (see Policy RE5 for further details) are maximised in this sub-region through:
- using existing employment land as efficiently as possible
 - taking account of any potential for clustering and of opportunities to promote key innovative, higher value or knowledge based sectors with low environmental impact
 - driving up skill levels in accordance with Policy RE4: Human Resource Development

- improving productivity
- increasing mobility and accessibility by a range of sustainable means.

21.13 However, further smart growth by itself will be unable to realise the economic potential of the sub-region. Similarly, given the continuing primacy of London, the already complex patterns of travel to work and the increasing opportunities to work outside the sub-region, seeking significant additional in-commuting is also unrealistic as a means of addressing any significant jobs-housing mismatch. Therefore, as part of the response, appropriate new allocations or reuse of existing employment land are likely to be necessary. For example, a need for new employment land has been identified in north Hampshire (initially estimated at 40-60 hectares, the final figure will be based on the type of joint working described in para 21.10) that may be substantially met within Basingstoke. Similarly, subject to the detailed case being proven, the Greater Reading authorities are encouraged to work together to facilitate the expansion and diversification of Reading University as (a) a higher education establishment and (b) as a promoter of research and development in collaboration with the commercial sector via the development of a research-based science park within the Greater Reading area that may require release of greenfield land.

Scale and Distribution of Housing Development

POLICY WCBV3: SCALE AND DISTRIBUTION OF HOUSING DEVELOPMENT

Local planning authorities will allocate sufficient land and facilitate the delivery of 102,100 net additional dwellings in the the Western Corridor and Blackwater Valley sub-region between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the level of net additional dwellings in the sub-region as set out below.

Local authorities should consider the phasing of housing delivery within the vicinity of the Thames Basin Heaths SPA in order to ensure that appropriate avoidance and mitigation measures are secured in advance of development being occupied and should work with the regional planning body and Natural England to monitor housing delivery in their area against the provision of avoidance and mitigation measures.

DISTRICT	ANNUAL AVERAGE	TOTAL
Basingstoke & Deane (part) ¹	915	18,300
Bracknell Forest	639	12,780
Guildford (part)	25	500
Hart (part)	215	4,300
Reading	611	12,220
Rushmoor ²	310	6,200
Slough ³	315	6,300
South Bucks ³	94	1,880
Surrey Heath	187	3,740
West Berkshire	475	9,500
Windsor & Maidenhead	346	6,920
Wokingham ⁴	623	12,460

DISTRICT	ANNUAL AVERAGE	TOTAL
Wycombe (part)	350	7,000
Sub-Regional Total	5,105	102,100

Footnotes

1. Provision levels at Basingstoke, for locations within the catchment of Blackwater Sewage Treatment Works and any other locations where potential water quality, supply or treatment issues are identified will need to be informed by a water cycle study. Similarly, the distribution of development should be informed by strategic flood risk assessments. The results of these studies will need to be reflected in local development frameworks and future reviews of the RSS.

2. In the event that the Aldershot Urban Extension in Rushmoor cannot be released for the delivery of 4,500 dwellings, there is no expectation that equivalent land in the Borough or elsewhere will be allocated to meet the overall district figure set out in Policy H1.

3. If the level for Slough necessitates an urban extension within the Borough, cross-boundary working with South Bucks DC with regards to their own intended housing distribution should help determine the best location for it.

4. The figure for Wokingham also includes some 2,500 dwellings that will contribute to the delivery of housing to serve the needs of Greater Reading and a further 3,500 dwellings at Arborfield Garrison, where there is also potential for continuing development during and/or beyond the Plan period.

Housing provision figures for those parts of each authority not within the sub-region may be found in the Areas Outside the Sub-Regions Chapter.

- 21.14 Consistent with Policy H1: Regional Housing Provision 2006-2026, the provision in Policy WCBV3 of 102,100 net additional dwellings between 2006 and 2026 recognises regional, economic, demographic and other more local imperatives, the ability of the sub-region to accommodate at least the numbers proposed, the implications of the Thames Basin Heaths SPA and other environmental constraints and the existing pattern and/or future delivery of infrastructure. There are likely to be serious economic, environmental and social costs to the sub-region and the wider region beyond if this approach is not followed given the imbalance between jobs and housing that will otherwise occur.
- 21.15 While contributing to the regional reuse of previously developed land target of 60%, some greenfield development will be required. In accordance with Policy WCBV1 some of this may need to be on land currently designated as Green Belt land if the new housing is to be provided in the most sustainable locations. Housing development will be carried out in a sustainable way consistent with the general policies, including SP3: Urban Focus and Urban Renaissance, CC6: Sustainable Communities and Character of the Environment, H5: Housing Design and Density, NRM1, 2 & 4 regarding water and flooding and NRM6: Thames Basin Heaths Special Protection Area.
- 21.16 Housing figures for Wokingham district include the development of at least 2,500 dwellings in Wokingham Borough south of the M4 to, inter alia, serve the needs of Greater Reading. The location and timing of this housing, if developed in the Shinfield/Spencers Wood/Three Mile Cross area, will need to have regard to the potential development of a Reading University Science Park in the vicinity.
- 21.17 In order to help achieve the housing step change elsewhere and support the WCBV economy, authorities should not unnecessarily constrain smaller towns and larger villages from growing to a degree commensurate with their location, accessibility and future roles. Equally, authorities must carefully consider whether large brownfield sites outside

settlement boundaries could make a contribution towards the creation of a network of sustainable communities. For example, various defence sites may become available for redevelopment before 2026.

POLICY WCBV4: THE BLACKWATER VALLEY

The Blackwater Valley authorities will work together and with other agencies in order to plan and implement in an integrated way:

- i. **a shared vision for the area taking into account social, environmental and economic needs**
- ii. **the means by which to facilitate and co-ordinate the delivery of development while complying with the Habitats Regulations in connection with designated European sites such as the Thames Basin Heaths SPA**
- iii. **improvements to the quality of the built and natural environments, including the provision of green infrastructure networks**
- iv. **improvements to the quality, and the increased integration, of the local transport network.**

- 21.18** The Blackwater Valley straddles a large number of local authority boundaries and as a consequence the planning of the area has not always been fully integrated. A Blackwater Valley Study was jointly undertaken by the local authorities in 2002/3. Policy WCBV4 recognises the need to build on this through the development of a shared vision for the area's future which reconciles the pressures for economic and residential growth and the aspirations of individual landowners, with the constraints represented by local labour supply, the area's limitations in transport terms and the extent of Green Belt and other designations such as the Thames Basin Heaths SPA.

POLICY WCBV5: THE COLNE VALLEY PARK

The local authorities will work together and with other agencies in pursuance of the agreed aims of the Colne Valley Park:

- i. **to maintain and enhance the landscape (including settlements) and waterscape of the Park, in terms of their scenic and conservation value and their overall amenity**
- ii. **to resist urbanisation of the Colne Valley Park and to safeguard existing areas of countryside from inappropriate development**
- iii. **to conserve the nature conservation resources of the Park through the provision of green infrastructure networks and protection and management of its diverse plant and animal species, habitats and geological features**
- iv. **to provide accessible facilities and opportunities for countryside recreation where this does not compromise i, ii or iii.**

- 21.19** The Colne Valley Park comprises some 17 hectares encompassing parts of the WCBV, the London Borough of Hillingdon and Three Rivers District in Hertfordshire. It provides the first significant area of countryside to the west of London. It has varied scenery, ranging from fragmented urban fringe land which has suffered from a range of urban developments and other uses not complementary to its character, to areas of unspoilt countryside. Large parts of the Park are in the Metropolitan Green Belt; the only parts not so designated are the existing settlements. Policy WCBV5 reflects the agreed main aims for the Park.

Infrastructure, Implementation and Delivery

- 21.20** Policy CC7: Infrastructure and Implementation sets out the general approach to implementation, including the need to ensure that the pace of development and the provision of and management of infrastructure are suitably aligned. The Implementation Plan will set out specific strategic infrastructure requirements for the sub-region.
- 21.21** Policy T14: Transport Investment and Management Priorities and the associated Appendix A: Strategic Transport Investment Priorities are relevant to the transport improvements. Two major schemes listed in that appendix which are important for this sub-region as well as having much wider regional significance are:
- **Crossrail:** which will increase station capacities at least as far west as Maidenhead, with all parties also needing to consider its extension and/or connectivity into the wider network, and
 - **Airtrack:** which, if it or a similar scheme goes ahead, will provide enhanced accessibility to Heathrow.
- 21.22** The supporting text to Policy T14 mentions work being required on two other regionally significant schemes of particular importance to this sub-region:
- **Reading Station** improvements which will help deliver improved inter and intra regional accessibility and growth at Reading, and
 - **M4:** the Highways Agency will re-examine in conjunction with appropriate other parties the options for increasing and managing the capacity of the M4 motorway within the sub-region, particularly taking account of planned growth in Greater Reading.
- 21.23** In early 2009 the Government announced there may be a case for developing a new western rail connection between Heathrow Airport and the Great Western Main Line, allowing direct access by rail services to and from the west. DfT will work together with the airport operator, Network Rail and regional partners to consider feasibility options and undertake further study work.
- 21.24** Other transport improvements of sub-regional significance to be prioritised include:
- improvements in access to and interchanges within hubs as part of demand management packages for all hub towns
 - sub-regional mobility management measures including park and ride, local bus, travel planning and other modal shift initiatives
 - additional rail capacity particularly at stations as required in the future to support growth in passenger and freight demand.
- 21.25** Other necessary infrastructure of particular relevance to this sub-region includes:
- the delivery of sufficient waste water treatment infrastructure in locations where upgraded need is demonstrated via robust evidence, and
 - the delivery of open space and other mitigation measures required as a result of the Thames Basin Heaths SPA.
- 21.26** The success of the sub-regional strategy will ultimately depend upon the commitment of national, regional and local agencies, in conjunction with the public, private and voluntary sectors, to its implementation. For example, the Environment Agency will work with individual or groups of authorities in order to ensure the preparation and implementation of LDFs in accordance with agreed local development scheme timetables. The strategic policies need to be translated into more detailed policies, action plans and, crucially, investment and implementation programmes. Examples of the range of formal and other partnerships needed to deliver the strategy include:
- **The Berkshire Economic Strategy Board** - this newly formed partnership comprising local authority, business and other representatives will have various roles, including responding to regional /sub-regional issues, and overseeing

economic development strategy within the county and the work of the Berkshire Strategic Transport Forum.

- **The Berkshire Strategic Transport Forum** - which should embrace all WCBV highway authorities, business partners and transport operators in developing and delivering the sub-regional strategy.
- **Cross Boundary Working** - local authorities will need to work together as necessary to deliver development that will straddle or have influence across administrative boundaries. In particular, authorities in the vicinity of Greater Reading will need to work together, as appropriate, to deliver the development and change needed to enable the area to fully carry out its local, sub-regional and wider roles.

21.27 The general approach to monitoring and review is set out in Chapter 26 on implementation, monitoring and review.

22 Central Oxfordshire



22.1 The extent of the Central Oxfordshire sub-region is shown on Diagram COX1. It adjoins, or is in proximity to, the Milton Keynes & Aylesbury Vale and Western Corridor and Blackwater Valley sub-regions in the South East and the Swindon sub-region in the South West. It includes all or part of the following administrative areas: Oxfordshire County Council, Oxford City, and Cherwell, South Oxfordshire, Vale of White Horse and West Oxfordshire districts.

22.2 This sub-region has been established for the following reasons. It:

- corresponds to a city region with Oxford providing higher order services (retail, health, education etc) for the surrounding area
- exhibits a high degree of coherence representing a relatively self-contained labour market area and a single Housing Market Area
- faces a number of challenges, including New Growth Points initiatives, that will require joint working across local authority boundaries
- will facilitate the implementation of key regional policies by local authorities and other stakeholders.

22.3 The particular challenges faced by Central Oxfordshire are how to:

- harness the unique potential of the dynamic, innovative economy of the sub-region (initial interim estimate is a minimum 18,000 additional jobs created by 2016)
- deliver sufficient decent homes and provide a well integrated mix to meet the needs of the area, including affordable housing for which there is a very high need in this sub-region (40,680 net additional dwellings to be delivered by 2026)
- nurture the future success of Oxford while protecting and, where appropriate, enhancing its historic and environmental character and setting
- strengthen the public transport network, promote alternatives to car and lorry traffic and tackle congestion
- deliver the requirements for physical, social and economic infrastructure needed to support existing and future economic and housing growth
- deliver in a timely fashion the individually and/or jointly produced development plan documents that will implement the South East Plan locally
- create and maintain a network of sustainable communities that meet future social and economic need and protect and enhance the environment. This will require sustainable urban extensions to a number of settlements including Oxford, Didcot and Grove and a selective review of the Oxford Green Belt.

Core Strategy

POLICY CO1: CORE STRATEGY

The strategy for Central Oxfordshire is to strive to be a world leader in education, science and technology by building on the sub-region's economic strengths in ways which will:

- ensure the provision of infrastructure which is essential to the proper functioning and future development of the area**
- protect and enhance the environment and quality of life of the sub-region**
- protect the setting and character of Oxford**
- make best use of previously developed land within urban areas to reduce the need for greenfield development**
- concentrate development where the need to travel, particularly by single occupancy car use, can be reduced.**

The main locations for development will be Bicester, Didcot, and Wantage and Grove to improve their self- containment, and within and immediately adjacent to the built-up area of Oxford.

Elsewhere limited development will be permitted to support the social and economic well-being of local communities.

22.4 Policy CO1 will enable Central Oxfordshire to make the most of the opportunities provided by its location and relationships with other sub-regions¹. Potential opportunities that could be pursued are the Oxford to Cambridge Arc initiative², East-West rail link reinstatement and existing or new employment clusters based upon university spin-off or other innovative industries (see also Policy RE2: Supporting Nationally and Regionally Important Sectors

and Clusters). A range of other factors will also influence the distribution of development within the sub-region over the Plan period. Plan users should ensure they are acquainted with national policy and the general policies of this Plan (for example CC1-4, 6-8 and NRM1-5 & 11) when making use of this chapter.

22

- 22.5** The settlement pattern of the sub-region will change over the Plan period. Oxford itself will be allowed to grow physically and economically in order to accommodate its own needs, contribute to those in the wider region and help maintain its world-class status. Greater emphasis will be given to increasing social and economic self-containment at Bicester, Didcot, Wantage/Grove, to a lesser extent Witney and, outside the sub-region, Banbury. Bicester should seek to maximise the benefits accruing from its location, for example, on the evolving Oxford to Cambridge Arc and railway network. At the southern end of the sub-region, a development corridor encompassing Didcot and Wantage/Grove (known as Science Vale UK), utilising its economic strengths and delivering improved transport links between homes and jobs, is being pursued by the local authorities and others.

Economy

POLICY CO2: ECONOMY

Development for employment purposes will provide for the requirements of activities which contribute to regional and local priorities for economic development. This includes providing a range of accommodation for small businesses and innovation, skills development, business infrastructure and linkages within the knowledge-based economy.

Priority should be given to development which supports educational, scientific and technological sectors and responds to the needs of established and emerging clusters within the county.

Additional land for employment will be provided where justified at Bicester and Didcot, for the expansion and relocation of existing local firms to foster knowledge-based industry.

In Oxford, development for employment uses will be expected to take place primarily on previously developed land and former safeguarded land or in conjunction with development schemes for mixed uses incorporating housing, town centre or other facilities. In the city centre, development which maintains and enhances the sub-regional role and diversity of the centre will be permitted, provided it is consistent with the protection of Oxford's architectural and historic heritage.

- 22.6** Central Oxfordshire possesses a world-class economy, with the education, health, knowledge intensive and high technology businesses, motorsport, car manufacture, publishing, retail and tourism sectors of particular importance. It also has potential to grow (it is a Regional Economic Strategy Diamond for Investment & Growth). Policy CO2 will enable the sub-region to capitalise on its dynamism and build on its economic strengths.
- 22.7** The number, location and types of jobs generated over the Plan period are difficult to predict but for monitoring purposes and pending any updated evidence or guidance, a guide figure of a minimum 18,000 net additional new jobs will be created within the sub-region from 2006 to 2016. Over the whole Plan period to 2026 there is a need to ensure that the balance of jobs and houses at both the sub-regional and main settlement level does not worsen and preferably improves.
- 22.8** Part of the future success of Central Oxfordshire will rely on maximising the opportunities afforded by 'Smart Growth'. Policy RE5 provides the basic guidance on the matter, augmented by Policy RE4: Human Resource Development. Within this sub-region this will particularly mean:
- using existing employment land as efficiently as possible

- promoting the commercialisation of R&D outputs
- upgrading the skills of those least qualified, including basic literacy and numeracy
- focusing training and development activities in those areas and sectors experiencing greatest recruitment and retention difficulties
- increasing economic activity rates, particularly in Oxford City.

- 22.9** Spatially, economic growth will need to be delivered alongside other housing, social and environmental development throughout the sub-region. In particular, regard will be had to the following considerations. Within Oxford the overall aim will be to achieve a broad balance between housing and jobs by protecting, as appropriate, existing sites and allocating new land suited to providing for a range of opportunities in accordance with Policy RE3. Options regarding the location, level and form of employment or other development, including the possible use of land at and in the immediate vicinity of the currently safeguarded land at Peartree, will be a matter for local determination. Land should not be released for employment to the north of Oxford that could adversely affect the future economic buoyancy of Bicester, Kidlington or Witney or undermine opportunities to integrate the south of Oxford urban extension into the wider southern urban area. Opportunities should be taken for new mixed-use development delivered through redevelopment and intensification of the west end of the city following redevelopment of the Westgate shopping centre and conversion of the prison and castle mound for hotel and cultural activity.
- 22.10** At Bicester every opportunity should be taken to promote the town, *inter alia*, as a new location for higher value and knowledge-based business, separately or in association with the Oxford to Cambridge Arc initiative.
- 22.11** The southern part of the county encompassing Didcot, Wantage/Grove area should similarly be promoted, *inter alia*, based upon the designation of Didcot as a New Growth Point, the potential the established research and business parks have for further growth and/or intensification, and/or in association with the local Science Vale UK initiative.

HOUSING: SCALE & DISTRIBUTION

POLICY CO3: SCALE AND DISTRIBUTION OF HOUSING

Local planning authorities will allocate sufficient land and facilitate the delivery of 40,680 net additional dwellings in Central Oxfordshire between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the following level of net additional dwellings in the sub-region:

DISTRICT	ANNUAL AVERAGE	TOTAL
Cherwell (part)	320	6,400
Oxford	400	8,000
South of Oxford SDA ¹	200	4,000
South Oxfordshire ² (part)	412	8,240
Vale of White Horse ³ (part)	512	10,240
West Oxfordshire (part)	190	3,800
Sub-Regional Total	2,034	40,680

At least 40% of all new housing in the sub-region should be affordable, including housing for key workers.

Development at Cherwell, Oxford and South Oxfordshire should ensure that the national air and water quality standards are not breached.

Footnotes

Housing provision figures and distributions within districts will be informed by strategic flood risk assessments, water cycle studies and all other material considerations as appropriate. The results of these studies will need to be reflected in local development frameworks and future reviews of the RSS.

1. This represents an allocation for a southern extension to Oxford for the period to 2026. The apportionment between South Oxfordshire and Oxford City will be determined through subsequent studies.

2. The figure for South Oxfordshire includes some 6,000 to be located at Didcot.

3. The figure for Vale of White Horse includes 2,750 to be located at Didcot.

Housing provision figures for those parts of each authority not within the sub-region may be found in the areas outside sub-regions chapter.

- 22.12** In accordance with Policy CO3, the Central Oxfordshire sub-region will make provision for 40,680 net additional dwellings between 2006 and 2026; an average of 2,034 dwellings per annum. These figures recognise and reflect regional, economic, demographic and other local imperatives, the ability of the sub-region to accommodate at least the numbers proposed, the heritage importance of Oxford, the extent of the Wessex Downs and Cotswolds Areas of Outstanding Natural Beauty and the existing pattern/ future delivery of infrastructure. While contributing in due part to the regional reuse of previously developed land target of 60%, some greenfield development that includes housing, will be necessary. A selective review of the Oxford Green Belt will be carried out in accordance with Policy CO4.
- 22.13** Housing will be distributed as set out in Policy CO3. It is assumed that about 4,900 will be built at Bicester, about 8,750 at Didcot and about 3,400 at Wantage/Grove. The Vale of White Horse and South Oxfordshire, via their local development documents (LDDs) or by other means, will ensure that Didcot's growth is achieved in a phased and timely manner within the Plan period. This may include the pooling of resources and/or development contributions to help deliver any needed transport improvements that support growth in the wider area or help reduce pressure on the A34.
- 22.14** . An allocation of 4,000 dwellings for the period up to 2026 is included as part of the mixed use South of Oxford SDA. The exact location and apportionment will be determined following more detailed work by South Oxfordshire and Oxford City.
- 22.15** It will be a matter for the relevant LDDs to respond the figures in Policy CO3. While a degree of flexibility is associated with these figures, local authorities must in the first instance seek to deliver their sub-regional allocations within their part of Central Oxfordshire. Each relevant core strategy development plan document (DPD) within the sub-region must, therefore, set out a clear distribution, setting out where, when, how and in what numbers the housing will be developed and, in turn, how this will help deliver this sub-regional strategy as well as any local vision and strategy. Since the Examination in Public, the Government has announced that land at Weston Otmoor (Cherwell District) has been short-listed as a potential eco-town. Policy H2 states that local planning authorities will need to take account of any proposals for eco-towns arising from the Government's eco-towns initiative.
- 22.16** An affordable housing target above the regional average is justified for Central Oxfordshire. Housing affordability ratios are among the worst in the region; housing needs surveys indicate affordable housing need exceeds the total amount of new development proposed; overcrowding and unfit homes are prevalent, particularly within Oxford, and higher targets already exist in adopted local plans. The indicative target

should therefore be used to guide DPD preparation and development control, and provides a monitoring benchmark. However, it must be applied with genuine realism, based on robust evidence such as the results of up-to-date housing market assessments and other viability work. It must also be applied such that the sub-region contributes in due part to the delivery of Policy H3. Local development frameworks should also consider how best to secure suitable accommodation for key workers as part of the achievement of this target.

GREEN BELT

POLICY CO4: GREEN BELT

A Green Belt will be maintained around Oxford to:

- i. **preserve the special character and landscape setting of Oxford**
- ii. **check the growth of Oxford and prevent ribbon development and urban sprawl**
- iii. **prevent the coalescence of settlements**
- iv. **assist in safeguarding the countryside from encroachment**
- v. **assist in urban regeneration, by encouraging the recycling of derelict and other urban land.**

A selective review of Green Belt boundaries will take place on the southern edge of Oxford through one or more co-ordinated development plan documents. It will identify land to be removed from the Green Belt to facilitate a sustainable urban extension to Oxford with minimal impact on village identity and the landscape setting of the city.

Development in the Green Belt will only be permitted if it maintains its openness and does not conflict with the purpose of the Green Belt or harm its visual amenities.

- 22.17** The Green Belt was conceived in the 1950s and its general extent was set at that time. The special character of Oxford and its landscape setting means not just the university and the views of the dreaming spires, but a broader concept including the countryside around the city, the Cherwell and Thames floodplains, and the relationship of nearby settlements to Oxford.
- 22.18** The Green Belt has served Oxford well but exceptional circumstances now exist that justify a review taking place. They are:
- the regional imperative to deliver higher housing numbers and economic growth
 - persisting jobs-housing imbalances
 - poor housing affordability and a backlog of need
 - worsening congestion and staff recruitment and retention problems
 - a lack of realistic alternatives to focusing growth at Oxford, combined with a lack of capacity within Oxford.
- 22.19** A strategic review appears to be unnecessary. Rather, the evidence indicates that the review should focus on the southern edge of the city since this would:
- reduce the risk of coalescence with surrounding settlements present elsewhere
 - facilitate better integration with existing public transport systems and sources of employment
 - reduce the competition for employment growth faced by Bicester and Witney
 - utilise the existing evidence base.
- 22.20** In accordance with Policy CO4, the approximate area of search for the review is indicated on Diagram COX1. The review and any subsequent plan-making will be carried out collaboratively by South Oxfordshire District Council and Oxford City Council to a timetable and in a form to be agreed by the Government Office for the South East. The agreement will also cover evidence base compilation, including a transport assessment. Consultation

will take place in accordance with, or to standard exceeding, adopted statements of community involvement. The lead Councils will involve other relevant parties in the process as appropriate. The boundaries of the revised Green Belt, Strategic Development Area, and any additional safeguarded land necessary to ensure the new boundaries endure over the long term, will be shown in the relevant parts of the South Oxfordshire and Oxford City LDFs. They will contain such detail as is necessary to show where, how and when the component parts of the SDA, including the housing, will be delivered. The relevant plans will also take account of the opportunities the urban extension may present as a catalyst for regeneration in The Leys area, and how best to integrate the new development into the wider city. If overwhelming evidence demonstrates the unsuitability of the initial area of search, the Central Oxfordshire authorities will ensure that a wider review (the form and extent of which will be agreed with GOSE) takes place in order to identify and deliver one or more alternative suitable locations by 2026.

Transport

POLICY CO5: TRANSPORT

Oxfordshire County Council, working with the Highways Agency, Network Rail and others as appropriate, will provide a co-ordinated approach to the effective management and development of transport networks in Central Oxfordshire. This will be done in order to meet both strategic and local access requirements while reducing the need to travel, and encouraging the use of more sustainable modes where there is a need to travel. Access to Oxford from major towns in the sub-region and from neighbouring sub-regions will be a priority. Priority schemes to aid the delivery of the Central Oxfordshire sub-regional strategy will be set out in the Implementation Plan and in local transport plans.

- 22.21** An efficient and effective transport system has a crucial role to play in delivering housing, economic growth and environmental protection in Central Oxfordshire, the rest of Oxfordshire and in the wider South East. The County Council, in conjunction with the Highways Agency, Network Rail and others will work together to provide this system.
- 22.22** At the regional/sub-regional level, the County, Highways Agency and relevant local authorities will work together to bring forward local solutions to enable the A34, and the network in its vicinity, to fulfil its various local to international roles. This may involve measures or concepts such as active traffic management, intelligent transport systems, real-time information and access management. Similarly the County, Network Rail and others within and beyond Central Oxfordshire will work together, as appropriate, to protect and promote existing and potential new rail routes and/or multi-modal interchanges; for example, with regard to the potential East-West rail link and the South Hampshire-West Midlands freight capability upgrade (see Policy T13). The County and local authorities, in conjunction with service providers, will also investigate and bring forward, as necessary, proposals that will enable the sub-region to play its due part in the national and regional bus and park and ride network.
- 22.23** Within the sub-region, all relevant parties will collaborate to promote and/or deliver a range of measures and initiatives aimed at improving transport links between the main settlements by sustainable means. Examples could include frequent, high quality premium bus routes supported by bus priority measures and local park and ride facilities, exploring the potential to improve rail services in the vicinity of the A34 corridor and improving the homes to jobs transport links for all modes within the emerging Didcot-Wantage/Grove growth corridor.
- 22.24** At the more local level, the City of Oxford's function as a regional transport hub will be enhanced. The County, City and other authorities, in conjunction with service providers, will improve access by public transport and introduce measures to manage congestion along key corridors. This may involve junction improvements where radial roads meet

the Oxford Ring Road. It is also likely to involve the creation of additional capacity at Oxford Station to cope with growth in passenger and freight traffic and assist in reducing pressure on the A34.

22.25 Elsewhere within the sub-region, local road and junction improvements will be required in the country towns to cater for recent and ongoing housing and economic growth, including at Didcot, Wantage and Grove, Witney and Bicester. For example, improvements to the A415, particularly the Marcham bypass, would provide an improved alternative to the A34 and A40 radial routes.

22.26 The County, local authorities and others as appropriate will ensure that transport initiatives, projects and management within the sub-region, the rest of Oxfordshire and adjoining areas are suitably co-ordinated and delivered in a timely and effective manner.

Infrastructure, Implementation and Delivery

22.27 Policy CC7: Infrastructure and Implementation sets out the general approach to implementation, including the need to ensure that the pace of development and the provision and management of infrastructure are suitably aligned. The Implementation Plan will set out specific strategic infrastructure requirements for the sub-region (see Chapter 26).

22.28 Central Oxfordshire will play its part in hosting regionally significant infrastructure. For example, it contains Didcot Power Station and, if the case is proven, will need to accommodate an Upper Thames Reservoir (see Policy NRM3). Infrastructure and other projects of sub-regional or wider significance are identified in the Regional Implementation Plan.

22.29 At the more local level, LDFs, in conjunction with sustainable communities strategies and local area agreements (LAAs) will set out the main locations or forms of infrastructure to be provided over the Plan period and the means by which it will be delivered. Examples include the current and emerging proposals to improve the attractions and town centre facilities for Bicester and Didcot to enable them to fulfil their future roles within the sub-region.

Implementation

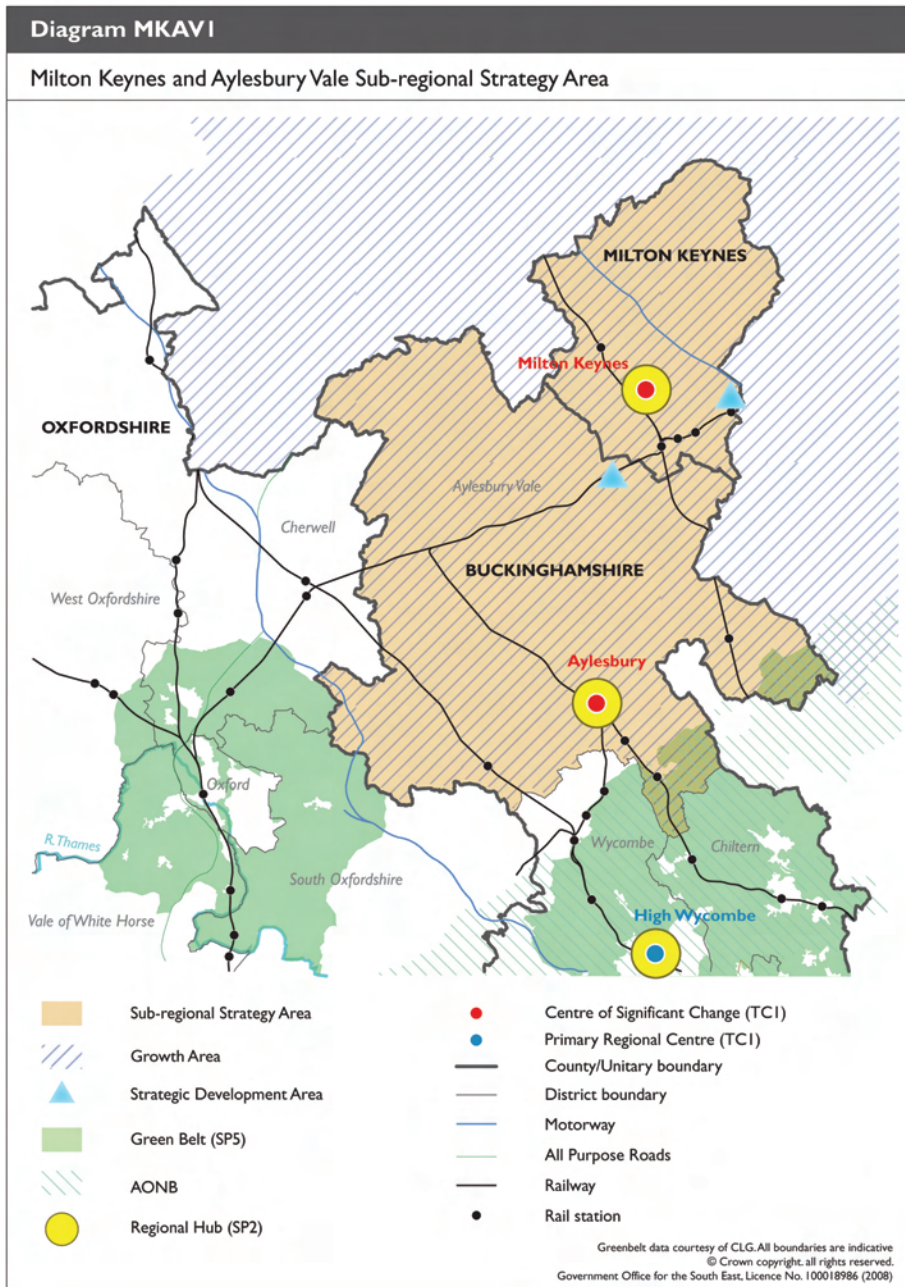
22.30 The success of the sub-regional strategy will ultimately depend upon the commitment of national, regional and local agencies, in conjunction with the public, private and voluntary sectors, to its implementation. For example, the Environment Agency will work with individual or groups of authorities in order to ensure the preparation and implementation of LDFs in accordance with agreed local development scheme (LDS) timetables. The strategic policies need to be translated into more detailed policies, action plans and, crucially, investment programmes. Examples of the range of formal and other partnerships that will be needed to deliver the strategy include the:

- Didcot New Growth Point partnership between central, regional and local government
- recently formed County/Highways Agency Management Board
- Science Vale UK initiative linking Didcot and Wantage/Grove
- Oxford West End regeneration partnership
- Bicester business-led group.

22.31 In particular, all local authorities will work together as necessary and appropriate in order to deliver development that will straddle or influence across administrative boundaries. For example, South Oxfordshire and Vale of White Horse will continue to work together to deliver growth at Didcot while South Oxfordshire, Oxford City and any other affected authority will work together to deliver the South of Oxford urban extension. In any joint working, the council administering the largest area to be planned for would normally be expected to act as lead authority. The more detailed mechanisms and arrangements, focused on delivering the required outcomes, will be set out in LDSs, sustainable

community strategies and/or LAAs. By these and other means the Plan, Implement, Monitor, Manage regime will be proactively pursued within Central Oxfordshire and hence the aims and objectives of national, regional and sub-regional policy achieved.

23 Milton Keynes and Aylesbury Vale



23.1

RPG9 recognised Milton Keynes and adjoining parts of Buckinghamshire, Bedfordshire and Northamptonshire as having considerable growth potential and recommended an interregional study to consider this. The subsequent study informed the sub-regional strategy for Milton Keynes South Midlands (MKSM), published in March 2005 as a partial revision to the Regional Spatial Strategies for the East of England, East Midlands and South East England. That strategy comprised a Part A Statement, which provides overarching objectives and strategic policies for the MKSM area as a whole, and three separate Part B Statements with more specific guidance in relation to the individual areas covered by the three separate Regional Spatial Strategies. The Part B statement for the Milton Keynes Unitary Authority and Aylesbury Vale district area (MKAV), for 2001-2021, has been superseded by the strategy set out in this sub-regional chapter for 2006-2026. However, the Part A Statement continues to apply in so far as it has been taken forward by the policies in this chapter, the Core Regional Policies and the Implementation Plan.

- 23.2 Key challenges facing this sub-region are how to:
- i. continue to assimilate high levels of new growth
 - ii. improve connectivity between Aylesbury and Milton Keynes as well as between Aylesbury and the more buoyant economies in adjoining sub-regions
 - iii. strengthen the economic and employment role of Aylesbury town, attract knowledge-based industries and reduce its dependence on out-commuting
 - iv. improve skills levels and educational attainments
 - v. deliver the requirements for physical, social and environmental infrastructure needed to support existing and future economic and housing growth
 - vi. ensure development is planned with regard to protecting strategic environmental assets and seeking opportunities for their enhancement.

- 23.3 Although specific policies relating to MKAV are set out below it is important to take account of the Core Regional Policies in this Plan, including those which are referred to in this chapter.

Strategic Framework for the Sub-Region

- 23.4 The strategic framework for the sub-region takes as its starting point the strategy set out in the Part A Statement of the MKSM strategy, and in particular the spatial vision for Milton Keynes and Aylesbury as reflected in Policies MKAV2 and MKAV3 below. In taking this vision forward, smart economic growth needs to be promoted, as provided for by Policies RE4: Human Resource Development and RE5: Smart Growth, exploiting the opportunities presented by MKAV being part of the Oxford to Cambridge Arc. Policy RE2: Supporting Nationally and Regionally Important Sectors and Clusters is also particularly relevant.

- 23.5 The Oxford to Cambridge Arc links this sub-region with the Central Oxfordshire sub-region in this Plan and with the Bedford growth area and Cambridge sub-region in the East of England RSS. In taking advantage of this arc of economic potential, the two local authorities in the sub-region intend to build on their strengths and foster closer interrelationships with each other and the wider Arc. The opportunities include:

- i. at the centre of this Arc, Milton Keynes, the largest of the two main centres in the MKSM sub-region, has a modern growing economy and is developing a city-region role extending into neighbouring regions. It could become a location for knowledge-based businesses and a networking hub, especially if orbital and east-west communications can be improved
- ii. improved connectivity between Aylesbury and Milton Keynes along with other towns and cities along the Oxford to Cambridge Arc might help strengthen the economic role of Aylesbury town provided it did not result in increased out-commuting
- iii. improved networking into the Oxford and Cambridge business communities helping to secure an increase in high-technology activity in Aylesbury, as being taken forward by the Aylesbury Vale Economic Development Strategy
- iv. in addition, MKAV sub-region sits at the outer end of the M1 corridor growth area identified in the London Plan. This may present opportunities for reverse commuting away from London.

- 23.6 In realising these opportunities, educational attainment and skills levels at Milton Keynes and Aylesbury need to be improved in order to support economic growth, enable local people to participate fully in it and help bring the long-term unemployed back into the labour market. Policy RE4: Human Resource Development provides the framework for this. Although educational attainment is high in Aylesbury, the less skilled sections of the working population will benefit from improved access to higher education in Aylesbury to enhance their skills. Milton Keynes is home to the Open University and has close proximity to Cranfield and Buckingham Universities, while the 'Unis4MK' collaboration between higher education providers in the area provides co-ordinated and targeted high-quality higher education provision to meet local needs. By taking advantage of these

and other opportunities for skills development, Milton Keynes can make better use of its labour supply and provide an attractive skills base for incoming firms and business start-ups.

23

- 23.7** The intention is to seek an approximate 1:1 ratio between new jobs and dwellings proposed for the two growth areas within the sub-region in order to secure no net change in overall net out-commuting in line with the objectives of the MKSM strategy. It is not a development control tool to constrain development. Housing provision and job targets are covered in Policies MKAV1, MKAV2 and MKAV3 below. The new jobs figures in Policies MKAV2 and MKAV3 are significantly above the employment growth trend and are a reference point for monitoring. They are subject to review and are not intended to constrain economic development.

Housing Distribution By District 2006 - 2026

POLICY MKAV1: HOUSING DISTRIBUTION BY DISTRICT 2006-2026

Within Milton Keynes Unitary Authority, provision will be made for 41,360 dwellings between 2006 and 2026 from the following sources:

- i. **34,160 dwellings in and around the Milton Keynes urban area including sites identified in the adopted local plan and additional sites to be found through strategic housing land availability assessments**
- ii. **4,800 dwellings as part of a development of 10,400 dwellings to the south-east of Milton Keynes (leaving a balance of 5,600 dwellings to be found in Bedfordshire subject to assessment through the East of England RSS review)**
- iii. **2,400 dwellings in the rural area/rest of Milton Keynes.**

Within Aylesbury Vale District, provision will be made for at least 26,890 dwellings between 2006 and 2026 from the following sources:

- i. **5,390 dwellings as an urban extension to the south-west of Milton Keynes**
- ii. **16,800 dwellings in and around the Aylesbury urban area, including urban extensions**
- iii. **4,700 dwellings in the rural area/rest of Aylesbury Vale.**

- 23.8** The levels and distribution of housing provision in Policy MKAV1 will help deliver the spatial vision for Milton Keynes and Aylesbury Vale set out in Policies MKAV2 and MKAV3 below. The policy clarifies the housing provision split between the local authority areas in advance of Policy MKV2 which relates to the larger growth area rather than the smaller administrative area of Milton Keynes.

- 23.9** Of the 34,160 dwellings provided for in this policy from within and around the Milton Keynes urban area, it is anticipated that some 23,750 will be provided within expansion areas and other greenfield sites identified in the adopted local plan with the remaining 10,410 expected to come from within the urban area. In addition, under this policy, the remaining areas of Milton Keynes outside the city will continue to meet local needs and provide for 2,400 dwellings.

- 23.10** In the longer term it is possible that some future growth of Milton Keynes may need to be accommodated east of the M1 motorway, but no allowance is made at this stage in housing figures for Milton Keynes pending future review of the South East Plan and the local development plan. Further testing of this (including a detailed SFRA) and other alternatives for additional strategic development areas and urban extensions should be undertaken with stakeholders to inform a future review of the RSS and local development plan. Also, in the longer term it is possible that some of the growth of Leighton-Linslade or associated facilities may need to be accommodated in Aylesbury Vale District but no allowance is made at this stage in the housing figures for Aylesbury Vale pending future review of the South East Plan.

The Spatial Framework for Milton Keynes Growth Area

23

The South East Plan - Regional Spatial Strategy for the South East

POLICY MKAV2: SPATIAL FRAMEWORK FOR MILTON KEYNES GROWTH AREA

Within the South East Region, Milton Keynes will accommodate an additional 44,350 dwellings over the period 2006-2026, at an average rate of 2,218 dwellings per annum, of which 30% should be affordable. The figure:

- i. includes 5,390 dwellings to be located in Aylesbury Vale District
- ii. excludes 5,600 dwellings to be located in Mid Bedfordshire subject to a review of the East of England RSS
- iii. excludes housing in Milton Keynes District outside the Milton Keynes growth area.

New development will be delivered through a combination of urban intensification, locations established through the Milton Keynes Local Plan, and two strategic development areas (SDAs) as new sustainable urban extensions, integrated with the provision of new and enhanced public transport systems and interchanges. One SDA will be to the south-east of Milton Keynes and the second to the south-west of Milton Keynes.

The distribution of development should be informed by strategic flood risk assessments and water cycle studies. The results of these studies will need to be reflected in local development frameworks and future reviews of the RSS.

Sustainable urban extensions should be carefully programmed so as to complement and not undermine the contribution of development and regeneration within the urban area. Both urban intensification and sustainable urban extensions will be planned in such a way as to maintain, extend and enhance green infrastructure, and to ensure that issues of impact on landscape character and coalescence of settlements are addressed.

The levels of development proposed will be monitored against an increase in employment of 44,350 jobs in the period 2006 to 2026. Key locations for employment-related development will be Central Milton Keynes, Bletchley, Wolverton and Newport Pagnell and some locations within new urban extensions at focal points on the public transport system. At present there is sufficient planned employment land supply in Milton Keynes to meet forecast demand to 2016. Both quantitative and qualitative aspects of supply and demand for employment land will be kept under review, to ensure provision of a range of types and sizes of premises to meet the needs of the economy, and that any land no longer required for employment purposes is considered for other use.

Local transport infrastructure and water services infrastructure will require early development and continued enhancement and upgrades to facilitate the delivery of sustainable growth throughout the period 2006-2026 and beyond. Key elements are:

- i. core bus network upgrade across the whole of Milton Keynes
- ii. high quality public transport serving East-West and North-South Corridors
- iii. park and ride accompanied by appropriate traffic management measures
- iv. measures to resolve east-west traffic problems across the southern half of Milton Keynes
- v. water services infrastructure to be planned in accordance with a strategic approach to ensure timely, phased delivery of sustainable solutions that minimise disturbance to existing communities.

New and upgraded strategic transport links will be vital in underpinning the growth of Milton Keynes, including enhanced east-west public transport and possible new parkway stations.

Measures are needed to address traffic problems on the existing A421, to improve access to the M1 and to make space available for enhanced public transport.

- 23.11** Consistent with the spatial vision for Milton Keynes in the Part A Statement of the MKSM strategy, Policy MKV2 will enable Milton Keynes to embrace its growth potential to mature as a major regional centre, particularly through the substantial development of its central area, supported by a significantly enhanced public transport system to facilitate and support growth in major development areas.
- 23.12** The policy provides for some 44,350 dwellings to be added to the urban area between 2006 and 2026, consistent with the overall aspiration for 68,600 additional homes between 2001 and 2031 set out in the MKSM strategy. In addition to the 34,160 dwellings to be found from within and around the Milton Keynes urban area, two urban extensions will be provided as strategic development areas (SDAs) with comprehensive master-planning including provision of employment land, retail, leisure, education and other facilities required to create sustainable communities. These extensions cross administrative boundaries and joint working between authorities and/or local delivery vehicles will facilitate delivery. The two areas, as provided by Policies MKV1 and MKV2, are:
- i. 4,800 dwellings within the authority's area as part of a SDA area to the south-east of Milton Keynes. A further 5,600 dwellings may be found in the Mid Bedfordshire part of this SDA subject to a review of the East of England RSS, and
 - ii. 5,390 dwellings as a SDA to the south-west of Milton Keynes within Aylesbury Vale district.
- 23.13** In order to accommodate the additional jobs, in the longer term it is assumed that additional employment land will need to be provided as part of the proposed sustainable urban extensions.
- 23.14** The transport improvements set out in the policy are essential for enhancing accessibility for all and achieving more sustainable travel patterns within the urban area.
- 23.15** Milton Keynes urban area benefits from a well-managed strategic open space resource which new development needs to complement. In accordance with Strategic Policy 3 of the MKSM Part A Statement and Policy S5: Cultural and Sporting Activity in this Plan, the provision of formal recreation and sporting facilities will also need further enhancement as the population and workforce increases.
- 23.16** Policies H1: Regional Housing Provision 2006-2026, H3: Affordable Housing Provision, RE3: Employment Land Provision and RE6: Competitiveness and Addressing Structural Economic Weakness are also relevant.

Spatial Framework for Aylesbury Growth Area

POLICY MKAV3: SPATIAL FRAMEWORK FOR AYLESBURY GROWTH AREA

An expanded Aylesbury Town will accommodate a total of 16,800 new dwellings over the period 2006-2026 at an average rate of 840 dwellings per annum. Other parts of Aylesbury Vale District should provide for a further 4,700 new dwellings over the same period, at an average rate of 235 dwellings per annum to meet the local needs of its settlements and rural areas. Additional growth related to a sustainable urban extension to the south-west of Milton Keynes is identified in Policy MKAV1.

Development at Aylesbury should be delivered through maximising the use and re-use of land within the urban area and through the development of new sustainable urban extensions integrated with the provision of new and enhanced public transport systems and interchanges.

The distribution of development should be informed by strategic flood risk assessments. The results of these studies will need to be reflected in local development frameworks and future reviews of the RSS.

Sustainable urban extensions to the north of the town at Berryfields and Weedon Hill have already been identified through the Aylesbury Vale District Local Plan. While every effort should be made to maximise the use of urban land, further extensions will also be identified.

A strategic long-term framework should be provided for the development of the town focusing on:

- i. identifying land for new housing as above**
- ii. identifying and ensuring the availability of appropriate strategic high quality employment sites**
- iii. identifying and implementing measures to achieve an urban renaissance of the town centre, strengthening its traditional role and heritage as a county town**
- iv. providing for a sustainable transport system for the expanded town, including strategic bus corridors with bus priority measures and good links to the strategic rail network**
- v. the levels of development proposed will be monitored against an increase in employment of 21,500 jobs in Aylesbury Vale district in the period to 2006-2026, the majority of which should be focused on the urban area of Aylesbury.**

In and around Aylesbury, there is a strong amenity need for informal recreational facilities of a much larger scale than has been provided in the past. An allowance for this should be made in the master-planning and design processes.

- 23.17** Consistent with the spatial vision for Aylesbury in the Part A Statement of the MKSM strategy, Policy MKV3 will enable Aylesbury to grow through strengthening and extending its traditional role as a county and market town, including urban renaissance of the centre, that will allow it to meet the demands of a larger population. In parallel, Aylesbury will be able to provide high added value employment opportunities to complement its growing population.
- 23.18** The policy provides for 16,800 dwellings (the majority of growth) to be focused on Aylesbury with the rural areas taking a further 4,700 dwellings to meet local needs. A further 5,390 dwellings are to be provided to the south-west of Milton Keynes as part of the major expansion of the city as provided for in Policies MKAV1 and MKAV2. Although no policy target for has been fixed for the area, the expectation is that an average proportion of 35% affordable housing will be sought in line with the regional target in Policy H3.
- 23.19** The policy requires further sustainable urban extensions around Aylesbury town. In accordance with Strategic Policy 3 of the MKSM Part A Statement and the Core Regional Policies in this Plan, the emphasis will be on locations able to provide enhanced public transport corridors and nodes and opportunities sought to promote urban intensification of existing residential areas and redevelopment of redundant employment land. In line with national policy, a rigorous assessment of proposals to release employment land for other uses needs to be undertaken, particularly on sites close to Aylesbury town centre.
- 23.20** The Economic Development Strategy for Aylesbury Vale recognises that quality office space is needed in Aylesbury town to attract high value businesses in the business and financial services sector. Some additional employment land, for example in association with the future urban extensions, may be needed to achieve this and also attract firms within the ICT and R&D sectors.
- 23.21** In accordance with Strategic Policy 3 of the MKSM Part A Statement and Policy S5: Cultural and Sporting Activity in this Plan, the provision of formal recreation and sporting facilities will also need further enhancement as the population and workforce increases. In implementing Strategic Policy 3 and Policy CC8: Green Infrastructure, the local planning authority will ensure that, where necessary, steps are taken to ensure that strategic green infrastructure is managed to accommodate increased visitor pressure arising from growth. In rural areas, development needs to support the vitality of the district's small

market towns and villages and respect their inherent character and distinctiveness in accordance with Policy SP3: Urban Focus and Urban Renaissance and Policies BE4: The Role of Small Rural Towns and BE5: Village Management.

23

The South East Plan - Regional Spatial Strategy for the South East

- 23.22** Policies H1: Regional Housing Provision 2006-2026, H3: Affordable Housing Provision, RE3: Employment Land Provision and RE6: Competitiveness and Addressing Structural Economic Weakness are also particularly relevant.

Effective Delivery

POLICY MKAV4: EFFECTIVE DELIVERY

Delivery of the sub-regional strategy will be secured through:

- i. **the Inter-Regional Board**
- ii. **the two Local Delivery Vehicles (LDVs) to help drive the sustainable growth of the sub-region and a possible extension of powers of Milton Keynes Partnership or establishment of new delivery arrangements to cover the sustainable urban extensions south-west and south-east of Milton Keynes**
- iii. **preparation and updating of Business Plans by each LDV**
- iv. **early preparation of priority local development documents (LDDs) to guide development in areas of change in accordance with local development schemes.**

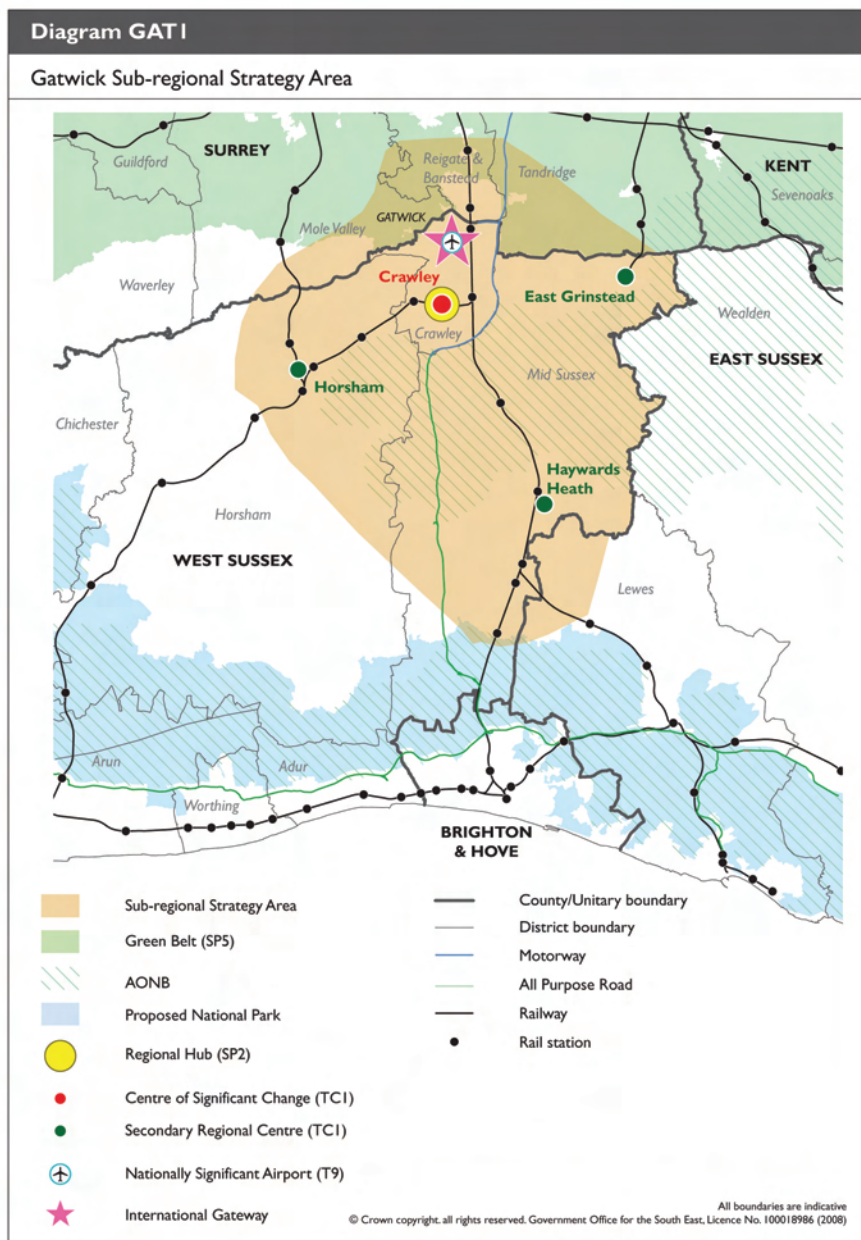
Progress in achieving resources for the sub-region and in implementing the sub-regional framework will be monitored regularly and reported as part of the annual monitoring reports (AMRs) prepared for this region and also for the wider MKSM area.

The scale of growth envisaged in Milton Keynes and Aylesbury must be harnessed to deliver an enhanced quality of life following the principles of sustainable development. This will necessitate the programmed provision of high quality community, economic, environmental and social infrastructure and services.

- 23.23** In addition to the institutional arrangement required by Policy MKV4, joint LDDs may be considered if they will bring forward sustainable cross-boundary development and support infrastructure in a timely way that supports the programming in Policy MKAV2.
- 23.24** Policy CC7: Infrastructure and Implementation sets out the general approach to implementation. A separate Regional Implementation Plan will be produced and updated by the regional planning body and will prioritise further strategic infrastructure requirements for the sub-region. Local requirements for infrastructure will be set out in LDDs and justified in accordance with national policy.
- 23.25** The transport schemes already committed for delivery to develop this sub-region are contained in Chapter 8, Appendix A: Strategic Transport Infrastructure Priorities. Key themes that should be addressed include:
- i. a high quality east-west public transport offer, including bus and coach networks
 - ii. rail improvements and additional capacity to support growth in passenger demand
 - iii. other public transport and demand management schemes including integrated inter-modal hubs
 - iv. M1 capacity and management improvements
 - v. local roads and bypasses, to relieve pressure on town centres and improve access to regional hubs
 - vi. higher and further education facilities including new university
 - vii. upgrades at Cotton Mill and Aylesbury Waste Water Treatment Works to support planned development (including any requirements to meet water quality standards in the River Thames)
 - viii. major development and other urban extensions will require significant upgrades in electricity supply for both Milton Keynes and Aylesbury from 2011.

- 23.26 The Milton Keynes 'tariff' is proving an effective way to secure funding for the strategic infrastructure projects associated with development. This approach will be rolled forward with partners in future evidence-based LDDs and operated by development control authorities on the basis of development plan policy.
- 23.27 The approximate 1:1 ratio between new jobs and dwellings will assist monitoring both at the district level through AMRs and as part of the wider MKSM strategy:
- i. future cross-boundary urban extensions to Milton Keynes should be treated as part of Milton Keynes City for the purposes of this monitoring
 - ii. a period of about 5 years is necessary for the reliable interpretation of this monitoring. This takes account of time-lags in employment data and of employment delivery that (unlike housing) is not in regularly sized units
 - iii. monitoring this ratio will not be used as a development control tool to limit housing growth in any way, including release of any additional opportunities that may come forward. Instead, any revision to baseline housing figures will be made through a future review of the South East Plan, taking account of the need for a step-change in housing delivery, the relationship between jobs and homes, changing commuting patterns and any skills shortages within the wider MKSM area.
- 23.28 These and other monitoring indicators will inform reviews of this sub-regional strategy (see also Chapter 26 on implementation, monitoring and review).

24 Gatwick



24.1 Gatwick was part of the “Western Policy Area” in RPG9 and extends north to the edge of Redhill, east to East Grinstead, south to Burgess Hill and Haywards Heath, and west to Horsham with strong functional links with Redhill and Reigate to the north and Southwater to the west. Gatwick Airport is the single most important element of the area’s economy and is of significant economic importance to the Region as a whole. The airport has helped to foster clusters of employment in the chemicals and pharmaceutical industries, in financial services and there are a number of aviation-related industries in Crawley.

24.2 The particular challenges faced by the sub-region are how to:

- i. capitalise on its location in relation to Gatwick Airport, London and Brighton, maximise the value added by the sub-region’s economy and diversify the economy to reduce direct reliance on the airport

- ii. reconcile the competing demands for economic growth with providing adequate new housing and other development, including affordable housing in well-served sustainable locations
- iii. ensure transportation systems can continue to meet the demands of the economy
- iv. maintain the High Weald and Sussex Downs Areas of Outstanding Natural Beauty (AONBs), natural habitats (particularly the Ashdown Forest) and distinctive towns and villages.

24.3 Although specific policies relating to the Gatwick area are set out below, it is important to take account of the Core Regional Policies in this Plan, including those which are referred to in this chapter.

Core Strategy

POLICY GAT1: CORE STRATEGY

The strategy is based on maximising the potential for sustainable economic growth in the sub-region while maintaining and enhancing its character, distinctiveness, sense of place and important features. This will be achieved by:

- i. **sustaining and enhancing the pivotal role played by Crawley-Gatwick in the sub-regional and wider economy**
- ii. **recognising and sustaining the sub-region's interrelationships with London and the South Coast and the international gateway role of Gatwick Airport**
- iii. **protecting and enhancing the sub-region's distinctive environmental assets, in particular the High Weald and Sussex Downs Areas of Outstanding Natural Beauty**
- iv. **maintaining the broad extent of the Metropolitan Green Belt within the sub-region.**

24.4 The spatial strategy for the sub-region is set out in Policy GAT1. The spatial strategy aims to maximise opportunities arising from the Gatwick-Crawley area, recognising the need to maintain the importance of Gatwick Airport as an international gateway and the links between the sub-region and London and the South Coast. The strategy recognises the need to balance growth opportunities in an area containing significant environmental assets including the High Weald and South Downs AONBs.

Economic Development

POLICY GAT2: ECONOMIC DEVELOPMENT

High value-added economic growth, and development that seeks to maximise the value added by the sub-region's economy will be encouraged, as will development that contributes to the improvement in the skills and flexibility of the local workforce. This includes:

- i. **provision for enhanced learning opportunities, including a university campus at Crawley and other improvements to tertiary education**
- ii. **re-generation of the town centres to provide first choice, highly attractive locations for inward investment**
- iii. **providing employment floorspace in association with the major developments and strategic locations identified under Policy GAT3**
- iv. **provision of high quality sites for start-up and micro-businesses, to support the growth of existing local businesses and the attraction of high value-added inward investment**
- v. **retention of existing businesses**
- vi. **the continued functioning of Gatwick Airport to serve the needs of the business community, recognising its major employment role and attractiveness for world class business investment in the sub-region.**

24.5 The sub-region lies at the heart of the ‘Gatwick Diamond’ – a business led, joint venture by the Surrey and West Sussex Economic Partnerships to stimulate and maintain strong economic growth. Policy GAT2 seeks to reflect and help to implement some of the key elements in the economic strategy for the Gatwick Diamond.

24.6 In order to support the expanding economic role of Gatwick Airport and at the same time take advantage of the opportunities that arise, Policy GAT2 aims to promote economic growth and regeneration through 'smart growth' alongside the provision of new sites and premises in appropriate locations. An interim estimate indicates that a net increase of 17,400 jobs will be needed during the first part of the Plan period between 2006 and 2016. For the period after 2016, further monitoring and analysis will be required at the local level. It is critical that the opportunities for smart growth are maximised in this sub-region in the context of Policy RE5: Smart Growth by using existing employment land as efficiently as possible, continuing to attract high-value business and driving up skill levels in accordance with Policy RE4: Human Resource Development. Policies RE6: Competitiveness and Addressing Structural Economic Weakness and RE3: Employment Land Provision are also relevant to this policy.

Housing Distribution

POLICY GAT3: HOUSING DISTRIBUTION

Local planning authorities will allocate sufficient land and facilitate the delivery of 36,000 net additional dwellings in the the Gatwick sub-region between 2006 and 2026.

In managing the supply of land for housing and in determining planning applications, local planning authorities should work collaboratively to facilitate the delivery of the following level of net additional dwellings in the sub-region:

DISTRICT	ANNUAL AVERAGE	TOTAL
Crawley ¹	375	7,500
Horsham (part)	460	9,200
Mid Sussex (part)	840	16,800
Reigate & Banstead (part)	125	2,500
Sub-Regional Total	1,800	36,000

Footnote

1. Provision levels at Crawley will need to be informed by the findings of a water cycle study. The results of this study will need to be reflected in local development frameworks and future reviews of the RSS.

In accordance with the development strategy for the region, and more particularly the sub-region:

- i. the majority of future development should be in the form of major developments at or adjoining Crawley (supporting its role as a transport hub and regional centre) and the other main towns within the main north/south and east/west transport corridors
- ii. smaller-scale, gradual growth of other settlements to meet local needs and support the rural economy should be facilitated
- iii. new homes and employment should be developed in tandem with the infrastructure and services needed to support them
- iv. a target of achieving 40% affordable housing should be aimed for, to be delivered through a variety of mechanisms and tenures, including Government funding through the Homes and Communities Agency's affordable housing programme.

- 24.7 Policy GAT3 provides for 36,000 new homes between 2006 and 2026 at an average of 1,800 dwellings per annum. This requirement has regard to the level of economic performance in the area together with the extent and disposition of Natura 2000 and Ramsar Sites and AONBs. Local planning authorities will provide for the level of housing development within this sub-region in accordance with the distribution in this policy. In exceptional circumstances, will provide for the balance of their sub-regional requirement in the remainder of their area provided the objectives of the sub-regional strategy can be met. Policies CC7: Infrastructure and Implementation, H1: Regional Housing Provision 2006-2026 and H3: Affordable Housing Provision are also relevant.
- 24.8 The following locations have previously been identified for some development in adopted development plans. Where possible, development should be brought forward as follows:
- i. westward expansion of Crawley for 2,500 homes after 2006
 - ii. westward expansion of Horsham for 2,000 homes after 2006
 - iii. west and south-west of East Grinstead for 2,500 homes after 2006
 - iv. south-east and south-west of Haywards Heath for the residue of at least 1,400 homes not already completed by April 2006
 - v. north-west and north-east of Horley for the residue of 2,600 dwellings not already completed by April 2006
 - vi. North East Sector, Crawley for up to 2,700 dwellings.
- 24.9 If the above developments cannot be delivered, it will be for the relevant local planning authority to plan for alternative locations and strategies to deliver the scale of development required by Policy GAT3.
- 24.10 In Mid Sussex District, there may be potential for future strategic growth at Burgess Hill given its position on the London-Brighton rail line, a commitment to increase capacity on the Thameslink line, two rail stations and aspirations to regenerate the town centre. In Reigate and Banstead small scale local reviews of the Metropolitan Green Belt may be required to provide for the Borough's overall housing requirement. Where development is planned close to administrative boundaries, for example at East Grinstead, neighbouring authorities will take the necessary steps to ensure that essential infrastructure is put in place to support development.

Infrastructure Implementation and Delivery

- 24.11 The general approach to implementation is set out in Policy CC7: Infrastructure and Implementation. This includes the need to ensure that the pace of development is aligned to the provision and management of infrastructure.
- 24.12 A separate Regional Implementation Plan will be produced and updated by the regional planning body and will prioritise strategic infrastructure requirements for the sub-region. Local requirements for infrastructure will be set out in local development documents (LDDs) and justified in accordance with national policy.
- 24.13 The transport schemes already committed for delivery to develop this sub-region, including Thameslink, are contained in Chapter 8, Appendix A: Strategic Transport Infrastructure Priorities. Future key transport areas that need to be addressed include:
- i. improving north-south public transport and road connections
 - ii. rail improvements and additional passenger rail capacity to support growth in demand.
- 24.14 Other schemes and issues include:
- i. waste water treatment, particularly at Crawley and Horsham to address environmental legislation including the Habitats Directive and the Water Framework Directive

- ii. Clay Hill reservoir (which would be located in Lewes district outside this sub-region), to increase water supply in the region plus additional water resource infrastructure in North West Sussex
- iii. university campus at Crawley
- iv. management of flood risk in areas likely to be at risk from flooding or where development elsewhere could exacerbate risks.

24.15 Consistent with Policy CC7: Infrastructure and Implementation, strong co-ordinated leadership and partnership working by authorities, service and infrastructure providers plus stakeholders is critical to securing the sustainable development, regeneration and economic success sought by the strategy including working with:

- i. the Gatwick Diamond agencies to help implement the economic development strategy
- ii. neighbouring planning and transportation authorities where cross-boundary issues exist (for example at East Grinstead) to bring forward strategic developments and associated infrastructure, including through joint working on LDDs.

24.16 See also Chapter 26 on implementation, monitoring and review.

25 Isle of Wight and Areas Outside Sub-Regions

Isle of Wight and Areas Outside Sub-regions

- 25.1** This chapter sets out specific policies and guidance for areas of the South East not covered by the nine identified sub-regions, together with the Isle of Wight. It only covers topics on which the relevant regional policies need to be supplemented, and mainly covers housing figures for districts (or parts of districts) which lie outside identified sub-regions. It also contains specific policies on the strategic development area at Whitehill/Bordon and for the two regional hubs lying in the 'Rest of Kent' area.

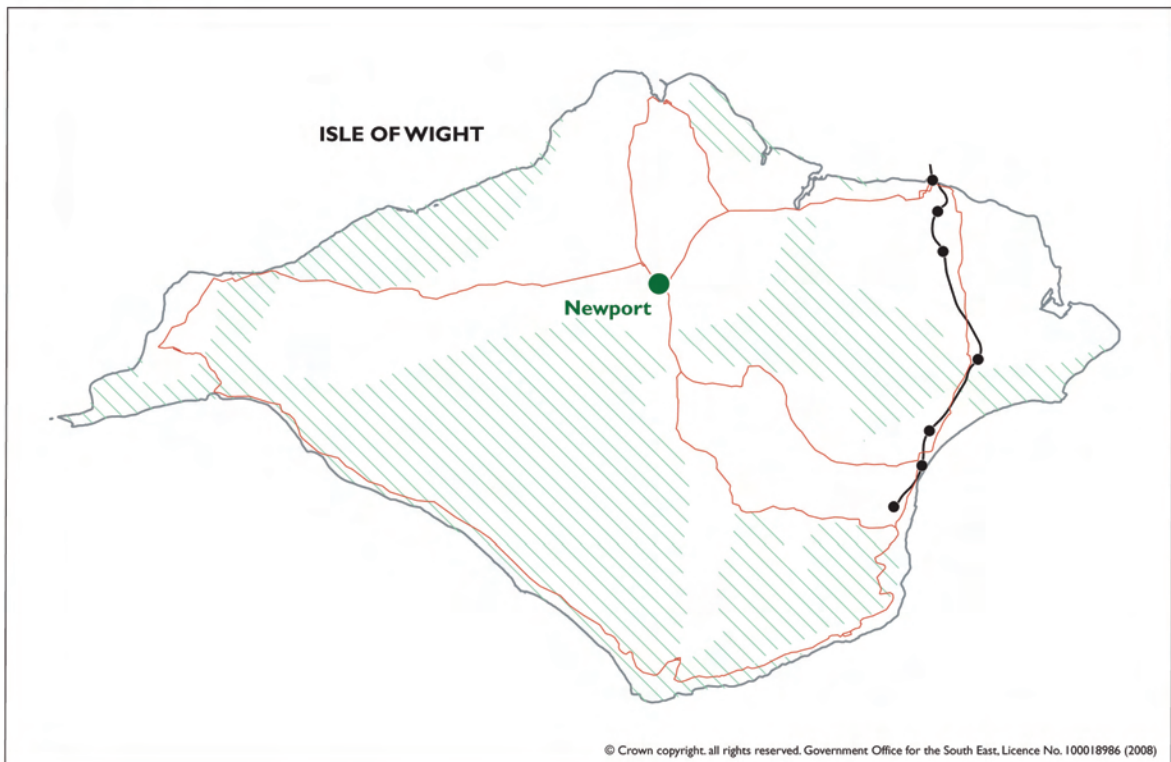
Six spatial planning principles for areas lying outside sub-regions are identified:








- i. the quality and character of the rural environment must be maintained and enhanced
- ii. natural resources and biodiversity must be protected and improved
- iii. local communities must be sustained through sensitive development of market and affordable housing to help maintain rural vitality and improve access to local services and employment
- iv. opportunities to support, improve and diversify local economies must be identified and developed
- v. accessibility and rural public and community based transport must be improved
- vi. the importance of the countryside as a resource to attract visitors and provide a healthy recreational environment must be recognised and strengthened.

The Isle of Wight

25

Isle of Wight



	County/Unitary boundary
	District/Borough boundary
	Secondary Regional Centre
	Main road
	Railway
	Rail station
	AONB

25.2 The Isle of Wight has unique characteristics, the result of its attractiveness and its island economy. The high environmental quality of the island is an important element in its character and acts as a major asset and selling point. A substantial area of the island is designated as an Area of Outstanding Natural Beauty, while much of its coastline is designated Heritage Coast. Areas of land and stretches of coastline are also designated for their international and national importance for wildlife.

25.3 Set against this, the island has particular challenges:

- i. localised labour markets, with small and medium sized enterprises forming a large proportion of the businesses on the island. Though there are transport links between the mainland and the island, the island's relative inaccessibility is a factor in terms of providing access to employment opportunities and other services
- ii. above average unemployment, particularly amongst the young. The once dominant agricultural sector has shed workers and, given the major role that tourism plays in the island economy, there is a heavy reliance on seasonal and part time work
- iii. a deficit between the skills available locally and those needed to meet the requirements of recent growth sectors
- iv. a changing tourism sector. Whilst still valuable to the island's economy, visitors to the island bring with them additional pressure on local infrastructure and do not generate sufficient economic return in terms of investment and job opportunities.

Hotels and catering now account for a smaller proportion of the economy than they did in the late 1990s, and the quality and range of accommodation is no longer sustainable if the island is to prosper

- v. access to affordable housing. This is a key issue which is exacerbated by a high proportion of second homes
- vi. a need to plan positively to overcome water shortages and avoid adverse environmental effects from over abstraction.

25.4 The strategy for the Isle of Wight is based on managed economic growth and regeneration to provide for the island's particular characteristics and needs. Future development is expected to create wealth and a sustainable economy, to address skills deficits and housing need, to provide for improved public transport infrastructure and to respect the environment, safeguarding biodiversity and areas of landscape and ecological importance.

Enabling Economic Regeneration

POLICY IW1: ENABLING ECONOMIC REGENERATION

National, regional and other relevant agencies and authorities will give increased priority to investment decisions and other direct support for the island to help realise a step-change in the Isle of Wight's economic performance, to actively support economic regeneration and renewal, an improved quality tourism product and inward investment. Key measures should include:

- i. **the development of infrastructure and inward investment opportunities in the Medina Valley**
- ii. **support for the development of centres of vocational excellence in the sectors of composites, marine and aeronautical skills and construction related industries including any associated academic establishments**
- iii. **support for inward investment and development to regenerate key areas identified in Ryde, Sandown Bay, Ventnor and West Wight, subject to minimal environmental impact**
- iv. **support for urban renewal and intensification particularly where this can secure contributions for improvements in the public realm**
- v. **the need to improve the tourism offer to one that focuses on a higher quality, higher value product.**

25.5 As an island economy, tailored solutions will be required to tackle the problems of unemployment and deprivation. A consequence of recent growth patterns is a change in the industrial composition of the island's economy. Business services and retailing have increased the share of the economy, whilst there has been a decline in employment in agriculture and related industries.

25.6 As a result of the island's economic activity in recent years, a smart growth approach is the most appropriate way forward. The main elements of smart growth relevant on the island until 2026 are as follows:

- i. continuing to attract high value-added businesses
- ii. upgrading skills, including the need to reverse out-migration of young people with good academic qualifications
- iii. increasing economic activity, to counter the effects of an ageing population, bearing in mind that economic activity rates (at 75%) are lower than the regional average
- iv. seeking to attract higher value tourism.

25.7 In addition, the development of infrastructure on the island is important as a means of enabling future economic regeneration, in particular improving transport links between Newport and Cowes to support the regeneration of the Medina Valley area.

- 25.8 The development of tailored tourism development strategies will particularly need to address:
- i. support for high quality hotel development and conferences facilities
 - ii. support for appropriate tourism related retail facilities
 - iii. support for tourism related centres of vocational excellence including any associated academic establishment
 - iv. exit strategies for redundant tourism accommodation coupled with contributions to improved tourism related infrastructure.
- 25.9 In terms of retail provision on the island, Newport is included in Policy TC1: Strategic Network of Town Centres. Newport is listed as a secondary regional centre and advice on new development and redevelopment is set out in Policy TC2.
- 25.10 It is expected that an increase of 7,000 new jobs will be created between 2006-2016, which is the interim figure for monitoring purposes. This will help to assess changes in the local economy, and to inform future policy development.

Housing Development

POLICY IW2: HOUSING DEVELOPMENT

The local planning authority will allocate sufficient land and facilitate the delivery of 10,400 net additional dwellings in the Isle of Wight between 2006 and 2026.

DISTRICT	ANNUAL AVERAGE	TOTAL
Isle of Wight	520	10,400

- 25.11 Provision will be made for an average of 520 dwellings (including homes of all types created by conversion and/or new build) per annum. This is proposed to provide for:
- i. housing to meet needs of economic growth
 - ii. housing to meet local affordable needs
 - iii. an element of market housing
- 25.12 Higher levels of housing provision will only be expected to be provided once the economic drivers are in place and being implemented, and are likely to come into play during later stages of the Plan period.
- 25.13 Housing linked to employment will be concentrated in the main urban areas of Cowes, Newport, Ryde, Sandown and Shanklin. The overall regional affordability target set out in Policy H4 of the Plan will be applied.

Rural Areas

POLICY IW3: RURAL AREAS

The quality and character of the rural environment and its biodiversity will be maintained and enhanced for its own sake, and to foster the economic success of the island. Necessary change to meet economic and social needs, including rural diversification and the delivery of small scale local affordable housing, should be accommodated.

- 25.14 The island's rural areas are less accessible and, with fewer job opportunities, suffer from problems of isolation and lower incomes. Redressing this will include focusing on people as well as places, and maintaining and enhancing the environment while encouraging the development of diverse and sustainable communities.

Transport and Infrastructure

POLICY IW4: STRATEGIC TRANSPORT LINKS

The Isle of Wight is reliant upon efficient and well managed links to the mainland. The strategic cross-Solent links should be maintained and improved to provide a service which fits with this role, and should form part of an integrated transport approach developed at the local level.

- 25.15 The importance of maintaining and improving cross-Solent links is an important element in the Island's sustainable transport strategy. The development of a new transport interchange at Ryde will contribute to improved mainland access and consideration should be given to the potential to provide a second local transport hub to support regeneration initiatives.

POLICY IW5: INFRASTRUCTURE

The key regeneration objectives for the island will only be achieved through the provision of necessary, appropriate and timely infrastructure over the Plan period. The schemes, projects and longer term issues identified in the Regional Implementation Plan will need to be considered as part of the Isle of Wight's Core Strategy Development Plan Document.

- 25.16 The provision of infrastructure is vital to the delivery of development. An important issue for the island is the promotion of water efficiency. However, increasing efficiency alone is unlikely to be sufficient to meet future demands. It is therefore essential that additional water resources are developed in parallel with improvements to water efficiency that can be achieved over and above current levels and in parallel with infrastructure enhancements.

Area Based Policies and Principles

Rest of Buckinghamshire, Oxfordshire and Berkshire

POLICY AOSR1: SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026

Provision will be made for 19,220 net additional dwellings between 2006 and 2026 distributed as follows:

DISTRICT/PART OF DISTRICT	ANNUAL AVERAGE	TOTAL
Chiltern	145	2,900
Wycombe	40	800
Cherwell	350	7,000
South Oxfordshire	135	2,700
West Oxfordshire	175	3,500
Vale of White Horse	66	1,320
West Berkshire	50	1,000
Total	961	19,220

Chiltern District

- 25.17 Strong protection for existing employment land in Chiltern district should be maintained unless new land is substituted.

Cherwell District

- 25.18 The town of Banbury will continue to play an important role as a small market town in supporting its wider hinterland. Given its accessibility by rail and road and its lack of serious environmental constraints, it is expected that the town will help meet wider housing needs through the provision of new housing.
- 25.19 Flood alleviation works at Banbury are a priority for investment.

Rest of Hampshire**POLICY AOSR2: SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026**

Provision will be made for 18,900 net additional dwellings between 2006 and 2026 distributed as follows:

DISTRICT/PART OF DISTRICT	ANNUAL AVERAGE	TOTAL
New Forest	119	2,380
New Forest National Park	11	220
Test Valley	305	6,100
Winchester	275	5,500
East Hampshire ¹	200	4,000
Basingstoke & Deane	30	600
Hart	5	100
Total	945	18,900

Footnote

1. The figure for East Hampshire does not include any specific provision for Whitehill/Bordon.

- 25.20 The interim job growth estimate for monitoring is 14,500 for the 2006-2016 period.

East Hampshire - The Whitehill/Bordon Opportunity**POLICY AOSR3: THE WHITEHILL/BORDON OPPORTUNITY**

Local development documents for East Hampshire District will allocate land and set out planning objectives for a new strategic development area at Whitehill/Bordon. This will include provision for the delivery of 5,500 dwellings (net), in accordance with Policy H1. Objectives should include:

- i. a mix of housing types and tenures should be provided to help promote a balanced and sustainable community
- ii. new employment opportunities should be provided to support the local community
- iii. new green infrastructure to support local biodiversity and promote recreational opportunities
- iv. new development should contribute to improved town centre facilities and services
- v. improved access to town centre facilities, including increased modal shift from private cars to other forms of transport.

The housing provision figure for this site is based on ongoing work including a water cycle study to assess and manage the integrated water environment and Habitats Regulation Assessment work, and should be regarded as an indicative figure. Should additional constraints or opportunities become apparent then a different scale of development should be identified and pursued through the local development framework.

In the event that the site cannot be released for the delivery of 5,500 dwellings, there is no expectation that equivalent land elsewhere in East Hampshire District will be allocated to meet the overall district figure set out in Policy H1.

25.21 Around 300 hectares of land around Whitehill/Bordon in East Hampshire is currently in the ownership of the Ministry of Defence (MOD). As the result of the ongoing Defence Training Review, parts of this estate are likely to be available for development over the lifetime of this Plan. Ongoing master planning work by East Hampshire District Council and its partners has identified that the area may be able to accommodate around 5,500 dwellings, alongside new employment, retail and service uses. There will be a need to appropriately assess this development and adequate mitigation is also required. Housing provision for this MOD site remains separate from the rest of East Hampshire District and is separated out in Policy H1.

Test Valley District

25.22 Any waste water constraints that may impede identified levels of development in the parts of Test Valley that lie within the 'Areas Outside Sub-Regions' area should be identified, with partnership action working to remove constraints or identify their implications for housing delivery. There is limited remaining capacity at the Chickenhall Waste Water Treatment Works that is unlikely to be increased due to concerns about water quality in the River Itchen (which is designated as a European site under the Habitats Directive). However, wise use of the remaining capacity within the discharge consent will negate the need to consider alternative discharge locations for new development.

Winchester District

25.23 The town of Winchester will continue to play an important role in supporting its wider hinterland in accordance with its secondary regional centre status (Policy TC1). Given its accessibility by rail and road, it is expected that the town will help meet wider housing needs through the provision of new housing. Although in general the town has few serious environmental constraints, there are issues over local sewerage infrastructure capacity for new development which will require careful evaluation, particularly in relation to potential effects on European wildlife sites.

Hart District

25.24 Some rural parts of Hart district are within 5km of the Thames Basin Heaths Special Protection Area, for which Policy NRM6 applies.

Rest of Surrey

POLICY AOSR4: SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026

Provision will be made for 5,000 net additional dwellings between 2006 and 2026 distributed as follows:

DISTRICT/PARTS OF DISTRICT	ANNUAL AVERAGE	TOTAL
Waverley	250	5,000

Guildford ¹	0	0
Mole Valley ¹	0	0
Tandridge ¹	0	0
Total	250	5,000

Footnote

1. See Policy LF3 regarding the distribution of housing in the rural parts of named authority areas

- 25.25 The indicative job growth figure for monitoring purposes is 2,300 for that part of Surrey outside sub-regional areas.
- 25.26 Part of Waverley district is within 5km of the Thames Basin Heaths Special Protection Area, for which Policy NRM6 applies.

Rest of East and West Sussex**POLICY AOSR5: SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026**

Provision will be made for 13,200 net additional dwellings between 2006 and 2026 distributed as follows:

DISTRICT/PART OF DISTRICT	ANNUAL AVERAGE	TOTAL
Chichester	125	2,500
Lewes	50	1,000
Wealden	200	4,000
Rother	80	1,600
Horsham	190	3,800
Mid Sussex	15	300
Total	660	13,200

Wealden District

- 25.27 The town of Uckfield will continue to play an important role as a small market town in supporting its wider hinterland. Given its accessibility by rail and road and its potential to address constraints, it is expected that the town will help meet wider housing needs through provision of new housing.
- 25.28 A 'balanced dispersal' strategy should be used in making local development framework site allocations taking account of the role and accessibility of each rural settlement moderated by environmental designations.

Rest of Kent**POLICY AOSR6: SCALE AND LOCATION OF HOUSING DEVELOPMENT 2006-2026**

Provision will be made for 28,880 net additional dwellings between 2006 and 2026 distributed as follows:

DISTRICT	ANNUAL AVERAGE	TOTAL
Maidstone	554	11,080
Tonbridge and Malling	450	9,000

Tunbridge Wells	300	6,000
Sevenoaks	80	1,600
Dartford	10	200
Gravesham	5	100
Medway	30	600
Ashford	15	300
Total	1,444	28,880

25.29 The indicative job growth figure for monitoring purposes should be 15,000 for that part of Kent outside sub-regional areas.

25.30 Two regional hubs - Maidstone and Tonbridge-Tunbridge Wells - are identified as accessible settlements of regional significance with Maidstone identified as having the potential to accommodate significantly higher levels of development during the Plan period than other urban settlements located outside the sub-regional strategy areas. The following policies set out the spatial strategy for these hubs.

The Borough of Maidstone

POLICY AOSR7: MAIDSTONE HUB

The local development framework at Maidstone will:

- i. make new provision for housing consistent with its growth role, including associated transport infrastructure
- ii. make new provision for employment of sub-regional significance, with an emphasis on higher quality jobs to enhance its role as the county town and a centre for business. The concentration of retail, leisure and service uses at the centre will allow close integration between employment, housing and public transport
- iii. confirm the broad scale of new business and related development already identified and give priority to completion of the major employment sites in the town
- iv. make Maidstone the focus for expansion and investment in new further or higher education facilities
- v. support high quality proposals for intensifying or expanding the technology and knowledge sectors at established and suitable new locations
- vi. ensure that development at Maidstone complements rather than competes with the Kent Thames Gateway towns and does not add to travel pressures between them
- vii. avoid coalescence between Maidstone and the Medway towns conurbation.

25.31 Maidstone is the county town of Kent and serves as the focus for administrative, commercial and retail activities. It is designated as a hub under Policy SP2 of this Plan as it is well related to strategic rail and road networks and serves as an interchange point between intra and local rail services. It also offers opportunities for some new housing development. An indicative 90% of new housing at Maidstone should be in or adjacent to the town. Associated infrastructure to support growth should include the South East Maidstone Relief Route and Maidstone Hub package.

The Boroughs of Tonbridge & Malling and Tunbridge Wells

POLICY AOSR8: TONBRIDGE/TUNBRIDGE WELLS HUB

The local development frameworks for Tonbridge and Tunbridge Wells will:

- i. provide for full and effective use of development capacity within the regional hub of Tonbridge/Tunbridge Wells. This will aim for a balance of business, commercial and residential development paying particular attention to meeting locally based needs

for housing and business premises, and improving the links between the two urban areas

- ii. **at Tunbridge Wells give priority to conservation of the urban and natural environment, and the setting of the town. At Tonbridge concentrate development on substantial regeneration sites in and near to the town centre**
- iii. **make Tonbridge the focus for expansion and investment in new further or higher education facilities**
- iv. **support high quality proposals for intensifying or expanding the technology and knowledge sectors at established and suitable new locations.**

25.32 The Tonbridge/Tunbridge Wells hub has been identified in Policy SP2 as it reflects not only the proximity of the two centres, but also their complementary roles: Tunbridge Wells as significant economic and service centre and Tonbridge as a major transport interchange.

25.33 To support its role as a hub, new infrastructure investment should include improvements to links with East Sussex and Crawley/Gatwick and Maidstone, as well as sustainable transport links between the two hub towns.

25.34 If any greenfield releases are necessary to meet the housing provision for Tonbridge and Malling, these should be within the second half of the Plan period in order to avoid diverting investor interest in its major brownfield opportunity sites. There may be a need for a small scale Green Belt review at Tunbridge Wells in accordance with Policy SP5.

25.35 A higher proportion of key worker and shared equity housing is appropriate in the West Kent area to meet high aspirations for owner occupation.

25.36 High-quality proposals for intensifying or expanding technology and knowledge-based activities will be supported at established and suitable new locations unless there are overriding environmental impacts which cannot be adequately dealt with, including at Kings Hill in Tonbridge and Malling and for development related agriculture at East Malling Research suitable to its rural location in Tonbridge and Malling.