












APPENDIX 2




REVIEW OF PLANS AND PROGRAMMES - NATIONAL, REGIONAL, COUNTY AND LOCAL (DISTRICT)






KEY TO TABLES	
	This symbol indicates that the selected text sets out a key policy principle that the LDF will need to have regard to, e.g. the sequential approach to the release of housing sites set out in Planning Policy Guidance Note 3 'Housing'.
	This symbol indicates the need for land to be allocated in support of the selected text, e.g. the need for an employment allocation.
	This symbol indicates text that provides background/explanation or amplification.







REGIONAL




Regional Plan or Programme	Source	Key Objectives relevant to plan and SA	Implications for Plan
Regional Plans and Programmes			
Regional Planning Guidance for the East Midlands (RSS8) (GOEM, 2005)	Policy 1	<p>Regional Core Objectives: Development Plans, Local Development Frameworks, Local Transport Plans and Economic Development Strategies will seek:</p> <ol style="list-style-type: none"> 1. to address social exclusion, through the regeneration of disadvantaged areas and reducing regional inequalities in the distribution of employment, housing, health and other community facilities; 2. to protect and where possible enhance the quality of the environment in urban and rural areas so as to make them safe and attractive places to live and work; 3. to improve the health of the region's residents, for example through improved air quality, the availability of good quality well designed housing and access to leisure and recreation facilities; 4. to promote and improve economic prosperity, employment opportunities and regional competitiveness; 5. to improve accessibility to jobs, homes and services across the region by developing integrated transport, ensuring the improvement of opportunities for walking, cycling and the use of high quality public transport; 6. to achieve effective protection of the environment by avoiding significant harm and securing adequate mitigation where appropriate, and to promote the conservation, enhancement, sensitive use and management of the region's natural and cultural assets; 7. to bring about a step change increase in the level of the region's biodiversity, by managing and developing habitats to secure gains wherever possible, and ensuring no net loss of priority habitats and species; 8. to promote the prudent use of resources, in particular through patterns of development and transport that make efficient and effective use of existing infrastructure, optimise waste minimisation, reduce overall energy use and maximise the role of renewable energy generation; 9. to take action to reduce the scale and impact of future climate change, in particular the risk of damage to life and property from flooding, especially through the location and design of new development; and 10. to promote good design in development so as to achieve high environmental standards and optimum social benefits. 	
	Policy 2	<p>The idea of a sequential approach to development is introduced and outlines the priority order for land selection for development as below:</p> <ol style="list-style-type: none"> a) suitable previously developed sites and buildings within urban areas that are or will be well served by public transport; b) other suitable locations within urban areas not identified as land to be protected for amenity 	





Regional Plan or Programme	Source	Key Objectives relevant to plan and SA	Implications for Plan
		<p>purposes;</p> <p>c) suitable sites in locations adjoining urban areas, which are or will be well served by public transport, particularly where this involves the use of previously developed land; and</p> <p>d) suitable sites in locations outside of (that is not adjoining) urban areas, which are or will be well served by public transport, particularly where this involves the use of previously developed land.</p>	
	Policy 3	Indicates sustainability criteria for assessing the suitability of land for development	
	Policy 4	Promotes higher standards of design and construction	
	Policy 5	Concentrates development in urban areas setting out Principal Urban Areas (PUAs) and Sub-Regional Centres including Loughborough.	
	Policy 6	Sets the strategy to ensure that new development in rural areas maintains the distinctive character and vitality of rural communities, strengthens rural enterprise and linkages between settlements and their hinterlands, helps to shorten journeys and facilitates access to jobs and services.	
	Policy 14	Indicates that there should be a strategic review of the Nottingham-Derby Green Belt.	
	Policy 15	<p>Sets the Strategy for development in the Three Cities Sub Area to support the continued regeneration of Derby, Leicester and Nottingham (the PUAs), and maintain and strengthen the economic, commercial and cultural roles of all three cities. This will be achieved by ensuring that provision is made:</p> <ul style="list-style-type: none"> • for a mix of housing types; • for employment land to meet the expansion needs of indigenous manufacturing and distribution uses and to encourage new investment; • to regenerate deprived inner urban areas and outer estates; • to enhance the transport links and accessibility both within and between the cities; and • for retailing, office, residential, entertainment and service uses within central areas, to provide for a mix 	



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		<p>of uses to support the vitality and viability of the city centres.</p> <p>Outside Nottingham, Leicester and Derby, employment and housing development should be located within and adjoining settlements. Such development should be in scale with the size of those settlements, in locations that respect environmental constraints and the surrounding countryside, and where there are good public transport linkages.</p> <p>Development associated with Nottingham East Midlands Airport should be focussed where possible, in surrounding urban areas, in particular the Principal Urban Areas of Derby, Leicester and Nottingham and the Sub-Regional Centre of Loughborough.</p>	
	Policy 16	<p>Indicates the preparation of a sub regional strategy for the Three Cities sub area as part of the review of RSS containing proposal that will promote:</p> <ul style="list-style-type: none"> • sustainable patterns of development and movement within and between the three Principal Urban Areas and other settlements within the Sub-area and beyond; • the use of public transport for both local and interurban movements; • an improvement to the quality of the environment, • including the provision of semi-natural green space in urban areas; • an improvement to the collective economic performance of the sub-area and a reduction in deprivation; • an approach to optimising the economic benefits of Nottingham East Midlands Airport consistent with sustainable patterns of development and movement; and • a consideration of the extent of Green Belt designations consistent with PPG2 and Policies 2 and 3 	
	Policy 17	<p>The housing provision for each Structure Plan area within the region is outlined. For Leicestershire, the annual average rate for the period 2001-2021 is 3,150.</p>	
	Policy 18	<p>Seeks the provision of a mix of dwellings in terms of size, type, affordability and location, in order to help create inclusive communities which provide wider housing opportunity and choice.</p> <p>The level of affordable housing to be provided should be justified by local housing need assessments, preferably based on housing market or journey to work areas, as well as an assessment of the viability of seeking a particular proportion of affordable housing from such developments. The appropriate indicator for monitoring whether affordable housing need across the East Midlands as a whole is being met is around 3,950 dwellings per annum.</p>	



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	Policy 19	Indicates that joint work should be undertaken to ensure the release of housing sites is managed to achieve a sustainable pattern of development for priority areas including Leicester.	
	Policy 20	Sets a regional target of 60% of dwellings to be built on previously developed land.	
	Policy 21	Indicates priority areas for regeneration including: <ul style="list-style-type: none"> • the region's Principal Urban Areas and Sub-Regional Centres that exhibit very high and concentrated levels of deprivation; • other settlements which display high levels of deprivation including Corby which is designated as a growth town in Policy 5. 	
	Policy 22	Sets regional priorities for employment land: <ul style="list-style-type: none"> • ensure that, by the allocation and de-allocation of employment land (B1, B2, B8) through the development plan and spatial planning process and through selective public investment, there is an adequate supply of good quality land for office and industrial uses available for development in sustainable locations; • bring forward good quality allocated employment sites to meet the specific requirements of potential investors; • review employment land allocations in their areas to ensure that they are relevant to current and likely future requirements, and that surplus employment land is considered for beneficial alternative use; and • monitor gains and losses in the overall supply of good quality office and industrial sites and assess the floorspace capacity of allocated sites. 	
	Policy 23	Local authorities, emda and Sub-Regional Strategic Partnerships should work together on a sub-area basis to promote the vitality and viability of existing town centres, including those in Market Towns. Where town centres are under performing, action should be taken to promote investment through design led initiatives and the development and implementation of town centre strategies. Loughborough is listed as a priority. Local Development Frameworks, should include policies and proposals to:	



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		<ul style="list-style-type: none"> bring forward retail and leisure development opportunities within town centres to meet identified need; prevent the development of additional regional scale out-of-town retail and leisure floorspace; and monitor changes in retail floorspace on a regular basis. 	
	Policy 24	Work together to promote the continued diversification and further development of the rural economy, where this is consistent with a sustainable pattern of development and the environmentally sound management of the countryside.	
	Policy 25	<p>Seek to identify areas of potential for tourism growth which maximise economic benefit whilst minimising adverse impact on the environment and local amenity. Measures should include:</p> <ul style="list-style-type: none"> provision for additional tourist facilities including accommodation close to popular destinations that have adequate environmental and infrastructure capacity; improvements in the quality of existing facilities and services; and improvements to accessibility by public transport and other non-car modes. 	 
	Policy 26	<p>Work with the private sector and regional bodies to:</p> <ul style="list-style-type: none"> improve the regional coverage of broadband infrastructure, particularly in rural and peripheral areas; progressively improve the level of service from existing broadband infrastructure; and promote the take up and use of ICT by businesses, and the public and voluntary sectors. 	
	Policy 27	<p>Sustainable development should ensure the protection, appropriate management and enhancement of the region's natural and cultural assets (and their settings).</p> <p>In the development and implementation of strategies and programmes in the region, local authorities should apply the following principles:</p> <ul style="list-style-type: none"> the promotion of the highest level of protection for the region's nationally and internationally designated natural and cultural assets; damage to natural or cultural assets (and their settings) should be avoided wherever and as far as possible, recognising that such assets are usually irreplaceable; unavoidable damage must be clearly justified by a need for development in that location which outweighs the damage that would result and should be reduced to a minimum through mitigation measures; unavoidable damage which cannot be mitigated should be compensated for, preferably in a relevant local 	




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		<p>context and where possible in ways which also contribute to social and economic objectives;</p> <ul style="list-style-type: none"> • overall there should be no net loss of natural and cultural assets, and opportunities should be sought to achieve a net gain across the region; and • protection of the region's best and most versatile land. 	
	Policy 28	<p>Work together to promote a major step change increase in the level of the region's biodiversity. This should be done by the:</p> <ul style="list-style-type: none"> • achievement of the East Midlands regional contribution towards the UK Biodiversity Action Plan targets as set out in Appendix 5; • establishment of large scale habitat creation projects in the priority areas of Lincolnshire, the region's Strategic River Corridors and heathland areas; • establishment of a regional project to promote the recreation of key wildlife habitats in each Natural Area in the East Midlands; • establishment of a network of semi-natural green spaces in urban areas; • management of features of the landscape which act as corridors and "stepping stones", essential for the migration and dispersal of wildlife; and • development and implementation of mechanisms to ensure that development results in no net loss of BAP habitats and species and that net gain is achieved. 	
	Policy 29	<p>Help to create new areas of woodland to meet a regional target of an additional 65,000 hectares of tree cover by 2021. Opportunities include the National Forest, Sherwood Forest, Greenwood Community Forest, and other forest initiatives.</p> <p>Preference should be given to native species. Ancient woodlands and other woodlands of acknowledged national and regional importance should be protected through Local Development Frameworks.</p>	
	Policy 30	<p>To manage and enhance the region's landscape:</p> <ul style="list-style-type: none"> • continue to promote the highest level of landscape character protection for the region's nationally designated landscapes; • promote initiatives to protect and enhance the natural and heritage landscape assets, in particular the Sherwood, Charnwood and Rockingham Forests; and • be informed by landscape character assessments to underpin and act as key components of criteria-based policies for the consideration of development proposals in rural or urban fringe areas. Where not 	




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		<p>already in place, local authorities should work towards preparing comprehensive assessments of the character of their landscapes to coincide with the review of their local development documents. This should assess whether there are exceptional local circumstances that would require the retention of any local landscape designations and associated policies in local development frameworks.</p>	
	Policy 31	<p>Seek to understand, conserve and enhance the historic environment of the East Midlands, in recognition of its own intrinsic value, and its contribution to the region's quality of life.</p> <p>Across the region and particularly in areas where growth or regeneration is a priority, Local Development Frameworks and economic development strategies should pay particular attention to promoting the sensitive change of the historic environment, retaining local distinctiveness, by:</p> <ul style="list-style-type: none"> • identifying and assessing the significance of specific historic and cultural assets (including their settings); • using characterisation to understand their contribution to the landscape or townscape in areas of change; • encouraging the refurbishment and re-use of disused or under-used buildings of some historic or architectural merit and incorporating them sensitively into the regeneration scheme; • promoting the use of local building materials; and • recognising the opportunities for enhancing existing tourism attractions and for developing the potential of other areas and sites of historic interest. 	
	Policy 32	<p>Ensure that there is adequate provision of sports and recreational facilities consistent with the priorities for urban and rural areas outlined in Policies 5 and 6, and the relevant sub area policies under section 3.5. Where appropriate, local authorities should also work across administrative borders to ensure that identified need is met in the most effective manner.</p>	 
	Policy 33	<p>Development Plans, future Local Development Frameworks, and policies of the Environment Agency and other agencies should be co-ordinated to:</p> <ul style="list-style-type: none"> • take water related issues into account at an early stage in the process of identifying land for development; • protect and improve water quality and reduce the risk of pollution especially to vulnerable groundwater; • manage supply and demand, require sustainable drainage where practicable and promote the efficient use 	




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		<p>of water;</p> <ul style="list-style-type: none"> • reduce unsustainable abstraction from watercourses and aquifers to sustainable levels; • locate and phase development to take account of constraints on water resources; and • plan rural areas to include winter storage reservoirs and lessen the impact of abstraction from rivers. 	
	Policy 34	<p>Seek to protect and enhance the natural and cultural environment of the region's strategic river corridors of the Nene, Trent, Soar, Welland, Witham, Derwent and Dove, along with their tributaries, and rivers which contribute to river corridors of a strategic nature in adjoining regions.</p> <p>Co-ordinate actions of agencies and other bodies including those of adjoining regions to maintain and enhance the multi-functional importance of strategic river corridors for wildlife, landscape and townscape, regeneration and economic diversification, education, recreation, the historic environment, including archaeology, and managing flood risk.</p>	
	Policy 36	<p>Local Development Frameworks should:</p> <ul style="list-style-type: none"> • be informed by the use of appropriate Strategic Flood Risk Assessments in order to evaluate actual flood risk and should include policies which prevent inappropriate development either in, or where there would be an adverse impact on, the coastal and fluvial floodplain areas; • deliver a programme of flood management schemes that also maximise biodiversity and other regeneration benefits; and • require sustainable drainage in all new developments where practicable. <p>Development should not be permitted if, alone or in conjunction with other new development, it would:</p> <ul style="list-style-type: none"> • be at unacceptable risk from flooding or create such an unacceptable risk elsewhere; • inhibit the capacity of the floodplain to store water; • impede the flow of floodwater; • have a detrimental impact upon ground water storage capacity; • otherwise unacceptably increase flood risk; and • interfere with coastal processes. <p>However, such development may be acceptable on the basis of conditions or agreements for adequate measures to mitigate the effects on the overall flooding regime, including provision for the maintenance and enhancement (where appropriate) of biodiversity. Any such measures must accord with the flood management regime for that location.</p>	





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		Strategic flood risk assessments should be carried out where appropriate to inform the implementation of this policy.	
	Policy 37	<p>Local Development Frameworks should:</p> <ul style="list-style-type: none"> • identify sufficient environmentally acceptable sources to maintain an appropriate supply of aggregates and other minerals of regional or national significance; • indicate areas within which sites needed for land won minerals should be safeguarded from development that would sterilise future exploitation; • identify and safeguard opportunities for the transportation of minerals by rail, water or pipeline, where appropriate to do so, including the maintenance of existing railhead and wharfage facilities, the provision of new facilities, and the safeguarding of access to them; • seek to apply the aggregates apportionment figures agreed at the regional level; • make provision for a progressive reduction in the proportion and amounts of aggregates from the Peak District National Park and Lincolnshire Wolds AONB; • identify and where necessary safeguard sites suitable for facilities for the recycling and reprocessing and transfer of materials including construction and demolition wastes; and • identify the proposed uses to which former mineral extraction sites should be put, including opportunities for the creation of priority habitats as set out in Policy 28. 	
	Policy 39	<p>Local authorities, national, regional and local bodies should promote a package of policies and proposals that will result in zero growth in all forms of controlled waste by 2016.</p> <p>All Waste Collection Authorities and Waste Disposal Authorities should achieve a minimum target for the recycling and composting of Municipal Solid Waste of 25% by 2005, 30% by 2010 and 50% by 2015.</p> <p>Waste Local Plans should include policies and proposals to promote sustainable waste management by the development of the additional waste management capacity illustrated in Figures 3 and 4, taking into consideration:</p> <ul style="list-style-type: none"> • the Best Practicable Environmental Option (BPEO) for each waste stream; • socio-economic implications; • the principle of regional self-sufficiency; • the proximity principle: and • the waste hierarchy. 	







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	Policy 40	<p>Local authorities should promote:</p> <ul style="list-style-type: none"> • a reduction of energy usage at the regional level in line with the 'energy hierarchy'; and • the development of Combined Heat and Power (CHP) and district heating infrastructure necessary to achieve the regional target of 511 MWe by 2010 and 1120 MWe by 2020. <p>Local Development Frameworks should:</p> <ul style="list-style-type: none"> • include policies and proposals to secure a reduction in the need for energy through the location of development, site layout and building design; • safeguard sites for access to significant reserves of coal mine methane; • identify suitable sites for CHP plants well related to existing or proposed development and encourage their provision in large scale schemes; and • consider safeguarding former power station and colliery sites for energy generation. <p>Supplementary Planning Documents should be prepared where appropriate to explain how such policies will be implemented.</p>	
	Policy 41	<p>Local Development Frameworks should include policies to promote and encourage the delivery of the indicative targets for renewable energy set out in Appendix 6. In making provision for new development policies should be supportive of renewable energy proposals in locations where environmental, economic and social impacts can be addressed satisfactorily.</p> <p>In establishing criteria for onshore wind energy Local Development Frameworks, should give particular consideration to:</p> <ul style="list-style-type: none"> • landscape and visual impact, informed by local Landscape Character Assessments; • the effect on the natural and cultural environment (including bio-diversity and the setting of historic assets); • the effect on the built environment (including noise intrusion); • the number and size of turbines proposed; • the cumulative impact of wind generation projects, including intervisibility; • the contribution of wind generation projects to the regional renewables target; and • the contribution of wind generation projects to national and international environmental objectives on climate change. <p>In establishing criteria for new facilities required for other forms of renewable energy Local Development</p>	

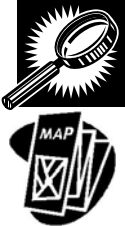


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		<p>Frameworks should give particular consideration to:</p> <ul style="list-style-type: none"> • the proximity to the renewable energy resource; • the relationship with the existing natural and built environment; • the availability of existing surplus industrial land in close proximity to the transport network; and • the benefits of smaller scale grid and non grid connected generation. 	
	Policy 42	<p>Local authorities should have regard to the following objectives when drawing up their Local Development Documents:</p> <ol style="list-style-type: none"> 1. Support sustainable development in the region's Principal Urban Areas and Sub-Regional Centres described in Policy 5. 2. Promote accessibility and overcome peripherality in the region's rural areas in support of Policy 6. 3. Support the region's regeneration priorities outlined in Policy 21. 4. Promote improvements to inter-regional and international linkages that will support sustainable development within the region. 5. Improve safety across the region and reduce congestion, particularly within the region's Principal Urban Areas and on major inter-urban corridors. 6. Promote opportunities for modal shift away from the private car and road based freight transport across the region. 	
	Policy 43	<p>Have regard to the following sub area objectives for the Three Cities of the Regional Transport Strategy:</p> <p>T1 Reducing the use of the car in and around Nottingham, Derby and Leicester and promoting a step change in the quality and quantity of local public transport provision.</p> <p>T2 Improving public transport linkages between Derby, Leicester and Nottingham and to London, the rest of the East Midlands, and other key national cities such as Birmingham, Leeds, Manchester and Sheffield.</p> <p>T3 Developing the transport infrastructure and services needed to improve access to jobs and services from deprived inner urban areas and outer estates, and also to identified Regeneration Zones.</p> <p>T4 Improving public transport surface access to Nottingham East Midlands Airport.</p> <p>T5 Developing opportunities for modal switch away from road based transport in the manufacturing, retail and freight distribution sectors.</p> <p>T6 Reducing congestion and improving safety along the M1 corridor and the highway network generally.</p>	
	Policy 44	<p>Local authorities, public and local bodies, and service providers should work together to achieve a progressive reduction over time in the rate of traffic growth in the East Midlands and support delivery of the national PSA congestion target. This should be achieved by promoting measures to:</p> <ul style="list-style-type: none"> • encourage behavioural change, as set out in Policy 45 • reduce the need to travel; 	








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		<ul style="list-style-type: none"> • restrict unnecessary car usage; • manage the demand for travel; • significantly improve the quality and quantity of public transport; and • encourage cycling and walking for short journeys. 	
	Policy 45	<p>The Regional Assembly, with Government, public and local bodies, and service providers, should work together to develop and implement measures for behavioural change to encourage a reduction in the need to travel and to change public attitudes toward car usage and public transport, walking and cycling. Local Development Frameworks should include measures to encourage an increase in walking and cycling. Such measures should include the provision of safe routes, convenient access to buildings and sufficient secure cycle parking in new developments.</p>	
	Policy 47	<p>Local Development Frameworks should specify the maximum amounts of vehicle parking for new development as set out in Appendix 7.</p> <p>Car parking facilities in excess of the maximum standards should only be provided in exceptional circumstances, for example where there are road safety or amenity implications that cannot be resolved by controls or enforcement or where a Transport Assessment indicates that higher standards are appropriate.</p> <p>In the region's Principal Urban Areas, net increases in public car parking un-associated with development should not be permitted unless it is demonstrated that:</p> <ul style="list-style-type: none"> • public transport, cycling or walking provision cannot be made adequate or a shortage of short stay parking is the principal factor detracting from the vitality and viability of an area; or • excessive on-street parking is having an adverse effect on highway safety or residential amenity which cannot be reasonably resolved by other means; or • the nature of new car parking can shift from long stay spaces to high quality short stay provision; • it is linked to public transport provision, for example as part of a park and ride scheme. 	
	Policy 48	<p>National and regional bodies should work with local authorities to develop a consistent regional methodology for determining public transport accessibility criteria for inclusion in Development Plans and Local Transport Plans.</p>	


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	Policy 50	<p>Local authorities, public bodies and service providers should work in partnership to increase the level of bus and light rail patronage at the regional level towards the national target of 12% by 2010 through:</p> <ul style="list-style-type: none"> • • improving the quality and quantity of bus and coach services within and between the region's Principal Urban Areas and closely related settlements, the Growth Towns and Sub-Regional Centres identified in Policy 5, and meeting identified local needs in rural areas consistent with Policy 6; • • developing locally sensitive and innovative transport solutions where traditional bus services prove inappropriate; • • developing opportunities for new light rail and guided bus services; • • improving the quality and availability of travel information; and • • integrating bus and light rail services with other transport modes. 	
	Policy 51	<p>Local Development Frameworks should:</p> <ul style="list-style-type: none"> • promote the development of multi-modal through ticketing initiatives and the integration of public and other transport services supporting health, education and social care; • promote the development of a hierarchy of public transport interchange facilities at key locations, starting with the Principal Urban Areas, the Growth Towns and Sub-Regional Centres described in Policy 5; • promote safe and convenient access on foot and by cycle to public transport services; • consider settlements with existing or proposed public transport interchange facilities as locations for new development, subject to full consideration of Policies 2 and 3; and • promote the development of new park and ride facilities in appropriate locations to reduce traffic congestion on routes into the region's Principal Urban Areas and along strategic transport corridors. 	
	Policy 52	<p>The Highways Agency, working closely with regional bodies and individual Transport Authorities and Local Planning Authorities should:</p> <ul style="list-style-type: none"> • work to progress the trunk road investment priorities in Appendix 8 subject to full and detailed appraisal; • ensure that any additional trunk road schemes are consistent with RTS Objectives; and • ensure that all highway capacity is managed effectively to reduce congestion and improve safety. 	

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	Policy 53	<p>Local Transport Authorities, working closely with Local Planning Authorities and national and regional bodies should:</p> <ul style="list-style-type: none"> • work to progress the highway investment priorities in Appendix 8 subject to full and detailed appraisal; • ensure that any additional highway schemes are consistent with RTS Objectives and the relevant Sub area Objectives; and • ensure that all highway capacity is managed effectively to reduce congestion and improve safety. 	
	Policy 55	<p>Local Development Frameworks should:</p> <ul style="list-style-type: none"> • provide for the further operational expansion of NEMA within its boundaries subject to rigorous assessment of the full range of impacts; • consider the surface access needs of NEMA as part of the wider transport strategy for the area, paying particular regard to the role of public transport, cycling and walking; • assess the measures necessary to increase the share of trips to NEMA made by public transport in accordance with agreed targets; • ensure that transport proposals are compatible with the need to create effective public transport links to NEMA for the long-term; • identify and safeguard land for improving access to NEMA, particularly by non-car modes, and including a fixed rail link to support expansion in the long-term; • give particular encouragement to the transfer of freight traffic generated by NEMA from road to rail; and • seek to ensure that travel plans are brought forward for new development at NEMA. 	
	Policy 56	Local authorities should support the Regional Planning Body in preparing an Annual Monitoring Report.	
Regional Housing Strategy (EMRA, 2004)		<p>Delivers the Sustainable Communities Plan (ODPM, 2003) in a way that is appropriate to the East Midlands. It aims to ensure:</p> <ul style="list-style-type: none"> • a more balanced provision of housing by building more affordable homes in areas where they are needed; • that the housing provided meets the needs of a wide range of people; • that housing policy is joined up with other social, economic and environmental agendas across the region. 	
East Midlands Regional	Page 9	Destination 2010, the Regional Economic Strategy (RES) for East Midlands, envisions a vibrant economy,	

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Economic Strategy (GOEM, 2004)		sustainable communities and high quality environment for the region to achieve a Top 20 position in Europe.	
	Page 9	<p>The strategy is underpinned by three key objectives:</p> <ul style="list-style-type: none"> • Enterprise and Innovation: develop a strong culture of enterprise and innovation, creating a climate within which entrepreneurs and world class businesses can flourish; • Employment, Learning and Skills: create high quality employment opportunities and to bring about excellence in learning and skills, giving the region a competitive edge in how it acquires and exploits knowledge; and • Climate for Investment: provide physical structure to promote modern economic structure, including infrastructure to support the use of new technologies. 	
	Page 9	The 'Employment, Learning and Skills' objective is built around lifelong learning at all levels, with the emphasis on developing skills which support better paid jobs and increased standard of living. ICT is envisaged to play a key role to achieve this objective, and as such will act as both as an end in itself and as a means of accessing new learning opportunities.	
	Page 10	The 'Enterprise and Innovation' strand of the RES aspires to improve the performance of existing businesses as well as diversify the region's industrial base to more value adding high growth sectors. The theme also focuses on access and adoption of ICT among local businesses to achieve a step change in the region's productivity.	
	Page 11	Activities under the 'Climate for Investment' strand target a physical regeneration necessary to support the region's economic success. Like the other two objectives, ICT also acts as a crosscutting theme for the infrastructure strand.	
	Page 12	The seven Sub-regional Strategic Partnerships, along with other public and private sector partners, will play a key role to achieve the Vision, and as such will take a lead to design integrated activities designed to deliver the above-mentioned objectives locally.	
	Page 33	The RES highlights that core urban areas in the region are suffering from a shortage of sites caused by competition between the office sector and housing demand. To address this imbalance and ease out the pressures on residential and commercial hot spots in the region, EMDA seeks to develop complementary roles for three core cities including Derby, Leicester and Nottingham, in particular to include linkages to East Midlands Airport, Loughborough, research and technology sectors and universities.	

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	Page 40	<p>An equally significant action specific for Loughborough is the development of the English Institute of Sport site at the Loughborough University. The proposed development site will lay the foundations for establishing a sports cluster within the region. The concentration of high quality facilities and country's elite athletes will support the development of specialist skills base within Loughborough and the wider region. More importantly, the proposed Institute of Sport act as a catalyst for inward investment and stimulate the development of the local economy.</p>	
<p>Investment for Health A public health strategy for the East Midlands (EMRA, 2003)</p>	Page 7	<p>Key principles for the document are set out as being:</p> <ul style="list-style-type: none"> • Firstly focus on the health of those population groups and communities whose social, economic environmental and health needs are the greatest. • Ensure equitable access to health promoting, health and social care services by responding to the particular health needs of different groups or communities. • Be sustainable, going hand in hand with social, economic and environmental progress, so that there is a better quality of life for everyone in the East Midlands, now and for future generations. • Be through organisations and communities working in partnership to assess needs, plan action, share investment, deliver services and evaluate outcomes. • Involve individuals and groups in the planning, delivery and evaluation of initiatives and services which directly affect them. • Recognise diversity so that individuals and groups already excluded from society by virtue of their age, gender, religion, ethnic background, disability or sexual orientation have opportunities to engage with and change the communities in which they live and work. • Be based on effective practice where such information is available and this to be applied within the context of the knowledge and experience of local people. • Be specific and understandable to the communities and groups which are targeted. • Have specific health related outcomes and clear lines of accountability for delivery. 	
	Page 8	<p>'Investment for Health' contains sixteen Policy Objectives, categorised into four Themes, which support the Overall Objective. The Themes are:</p> <ul style="list-style-type: none"> • Addressing the determinants of health, • Supporting healthy lifestyles, • Protecting health, • Health service provision. 	

Regional Plan or Programme	Source	Key Objectives relevant to plan and SA	Implications for Plan
	Page 9	<p>The objectives for addressing the determinants of health are:</p> <ul style="list-style-type: none"> • Ensure that the agenda of 'Investment for Health' is integrated the East Midlands Integrated Regional Strategy. • Increase access to organised and accredited health promotion programmes through preschool, school and college education. 	
		<p>The objectives for supporting healthy lifestyles are:</p> <ul style="list-style-type: none"> • Promote the self-esteem and the mental, spiritual and social well-being of East Midlands' residents. • Increase the physical activity levels of East midlands residents. • Improve the diet of families and individuals. • Reduce the prevalence of smoking, drug misuse and excessive alcohol consumption. • Improve the level of sexual health. 	
	Page 9	<p>The objectives for protecting health are:</p> <ul style="list-style-type: none"> • Reduce the incidence of accidental death and injury. • Protect and promote the health of East Midlands' employees within their place of work. • Reduce the incidence of food poisoning. • Increase and maintain high levels of specific vaccinations. • Ensure the effective response by the NHS to major incidents and emergencies in partnership with other regional organisations. 	 
	Page 10	<p>The objectives for health service provision are:</p> <ul style="list-style-type: none"> • Improve access to primary and secondary care services. • Reduce the incidence and improve the outcomes of cancers. • Reduce the incidence and improve the outcomes of coronary heart disease and stroke. • Reduce the incidence and improve the outcomes of mental illness. 	 
Severn Trent Sustainability Strategy (Severn Trent Water, 2000)	Page 4	<p>Severn Trent's goal is to help create a sustainable environment for the communities we serve. In particular, we protect public health by delivering safe drinking water and effective sanitation services and protect the environment by safely recycling waste water. We strive to adopt high environmental standards and to comply fully with all relevant environmental legislation and with the environmental policy of the parent company, Severn Trent Plc. We are operating an environmental management system, which integrates with</p>	

Regional Plan or Programme	Source	Key Objectives relevant to plan and SA	Implications for Plan
		<p>the company's business activities so that environmental issues become part of our corporate culture. In this way we seek to maintain a continual improvement in our environmental performance and provide a sound basis of measurement from which we can review our environmental objectives and establish suitable targets. Severn Trent fully recognise the general duty to care for the environment. It will assess the environmental impact of all our activities and, by active risk management, good operation and investment, strive to ensure the prevention or reduction of adverse effects. In addition, wherever possible it will enhance the biodiversity of our extensive landholdings and the aquatic ecosystems within our operating area. Severn Trent are committed to open publication of environmental information and will work closely to develop environmental partnerships with key stakeholders, notably customers, the community, regulatory bodies and environmental groups.</p>	
English Heritage in the East Midlands (English Heritage, 2003)	Page 6	<p>Sustainable tourism is one of the key policies being pushed in the next two years in order to ensure that historic attractions are well-managed and well-presented. Success will also depend upon the wider environment being protected and the quality of historic towns, villages and landscapes being upheld.</p>	
	Page 8	<p>English Heritage will work with the Department for Culture, Media and Sport in order to undertake a review of heritage protection in the last 100 years. This review will create a unified designation framework covering all historic assets, which are currently signified by listing, scheduling, registration, designation and inscription.</p> <p>The review aims to safeguard existing levels of protection and to provide:</p> <ul style="list-style-type: none"> • A positive approach to managing the historic environment. This will be transparent, inclusive, effective and sustainable. • A legislative framework that protects the historic environment but enable appropriate changes. 	