

Appendix A

Policies in the South East Regional Strategy

This Appendix sets out the text of the policies that make up the Regional Strategy for the South East of England. It comprises policies contained in the South East Plan published in 2009 and the following points should be noted.

A sub-regional strategy for Milton Keynes South Midlands (MKSM) was published in March 2005 as a partial revision to the Regional Spatial Strategies for the East of England, East Midlands and South East England. The MKSM Strategy included 'Part A' which provided overarching objectives and strategic policies for the MKSM area as a whole and 'Part B' comprising separate statements for the respective parts of each region. The Part A Statement continues to apply to the South East in so far as it has been taken forward by the policies in the 2009 Plan. The Part B statement for the Milton Keynes Unitary Authority and Aylesbury Vale district area was for the period 2001-2021 and has been superseded by the strategy set out in the corresponding sub-regional chapter in the 2009 Plan for 2006-2026.

Partial reviews of the South East Plan in regard to Gypsies and Travellers' accommodation and minerals apportionment begun after 2009 but went into abeyance and no new policies were published.

The published South East Plan should have had a footnote added to Policy H1, Table H1b in regard to Adur and Brighton & Hove. An errata slip in the published document set out the text and this is included in this Annex.

Six legal challenges to the South East Plan were received within the statutory six week period allowed for such challenges:

- one of the challenges related to Policy H2 bullet point (i) which refers to how Growth Points and eco-towns should be assessed in the RSS
- one to the policy for a selective review of the Green Belt to the north east of Guildford, and
- four to the policy for a selective review of the Green Belt to the south of Oxford,

The wording of bullet point (i) of Policy H2 appeared in the published Plan as a result of an administrative error. The Government immediately conceded that the wording was incorrect and should be quashed by the High Court. A Sealed Consent Order confirms that this bullet point of the published South East Plan is deleted. However, the rest of Policy H2 remains in force as published. The deleted bullet point is included for information, but has not been appraised.

In regard to the policy for a selective review of the Green Belt to the north east of Guildford, the case was settled by a Sealed Consent Order which directed that the following parts of the Plan are remitted to the Secretary of State to be treated as not having been approved or adopted:

- Policy SP5 in so far as it requires a selective reviews of the Green Belt boundaries of Guildford Borough
- Policy H1b in so far as it specifies a particular housing requirement for Guildford Borough
- Policy LF3 in so far as it specifies a particular housing requirement for Guildford Borough
- Policy LF5 in so far as it identifies an urban extension to the north-east of Guildford.

The deleted parts of these policies are included in this Appendix for information, but have not been appraised.

In regard to the policy for a selective review of the Green Belt to the south of Oxford, the four challenges were conceded on the basis that the Sustainability Appraisal failed to take into account reasonable alternatives, but the precise form of relief, at that time, was not agreed. Two of the challenges were subsequently withdrawn. The terms of relief in respect of the remaining two challenges is yet to be agreed.

The South East Plan

POLICY SP1: The Sub Regions in the South East

Sub-regions identified in this Plan will be the focus for growth and regeneration. This will require co-ordinated effort and cross-boundary working to better align economic and housing growth, deliver adequate infrastructure in a timely manner and to plan for more sustainable forms of development.

The sub-regions are defined as:

1. South Hampshire
2. Sussex Coast
3. East Kent and Ashford
4. Kent Thames Gateway
5. London Fringe
6. Western Corridor and Blackwater Valley
7. Central Oxfordshire
8. Milton Keynes and Aylesbury Vale
9. Gatwick

POLICY SP2: Regional Hubs

Relevant regional strategies, local development documents and local transport plans will include policies and proposals that support and develop the role of regional hubs by:

- i. giving priority to measures that increase the level of accessibility by public transport, walking and cycling
- ii. encouraging higher density land uses and/or mixed land uses that require a high level of accessibility so as to create “living centres”
- iii. giving priority to the development of high quality interchange facilities between all modes of transport
- iv. focusing new housing development and economic activity in locations close to or accessible by public transport
- v. delivering long term development in strategic development areas where identified around hubs.

POLICY SP3: Urban Focus and Urban Renaissance

The prime focus for development in the South East should be urban areas, in order to foster accessibility to employment, housing, retail and other services, and avoid unnecessary travel.

Local planning authorities will formulate policies to:

- i. concentrate development within or adjacent to the region’s urban areas
- ii. seek to achieve at least 60% of all new development across the South East on previously developed land and through conversions of existing buildings
- iii. ensure that developments in and around urban areas, including urban infill/intensification and new urban extensions are well designed and consistent with the principles of urban renaissance and sustainable development
- iv. use strategic land availability assessments to identify the scope for redevelopment and intensification of urban areas, seeking opportunities for intensification around transport hubs and interchanges.

POLICY SP4: Regeneration and Social Inclusion

Local authorities and other national, regional and local partners in the public, private and voluntary sector will align policies and programmes to reduce the overall extent of, and as a result the significant spatial disparities in, socio-economic deprivation, including health inequalities across the region. Specifically they should focus funding and initiatives to:

- i. address the extensive regeneration needs within the sub-regions of East Kent and Ashford; Kent Thames Gateway; South Hampshire; Sussex Coast; and the Isle of Wight

- ii. implement appropriate actions to address the pockets of deprivation and broader exclusion issues facing other parts of the region both inside and outside sub-regional strategy areas.

Local communities should be involved in the design and implementation of such regeneration initiatives. Particular efforts should be made to involve “hard-to-reach” groups and understand their needs.

POLICY SP5: Green Belts

The existing broad extent of Green Belts in the region is appropriate and will be retained and supported and the opportunity should be taken to improve their land-use management and access as part of initiatives to improve the rural urban fringe. However, in order to meet regional development needs in the most sustainable locations, selective reviews of Green Belt boundaries are required

- i. in the Metropolitan Green Belt to the north east of Guildford, and possibly to the south of Woking, and
- ii. in the Oxford Green Belt to the south of the City

In addition, a boundary review will be required in the area of the former DERA site at Chertsey.

Smaller scale local reviews are likely to be required in other locations, including around Redhill-Reigate, and these should be pursued through the local development framework process.

These reviews should satisfy national criteria for Green Belt releases, accord with the spatial strategy, and ensure that sufficient land is safeguarded to avoid the need for further review to meet development needs to at least 2031. Where reviews cover more than one local authority area they should be undertaken through a joint or co-ordinated approach. Where selective reviews are undertaken local authorities should satisfy themselves that there will not be a need for further review before 2031. In undertaking this exercise the same annual rate of development as set out in Table H1b¹ of this strategy should be assumed for the years 2026-2031.

POLICY CC1: Sustainable Development

The principal objective of the Plan is to achieve and to maintain sustainable development in the region. Sustainable development priorities for the South East are identified as:

- i. achieving sustainable levels of resource use

¹ Table H1b is on pages 55 – 56 of the South East Plan.

- ii. ensuring the physical and natural environment of the South East is conserved and enhanced
- iii. reducing greenhouse gas emissions associated with the region
- iv. ensuring that the South East is prepared for the inevitable impacts of climate change
- v. achieving safe, secure and socially inclusive communities across the region, and ensuring that the most deprived people also have an equal opportunity to benefit from and contribute to a better quality of life.

All authorities, agencies and individuals responsible for delivering the policies in this Plan shall ensure that their actions contribute to meeting the objectives set out in this policy and in the Regional Sustainability Framework.²

POLICY CC2: Climate Change

Measures to mitigate and adapt to current and forecast effects of climate change will be implemented through application of local planning policy and other mechanisms. Behavioural change will be essential in implementing this policy and the measures identified.

In addition, and in respect of carbon dioxide emissions, regional and local authorities, agencies and others will include policies and proposals in their plans, strategies and Investment programmes to help reduce the region's carbon dioxide emissions by at least 20% below 1990 levels by 2010, by at least 25% below 1990 levels by 2015 and by 80% by 2050. A target for 2026 will be developed and incorporated in the first review of the Plan.

Adaptation to risks and opportunities will be achieved through:

- i. guiding strategic development to locations offering greater protection from impacts such as flooding, erosion, storms, water shortages and subsidence
- ii. ensuring new and existing building stock is more resilient to climate change impacts
- iii. incorporating sustainable drainage measures and high standards of water efficiency in new and existing building stock
- iv. increasing flood storage capacity and developing sustainable new water resources
- v. ensuring that opportunities and options for sustainable flood management and migration of habitats and species are actively promoted.

Mitigation, through reducing greenhouse gas emissions, will primarily be addressed through greater resource efficiency including:

- i. improving the energy efficiency and carbon performance of new and existing buildings and influencing the behaviour of occupants
- ii. reducing the need to travel and ensuring good accessibility to public and other sustainable modes of transport
- iii. promoting land use that acts as carbon sinks
- iv. encouraging development and use of renewable energy

² *The South East Regional Sustainability Framework - 'Towards a Better Quality of Life'*, South East of England Regional Assembly and Partners, June 2008 - http://www.southeast-ra.gov.uk/documents/sustainability/rsf_2008/rsf_main.pdf

v. reducing the amount of biodegradable waste landfilled.

POLICY CC3: Resource Use

A sustained programme of action to help stabilise the South East's ecological footprint by 2016 and reduce it by 2026 should be incorporated into plans and programmes. Such actions will include:

- i. increased efficiency of resource use in new development
- ii. adaptation of existing development to reduce its use of energy, water and other resources
- iii. changes in behaviour by organisations and by individuals.

POLICY CC4: Sustainable Design and Construction

The design and construction of all new development, and the redevelopment and refurbishment of existing building stock will be expected to adopt and incorporate sustainable construction standards and techniques. This will include:

- i. consideration of how all aspects of development form can contribute to securing high standards of sustainable development including aspects such as energy, water efficiency and biodiversity gain
- ii. designing to increase the use of natural lighting, heat and ventilation, and for a proportion of the energy supply of new development to be secured from decentralised and renewable or low-carbon sources
- iii. securing reduction and increased recycling of construction and demolition waste and procurement of low-impact materials
- iv. designing for flexible use and adaptation to reflect changing lifestyles and needs and the principle of 'whole life costing'.

Local planning authorities will promote best practice in sustainable construction and help to achieve the national timetable for reducing carbon emissions from residential and non-residential buildings. There will be situations where it could be appropriate for local planning authorities to anticipate levels of building sustainability in advance of those set out nationally, for identified development area or site-specific opportunities. When proposing any local requirements for sustainable buildings, local planning authorities must be able to demonstrate clearly the local circumstances that warrant and allow this and set them out in development plan documents.

POLICY CC5: Supporting an Ageing Population

In order to reflect a significant increase in the proportion of older people in the region over the Plan period, local authorities and public agencies should pay particular regard in local

development frameworks and other programmes to assessing and planning for the social needs that will arise. Policies and programmes should particularly address the following issues:

- i. the need to adapt the existing housing stock, make provision in new housing developments and sheltered and extra care housing to support older people living independent lives in their own homes (*National Strategy for Housing in an Ageing Society*)³
- ii. the provision of reasonable access to services, through the provision of public transport and the extension of communications and information technology
- iii. the provision of leisure, recreational and community facilities (including greenspace) that help older people maintain active and healthy lifestyles
- iv. facilitating access to training and development opportunities that support available employment for the workforce beyond the existing retirement age.

POLICY CC6: Sustainable Communities and Character of the Environment

Actions and decisions associated with the development and use of land will actively promote the creation of sustainable and distinctive communities. This will be achieved by developing and implementing a local shared vision which:

- i. respects, and where appropriate enhances, the character and distinctiveness of settlements and landscapes throughout the region
- ii. uses innovative design processes to create a high quality built environment which promotes a sense of place. This will include consideration of accessibility, social inclusion, the need for environmentally sensitive development and crime reduction.

POLICY CC7: Infrastructure and Implementation

The scale and pace of development will depend on sufficient capacity being available in existing infrastructure to meet the needs of new development. Where this cannot be demonstrated the scale and pace of development will be dependent on additional capacity being released through demand management measures or better management of existing infrastructure, or through the provision of new infrastructure. Where new development creates a need for additional infrastructure a programme of delivery should be agreed before development begins.

Funding will be provided by a combination of local government and private sector partners, and substantial contributions from central government.

To help achieve this:

³ *Lifetime Homes, Lifetime Neighbourhoods - A National Strategy for Housing in an Ageing Society*, Department for Communities and Local Government, February 2008

- i. infrastructure agencies and providers will aim to align their investment programmes to help deliver the proposals in this Plan
- ii. local development documents (LDDs) will identify the necessary additional infrastructure and services required to serve the area and the development they propose together with the means, broad cost and timing of their provision related to the timing of development
- iii. contributions from development will also be required to help deliver necessary infrastructure. To provide clarity for landowners and prospective developers, local authorities should include policies and prepare clear guidance in their LDDs, in conjunction with other key agencies, on the role and scope of development contributions towards infrastructure.

The phasing of development will be closely related to the provision of infrastructure. In order to create confidence and assurance in the timely delivery of infrastructure in relation to new housing a more proactive approach to funding will be adopted. This will involve a joint approach by regional bodies, local authorities, infrastructure providers and developers. Consideration will be given to the pooling of contributions towards the cost of facilities, development tariffs and local delivery vehicles. Mechanisms to enable forward funding of strategic infrastructure will be agreed between regional bodies and Government. One of these, a Regional Infrastructure Fund is currently being developed for the South East Region.

In order to further secure effective delivery of the Plan, and particularly the timely delivery of the necessary supporting infrastructure, an Implementation Plan will be prepared, monitored and reviewed by the regional planning body, which will set out the requirements and obligations for public and private sector bodies at the national, regional and local levels. The Implementation Plan will include a regional and sub-regional investment framework identifying the strategic infrastructure schemes needed to deliver the Plan.

POLICY CC8: Green Infrastructure

Local authorities and partners will work together to plan, provide and manage connected and substantial networks of accessible multi-functional green space. Networks should be planned to include both existing and new green infrastructure. They need to be planned and managed to deliver the widest range of linked environmental and social benefits including conserving and enhancing biodiversity as well as landscape, recreation, water management, social and cultural benefits to underpin individual and community health and 'well being'. They will be created and managed as a framework of green spaces and other natural features that will boost the sustainable development of settlements and increase the environmental capacity of the locality and region as a whole, helping communities to be more resilient to the effects of climate change.

The provisions of this policy apply region-wide. However, the successful designation and management of green infrastructure will be particularly important in areas designated as regional hubs, where growth may impact on sites of international nature conservation

importance⁴ or where there is a need to enhance the existing environmental capacity of an area.

POLICY CC9: Use of Public Land

In order to identify potential development and land management opportunities, Government departments and public landowners should undertake strategic reviews of their land holdings, taking into account the objectives and policies of the Plan as a primary consideration in the use and disposal of their land. They should consult the regional planning body and other partners on the disposal and development of major sites, paying particular attention to the need to bring forward land for housing, especially affordable housing.

POLICY RE1: Contributing to the UK's Long Term Competitiveness

Local development frameworks will provide an enabling context to ensure that the regional economy contributes fully to the UK's long term competitiveness. Local planning authorities will ensure that local development documents will be sufficiently flexible to respond positively to changes in the global economy and the changing economic needs of the region.

The regional planning body and the regional development agency (SEEDA) will work with local authorities, business support organisations and the business community to seek to ensure that the spatial requirements for market flexibility are fully met in all parts of the region, respecting the principles of sustainable development.

POLICY RE2: Supporting Nationally and Regionally Important Sectors and Clusters

The development of nationally and regionally important sectors and clusters will be supported through collaborative working between local authorities, local strategic and economic partnerships, SEEDA and the business community.

SEEDA, business support organisations and higher and further education establishments should maximise the potential of the sectors and clusters. They should promote a culture of innovation, foster inter-university connection to create synergies and links with other research establishments in the local area, other regions and internationally and establish centres of excellence in key industries as they evolve.

Local authorities, through regular employment land reviews, combined with local knowledge and working with other partners, will identify the key sectors and clusters within their local area, and any opportunities that exist for the development or expansion of sectors and clusters.

⁴ This is the term used to encompass sites that have the highest level of protection in the UK either through legislation or policy. These include Special Areas of Conservation (SAC), candidate SAC (cSAC), Special Protection Areas (SPA), proposed SPA (pSPA) and Ramsar sites.

Where appropriate, local development documents will include policies that:

- i. ensure that land and premises are available to meet the specific requirements of nationally and regionally important sectors and clusters
- ii. enhance, develop and promote local assets that can facilitate the development of sectors and clusters
- iii. promote and support non-land use initiatives that benefit and foster the growth and development of new and existing nationally and regionally important sectors and clusters.

POLICY RE3: Employment and Land Provision

In preparing local development documents (LDDs), local authorities will have regard to strategic and local business needs and the relevant sub-regional strategy. In planning for the location, quantity and nature of employment land and premises, they will facilitate a flexible supply of land to meet the varying needs of the economic sectors.

As an input to LDDs, local authorities will undertake employment land reviews working with adjoining authorities as appropriate, and in consultation with business interests. This will include reviewing all extant allocations of employment land for their suitability to meet future needs. Where land cannot be economically developed, or which for other reasons is not suitable for employment purposes (including mixed use schemes), alternative allocations may need to be made and the original land reallocated to alternative use(s). Where possible, both housing and employment land reviews should be undertaken at the same time.

Joint employment land reviews should identify strategic employment land to provide for the future needs of businesses, including qualitative needs, in those sectors showing potential for growth in that part of the region, whilst recognising the need to safeguard the environment and meet targets for reducing CO₂. Strategic employment land should be focused at locations identified in the sub-regional strategy, or more generally at the regional hubs or gateways, and allocated or safeguarded in the relevant LDD.

Based on the evidence from employment land reviews and other market intelligence, provision should be made in each relevant LDD for a range of sites and premises to meet more general needs in locations that:

- i. are or will be accessible to the existing and proposed labour supply
- ii. make efficient use of existing and underused sites and premises, through increasing the intensity of use on accessible sites
- iii. focus on urban areas
- iv. promote the use of public transport.

Accessible and well-located industrial and commercial sites should be retained where there is a good prospect of employment use. In particular, key sites of importance to the marine

industry identified through SEEDA's Waterfront Strategies should be safeguarded in relevant LDDs.

LDDs should address the particular economic needs of rural communities and be supportive of agricultural, horticultural and forestry industries, and rural economic diversification and non-land based business proposals in towns and villages or on farm sites where applications show positive benefits, based on clearly defined criteria and evidence-based assessments.

POLICY RE4: Human Resource Development

Local authorities should work jointly with business sectors and education and training providers to deliver co-ordinated programmes to ensure that the skills provision meets business requirements and the workforce is equipped to access and benefit from existing and new job opportunities in the labour market.

Regional and local agencies will work together to maximise the number of people ready for employment at all skill levels and help raise economic activity and growth. The Regional Skills for Productivity Alliance (RSPA) should work with local employers, local authorities and local learning partnerships to ensure a healthy labour market in which employers and individuals get effective help in meeting their skills needs. Partners should focus on:

- i. addressing intermediate and technician-level skills shortages
- ii. improving skills and qualifications, including provisions to facilitate up-skilling especially in sub-regions where the level of productivity is below the regional average
- iii. addressing the need for quality information, advice and guidance on skills improving basic numeracy and literacy levels and addressing access to appropriate learning infrastructure throughout the region and particularly meeting the significant increase in demand in Growth Areas, Growth Points, areas surrounding strategic development areas and specific skills problems in deprived areas
- iv. further and higher educational establishments need to plan for an increase in demand for places on courses and continuous development in the workplace and particularly to expand provision in the Growth Areas, Growth Points, and in areas surrounding strategic development areas
- v. local authorities will ensure that sufficient and accessible premises are available for training and education purposes to meet the requirements identified through the relevant strategies, including the Regional Economic Strategy, the RSPA Prospectus and Delivery Plan and those drawn up by Learning and Skills Councils and Lifelong Learning Partnerships.

POLICY RE5: Smart Growth

Working with environmental partners, the achievement of smart economic growth will be encouraged throughout the region, namely to increase the region's prosperity while reducing its ecological footprint. Local authorities will seek to enable businesses to work as efficiently

as possible, through considering their needs for land and premises, movement, housing and ICT as reflected in other policies of this Plan.

Local authorities will work with local strategic and economic partnerships, SEEDA and the business community to promote smart growth in line with the principles set out in the Regional Economic Strategy.

- i. In the more economically buoyant parts of the region, the focus will be on raising the level of innovation, creativity and global competitiveness and on ensuring adequate and timely investment in relevant sector skills, ICT and other infrastructure.
- ii. In all parts of the region, but particularly in the coastal areas, local authorities, SEEDA and Learning and Skills Councils will seek to assist more people to join the labour force by removing barriers to work and enhancing skills levels.

Through local development documents and local transport plans, local authorities will support and promote advances in information and communications technologies (ICT) and new ways of working by positively promoting the development of ICT-enabled sites, premises and facilities suitable to support changing and flexible working practices and home based businesses.

SEEDA will work with local authorities and other public and private sector partners to:

- i. enable and promote the take up of ICT by businesses, the public and voluntary sectors, and local communities, and encourage the innovative use of ICT to improve productivity and competitiveness and to encourage flexible working practices
- ii. promote and support the introduction of accessible, effective and socially inclusive e-services and e-education.

POLICY RE6: Competitiveness and Addressing Structural Economic Weakness

Through joint working, national, regional and local partners will actively seek to maintain and enhance the competitiveness of the most economically successful parts of the region and also address structural economic weakness to release the economic potential of those areas which are under performing.

In those parts of the region where the economy is strongest, within a regional and national context, defined as the sub-regions of Milton Keynes and Aylesbury Vale, the Western Corridor and Blackwater Valley, Central Oxfordshire, the London Fringe and Gatwick Area:

- i. SEEDA, together with local economic partners, will encourage smart growth which involves maximising the productive value of the sub-regions' resources including human capital, land and natural resources
- ii. local partners will promote the economic potential of the international transport hubs at Heathrow and Gatwick, address transport and skills constraints as necessary and be guided by sustainable development principles in facilitating business development in the surrounding areas

- iii. SEEDA and local partners will promote the take up of ICT to develop remote working practices which will enhance competitiveness and the development of a dynamic knowledge-based economy.

In the coastal belt, defined as the sub-regions of Kent Thames Gateway, East Kent and Ashford, Sussex Coast, South Hampshire and the Isle of Wight:

i. local development documents will:

- give priority to delivering economic development in allocating land
- protect sites for industrial and commercial use where there is a good prospect of employment use
- consider whether any upgrading or improvement of existing sites is required.

ii. SEEDA and local authorities should work together with other agencies to develop delivery mechanisms to unlock and bring into use sites with economic development potential guided by sustainable development principles, local partners will promote the economic potential of the international gateways of the ports of Southampton, Portsmouth and Dover, the Medway ports, the Channel Tunnel and Southampton Airport to maximise business opportunities in the surrounding areas

iii. SEEDA, together with local economic partners and private interests should comprehensively market and target inward investment to employment sites in the sub-region

iv. Learning and Skills Councils (and their successors), Local Skills for Productivity Alliance and other key partners will work together to develop training strategies for the local workforce to ensure they benefit from and contribute to structural changes in the area

v. SEEDA and local partners will enable and promote the take up of ICT to stimulate increased enterprise and innovation and to transform learning opportunities, as important components of smart growth

vi. local and regional partners will address the transport constraints which are an impediment to increased economic performance.

POLICY H1: Regional Housing Provision 2006 - 2026

Local planning authorities will allocate sufficient land and facilitate the delivery of 654,000 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 sub-regions and in rest of the sub-regional areas:

Table H1a

Sub-region / Rest of the sub-regional area	Net Dwelling Completions - Average Annual Provision	Net Dwelling Completions - Total Provision
South Hampshire	4,000	80,000
Sussex Coast	3,465	69,300
East Kent & Ashford	2,835	56,700
Kent Thames Gateway	2,607	52,140
London Fringe	2,394	47,880
Western Corridor & Blackwater Valley	5,105	102,100
Milton Keynes & Aylesbury Vale	3,413	68,250
Central Oxfordshire	2,034	40,680
Gatwick	1,800	36,000
Isle of Wight	520	10,400
Rest of Berkshire	50	1,000
Rest of Buckinghamshire	185	3,700
Rest of East Sussex	330	6,600
Rest of Hampshire	1,220	24,400
Rest of Kent	1,444	28,880
Rest of Oxfordshire	726	14,520
Rest of Surrey	250	5,000
Rest of West Sussex	330	6,600
TOTAL*	32,700	654,000

* sub-regional figures do not add to total due to rounding

Note: The specific housing delivery requirements for districts and/or parts of districts that fall within the above areas are set out in detail in relevant sub-regional and the rest of the sub-regional area chapters.

Local planning authorities will prepare plans, strategies and programmes to ensure the delivery of the annual average net additional dwelling requirement as set out in Table H1b.

Table H1b

District / Strategic Development Area (SDA)	Annual Average	Total	District / Strategic Development Area (SDA)	Annual Average	Total
Adur ¹	105	2,100	New Forest ⁶	196	3,920
Shoreham Harbour ¹	500	10,000	New Forest National Park	11	220
Arun	565	11,300	North East/North of Hedge End SDA ⁷	300	6,000
Ashford	1,135	22,700	Oxford ⁸	400	8,000
Aylesbury Vale ²	1,345	26,900	South of Oxford SDA ⁸	200	4,000
Basingstoke & Deane	945	18,900	Portsmouth	735	14,700
Bracknell Forest	639	12,780	Reading	611	12,220
Brighton & Hove	570	11,400	Reigate & Banstead	500	10,000
Canterbury	510	10,200	Rother	280	5,600
Cherwell	670	13,400	Runnymede ⁹	286	5,720
Chichester	480	9,600	Rushmoor	310	6,200
Chiltern	145	2,900	Sevenoaks	165	3,300
Crawley	375	7,500	Shepway	290	5,800
Dartford	867	17,340	Slough	315	6,300
Dover	505	10,100	South Bucks	94	1,880
East Hampshire ³	260	5,200	South Oxfordshire ⁹	547	10,940
East Hampshire ³ (Whitehill/Bordon)	275	5,500	Southampton	815	16,300
Eastbourne	240	4,800	Spelthorne	166	3,320
Eastleigh	354	7,080	Surrey Heath	187	3,740
Elmbridge	281	5,620	Swale	540	10,800
Epsom & Ewell	199	3,980	Tandridge	125	2,500
Fareham ⁴	186	3,720	Test Valley	501	10,020
Fareham SDA ⁴	500	10,000	Thanet	375	7,500

Gosport	125	2,500	Tonbridge & Malling	450	9,000
Gravesham	465	9,300	Tunbridge Wells	300	6,000
Guildford	422	8,440	Vale of White Horse	578	11,560
Hart	220	4,400	Waverley	250	5,000
Hastings	210	4,200	Wealden	550	11,000
Havant	315	6,300	West Berkshire	525	10,500
Horsham	650	13,000	West Oxfordshire	365	7,300
Isle of Wight	520	10,400	Winchester	612	12,240
Lewes	220	4,400	Windsor & Maidenhead	346	6,920
Maidstone	554	11,080	Woking	292	5,840
Medway	815	16,300	Wokingham ¹⁰	623	12,460
Mid Sussex	855	17,100	Worthing	200	4,000
Milton Keynes ⁵	2,068	41,360	Wycombe	390	7,800
Mole Valley	188	3,760	SOUTH EAST TOTAL	32,700	654,000

District housing distribution figures do not add to totals due to rounding.

- 1) The figures for Adur and Brighton & Hove do not include the interim allocation for the redevelopment of Shoreham Harbour, which is given separately. The Shoreham Harbour allocation may be revised in accordance with the Sussex Coast sub-regional strategy to take account of any new evidence on its potential.
- 2) The figures for Aylesbury Vale includes some 5,400 related to the expansion of Milton Keynes.
- 3) The figure for East Hampshire does not include any specific allocation for Whitehill/Bordon. A separate allocation of 5,500 has been made for Whitehill/Bordon as the basis for further study including the implications for the SPA.
- 4) The figure for Fareham does not include any allocation for the Fareham SDA.
- 5) The figure for Milton Keynes does not include any adjoining growth in the East of England region which would be subject to testing at future reviews of the RSS for that region.
- 6) The figure for New Forest does not include any allocations for the parts of the district that fall within the boundaries of the National Park.
- 7) The allocation for North East/North of Hedge End SDA is to be divided between Eastleigh and Winchester on the basis of further study.
- 8) The allocation for the south of Oxford SDA is to be divided between Oxford and South Oxfordshire following a selective Green Belt review.
- 9) 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.

10) The figure for Wokingham includes some 2,500 related to the needs of Greater Reading.

POLICY H2: Managing the Delivery of the Regional Housing Provision

Local planning authorities will work in partnership to allocate and manage a land supply to deliver both the district housing provision and the sub-regional and the rest of the sub-regional area housing provision while ensuring appropriate regard to environmental and infrastructure issues.

In planning for the delivery of the housing provision, local planning authorities will also take account of the following considerations:

- i. the need to facilitate any proposals that are agreed for Growth Points and eco-towns to be assessed through the next review
- ii. ability to accelerate the rate of housing delivery in Growth Areas and New Growth Points
- iii. possibility of maximising the scale and the pace of housing delivery on named strategic locations identified in Table H1b
- iv. scope to identify additional sources of supply elsewhere by encouraging opportunities on suitable previously developed sites. This includes appropriate opportunities for change of use of non-residential development sites to secure either mixed use residential development or residential development
- v. realising opportunities for intensification consistent with criteria in PPS3
- vi. providing a sufficient quantity and mix of housing including affordable housing in rural areas to ensure the long term sustainability of rural communities
- vii. feasibility of maximising the delivery capacity unlocked by investment in infrastructure at the earliest possible opportunity
- viii. the need to address any backlog of unmet housing needs within the housing market areas they relate to, in the first 10 years of the Plan.

In managing the delivery of housing provision, the local planning authorities should plan for an increase in housing completions to help meet anticipated need and demand, and seek to achieve both the district distribution and the relevant sub-regional and rest of the County area provisions. Working together with local planning authorities, the regional planning body should maintain a regional housing trajectory and the sub-regional trajectories.

POLICY H3: Affordable Housing

A substantial increase in the amount of affordable housing in the region will be delivered. Local authorities and their partners will work to bring together households in need with funding and new affordable housing stock to support this policy and the Regional Housing Strategy. This will be achieved by:

- i. basing policy and funding decisions on a sound evidence base, gathered through the strategic housing market assessment process. Assessments should examine housing need and demand in relation to both affordable and market housing and where markets cross boundaries should be conducted jointly between authorities
- ii. development and inclusion of targets for the provision of affordable housing, taking account of housing need and having regard to the overall regional target that 25% of all new housing should be social rented accommodation and 10% intermediate affordable housing. Where indicative targets for sub-regions are set out in the relevant sections of this RSS, these should take precedence over the regional target
- iii. setting affordable housing targets which are supported by evidence of financial viability and the role of public subsidy in the light of guidance from the regional planning body and the regional housing board
- iv. the incorporation of locally set thresholds covering the size of site above which an affordable housing contribution will be required. These may vary across a local authority area depending on the anticipated pattern of new development. Such thresholds will have regard to an assessment of economic viability, scale of need and impact on overall levels of housing delivery
- v. working with local communities in rural areas to secure small scale affordable housing sites within or well-related to settlements, possibly including land which would not otherwise be released for development.

POLICY H4: Type and Size of New Housing

Local authorities should identify the full range of existing and future housing needs required in their areas working with adjoining local authorities where appropriate. Groups with particular housing needs include older and disabled people, students, black and minority ethnic households, families with children, Gypsies, travellers and travelling showpeople, and others with specialist requirements. Local development documents should require an appropriate range and mix of housing opportunities by identifying:

- i. the likely profile of household types requiring market housing
- ii. the size and type of affordable housing required.

Local authorities should seek to identify a mix of site allocations in each five year period, preparing development briefs as necessary, to encourage a range of housing types to be provided.

POLICY H5: Housing Design and Density

Positive measures to raise the quality of new housing, reduce its environmental impact and facilitate future adaptation to meet changes in accommodation needs will be encouraged. Local authorities will prepare guidelines for the design of new housing in their areas that encourage the use of sustainable construction methods and address the implications of changing lifestyles for new housing design.

In conjunction with the delivery of high quality design and in order to make good use of available land and encourage more sustainable patterns of development and services, higher housing densities will be encouraged, with an overall regional target of 40 dwellings per hectare over the Plan period. Local authorities will reflect this target with appropriate local variations in their local development documents.

POLICY H6: Making Better Use of the Existing Housing Stock

To help meet housing needs and to promote urban renaissance and sustainable use of resources, local authorities should assess the existing housing stock in their areas and implement measures to reduce the number of vacant, unfit and unsatisfactory dwellings.

Such measures include:

- i. identifying in local development documents areas that suffer from particular problems of empty and run-down dwellings that would benefit from an action area plan approach to remedying these problems
- ii. adopting policies and programmes to improve or redevelop areas that are becoming outworn and thus ensure their overall quality and attractiveness as places to live
- iii. producing empty homes strategies setting out a range of initiatives to bring empty homes back into use
- iv. considering incentives to encourage smaller households occupying larger properties to move to smaller dwellings
- v. adopting policies that encourage the conversion of larger houses to flats in appropriate locations where such an approach is consistent with meeting the identified local housing needs.

POLICY T1: Manage and Invest

Relevant regional strategies, local development documents and local transport plans should ensure that their management policies and proposals:

- i. are consistent with, and supported by, appropriate mobility management measures
- ii. achieve a re-balancing of the transport system in favour of sustainable modes as a means of access to services and facilities
- iii. foster and promote an improved and integrated network of public transport services in and between both urban and rural areas
- iv. encourage development that is located and designed to reduce average journey lengths
- v. improve the maintenance of the existing transport system
- vi. include measures that reduce the overall number of road casualties
- vii. include measures to minimise negative environmental impacts of transport and, where possible, to enhance the environment and communities through such interventions
- viii. investment in upgrading the transport system should be prioritised to support delivery of the spatial strategy by:

- a. supporting the function of the region's international gateways and inter-regional movement corridors (see Diagram T1 at the end of the chapter⁵)
- b. developing the network of regional hubs and spokes (see Diagram T2⁶ at the end of the chapter)
- c. facilitating urban renewal and urban renaissance as a means of achieving a more sustainable pattern of development
- d. improving overall levels of accessibility.

POLICY T2: Mobility Management

The policies and proposals set out in local development documents and local transport plans should include policies to achieve a rebalancing of the transport system in favour of sustainable modes based on an integrated package of measures drawn from the following:

- i. the allocation and management of highway space used by individual modes of travel
- ii. the scale of provision and management (including pricing) of car parking both off and on-street
- iii. the scope and management of public transport services
- iv. an integrated and comprehensive travel planning advice service
- v. improvements in the extent and quality of pedestrian and cycle routes
- vi. charging initiatives
- vii. intelligent transport systems including the use of systems to convey information to transport users
- viii. incentives for car sharing and the encouragement of car clubs
- ix. local services and e-services to reduce the need to travel
- x. changes in ways of working that alter the extent and balance of future demand for movement
- xi. demand responsive transport and other innovative solutions that increase accessibility
- xii. measures that increase accessibility to rail stations.

Plans will need to reflect the fact that low delivery from any one of these elements will require a compensatory increase in delivery from one or more of the others.

POLICY T3: Charging

Local transport authorities and particularly those responsible for the hubs should consider using the powers available under the Transport Act 2000 and Local Transport Act 2008, and Government funding, to test new charging initiatives. This may be done, where appropriate, jointly with other authorities. Road user charging should be considered as part of an integrated approach to support delivery of the regional strategy. In addition to being

⁵ Diagram T1 is on page 80 of the South East Plan.

⁶ Diagram T2 is on page 81 of the South East Plan.

consistent with national guidance, any scheme within the region should be matched with promotion of sustainable alternatives to vehicle use, and be designed so as to avoid disadvantaging regeneration areas dependent on road access.

POLICY T4: Parking

Local development documents and local transport plans should, in combination:

- i. adopt restraint-based maximum levels of parking provision for non-residential developments, linked to an integrated programme of public transport and accessibility improvements
- ii. set maximum parking standards for Class B1 land uses within the range 1:30 m² and 1:100m²
- iii. set maximum parking standards for other non-residential land uses in line with PPG13: *Transport*, reducing provision below this in locations with good public transport
- iv. include policies and proposals for the management of the total parking stock within regional hubs that are consistent with these limits
- v. apply guidance set out in PPS3: *Housing* on residential parking, reflecting local circumstances
- vi. support an increase in the provision in parking at rail stations where appropriate
- vii. ensure the provision of sufficient cycle parking at new developments including secure cycle storage for new flats and houses which lack garages.

POLICY T5: Travel Plans and Advice

Local authorities must ensure that their local development documents and local transport plans identify those categories of major travel generating developments, both existing and proposed, for which travel plans should be developed.

Local transport authorities should also consider piloting the concept of transport planning advice centres for regional hubs in their local transport plans.

POLICY T6: Communications Technology

Investment in communications technology that increases access to goods and services without increasing the need to travel should be actively encouraged and taken into consideration in identifying future transport needs.

POLICY T7: Rural Transport

Local transport plans covering areas that are not wholly urban should:

- i. take a co-ordinated approach to encouraging community-based transport in areas of need
- ii. include a rural dimension to transport and traffic management policies, including looking for opportunities to improve provision for cyclists and pedestrians between towns and their nearest villages
- iii. develop innovative and adaptable approaches to public transport in rural areas that reflect the particular and longer-term social and economic characteristics of the region.

POLICY T8: Regional Spokes

Relevant regional strategies, local development documents and local transport plans will include policies and proposals that support and develop the role of regional spokes by:

- i. providing a level of service that supports the role of regional hubs as a focus of economic activity
- ii. delivering improvements in journey time reliability that support the rebalancing of the transport system in favour of non-car modes
- iii. developing a complementary and integrated network of rail and express bus/coach services along spokes and inter-regional corridors
- iv. addressing identified bottlenecks
- v. improving access to international gateways.

POLICY T9: Airports

Relevant regional strategies, local development documents (LDDs) and local transport plans (LTPs) will include policies and proposals that:

- i. support the development of Gatwick and Heathrow Airports and safeguard land at Gatwick for a possible new runway after 2019 as set out in the 2003 Air Transport White Paper and subsequent Government statements
- ii. encourage Southampton Airport to sustain and enhance its role as an airport of regional significance
- iii. support an enhanced role for Kent International Airport as an airport of regional significance
- iv. take account of airport operator masterplans produced in accordance with the Air Transport White Paper.

Priority should be given in Airport Surface Access Strategies:

- i. to reduce the environmental impact of surface access

- ii. to increase modal share in favour of public transport and sustainable modes
- iii. to set and monitor targets that are consistent with the aims of LDDs and LTPs.

POLICY T10: Ports and Short Sea Shipping

Relevant regional strategies, local development documents and local transport plans will include policies and proposals for infrastructure that maintain and enhance the role of the following ports:

- i. gateway ports – Southampton, Dover, Portsmouth, Medway (Sheerness), Medway (Thamesport) and Port of London
- ii. regionally significant ports – Newhaven, Ramsgate and Shoreham.

The major ports should give priority to the preparation of port masterplans as a means of identifying future infrastructure requirements. Encouragement should be given to investment in infrastructure that supports short sea shipping connections linking the region into the wider European network via these ports.

POLICY T11: Rail Freight

The railway system should be developed to carry an increasing share of freight movements. Priority should be given in other relevant regional strategies, local development documents, and local transport plans, providing enhanced capacity for the movement of freight by rail on the following corridors:

- i. Southampton to West Midlands
- ii. Dover/Channel Tunnel to and through/around London
- iii. Great Western Main Line
- iv. Portsmouth to Southampton/West Midlands.

POLICY T12: Freight and Site Safeguarding

Relevant regional strategies, local development documents and local transport plans should include policies and proposals that:

- i. safeguard wharves, depots and other sites that are, or could be, critical in developing the capability of the transport system to move freight, particularly by rail or water
- ii. safeguard and promote sites adjacent to railways, ports and rivers for developments, particularly new intermodal facilities and rail related industry and warehousing, that are likely to maximise freight movement by rail or water
- iii. encourage development with a high generation of freight and/or commercial movements to be located close to intermodal facilities, rail freight facilities, or ports and wharves.

POLICY T13: Intermodal Interchanges

The regional planning body should work jointly with DfT Rail, Network Rail, the Highways Agency, the Freight Transport Association and local authorities to identify broad locations within the region for up to three inter-modal interchange facilities. These facilities should have the potential to deliver modal shift and be well related to:

- i. rail and road corridors capable of accommodating the anticipated level of freight movements
- ii. the proposed markets
- iii. London.

POLICY T14: Transport Investment and Management Priorities

The regionally significant transport investment currently programmed for delivery in the South East is set out in Appendix A: Strategic Transport Investment Priorities.

Regional partners, led by the regional planning body, should work together to produce an Implementation Plan to clarify the partnerships, policy links, timing, scale and cost of the interventions necessary to support the spatial strategy within this Plan.

The regional planning and development bodies should work with the Government Office, DfT Rail, Network Rail, the Highways Agency, local authorities, public transport operators, statutory environmental bodies, the business community and other key stakeholders to deliver and keep under review investment proposals of regional or sub-regional significance.

In developing schemes additional to current commitments, priority should be given to stronger demand management measures, including those that make the best use of the existing infrastructure asset, promote sustainable travel and reduce demand by behavioural change.

Development plans should include policies that safeguard delivery of:

- i. the specific investment proposals set out in Appendix A
- ii. other major projects where they are required to support delivery of the regional spatial and transport policy frameworks, or of the Communities Plan growth agenda.

As far as possible, the location, design and construction of all new transport infrastructure projects should enhance the environment and communities affected.

POLICY NRM1: Sustainable Water Resources and Groundwater Quality

Water supply and ground water will be maintained and enhanced through avoiding adverse

effects of development on the water environment. A twin-track approach of demand management and water resource development will be pursued. In preparing local development documents, and determining planning applications, local authorities will:

- i. assist the UK in achieving the objectives of the Water Framework Directive by delivering appropriate actions set out in River Basin Management plans.⁷
- ii. identify any circumstances under which new development will need to be supported by water efficiency standards exceeding extant Building Regulations standards
- iii. set out the circumstances under which sustainable drainage solutions should be incorporated into new development
- iv. encourage winter water storage reservoirs and other sustainable land management practices which reduce summer abstraction, diffuse pollution and runoff, increase flood storage capacity and benefit wildlife and recreation
- v. direct new development to areas where adequate water supply can be provided from existing and potential water supply infrastructure. In addition ensure, where appropriate, that development is phased to allow time for the relevant water infrastructure to be put in place in areas where it is currently lacking but is essential for the development to happen.

POLICY NRM2: Water Quality

Water quality will be maintained and enhanced through avoiding adverse effects of development on the water environment.

In preparing local development documents, and determining planning applications, local authorities will:

- i. take account of water cycle studies, groundwater vulnerability maps, groundwater source protection zone maps and asset management plans as prepared by the Environment Agency, water and sewerage companies, and local authorities
- ii. ensure that the environmental water quality standards and objectives as required by European Directives are met
- iii. ensure that the rate and location of development does not breach either relevant 'no deterioration' objectives or environmental quality standards
- iv. not permit development that presents a risk of pollution or where satisfactory pollution prevention measures are not provided in areas of high groundwater vulnerability (in consultation with the Environment Agency and Natural England).

Local authorities will work with water and sewerage companies and the Environment Agency to:

⁷ River Basin Management Plans (RBMP) set out the practical steps to allow the UK to meet Objectives of the European Water Framework Directive (WFD) in distinct River Basin Districts. Objectives of the WFD include: (i) no deterioration in the status of water bodies (ii) all water bodies to have achieved good ecological status (or equivalent) by 2027. There are 11 River Basin Districts in the UK, and the SE region is covered by two: Southern and Thames, for which RBMPs will be adopted in December 2009. These plans will last until 2015, and will then be followed by two further six year planning periods. For more information please go to the environment Agency web-site at: www.environment-agency.gov.uk/wfd

- i. identify infrastructure needs, allocate areas and safeguard these for infrastructure development
- ii. ensure that adequate wastewater and sewerage capacity is provided to meet planned demand
- iii. ensure that impacts of treated sewage discharges on groundwater, inland and marine receiving waters do not breach environmental quality standards or 'no deterioration' objectives
- iv. ensure that plans and policies are consistent with River Basin Management Plans
- v. ensure that water cycle studies are carried out, prior to development sites being given planning permission, where investigations by the Environment Agency indicate that water quality constraints exist
- vi. ensure that Sustainable Drainage Systems are incorporated in a manner to reduce diffuse pollution.

Local authorities should promote land management initiatives to reduce diffuse agricultural pollution.

POLICY NRM3: Strategic Water Resources Development

There is a demonstrable need for new water resource schemes and increased demand management over the period of the Plan to cater for water supply needs of current and future development and the protection of the environment.

Strategic new water resource options that may be required to be operational over the Plan period include:

- i. Upper Thames reservoir, Oxfordshire
- ii. Enlargement of Bewl reservoir , Kent
- iii. Broad Oak reservoir, Kent
- iv. Clay Hill reservoir, East Sussex
- v. Havant Thicket reservoir, Hampshire.

Local authorities should work with the water companies and the Environment Agency in assisting in the timely delivery of schemes. Local development documents should allocate and safeguard sites identified for the reservoir schemes identified in this policy and others that are identified by the companies and Environment Agency as being required to deliver necessary water infrastructure.

Other options being considered include enlargement of Darwell reservoir, a strategic option in north- west Sussex, effluent re-use schemes, desalination schemes and bulk transfer pipelines in a number of locations.

In considering applications for new water resource schemes, consideration should be given to:

- i. need at local, sub-regional, regional, and inter-regional scales

- ii. water companies working together to find the most optimal (economic) solutions
- iii. presence of alternative options including water efficiency in new and existing homes and businesses
- iv. environmental impacts and potential to deliver social and environmental benefits
- v. improving overall resilience and flexibility.

POLICY NRM4: Sustainable Flood Risk Management

The sequential approach to development in flood risk areas set out in PPS25 will be followed. Inappropriate development should not be allocated or permitted in flood zones 2 and 3 (Diagram NRM1⁸), areas at risk of surface water flooding (critical drainage areas) or areas with a history of groundwater flooding, or where it would increase flood risk elsewhere, unless there is over-riding need and absence of suitable alternatives.

Local authorities, with advice from the Environment Agency, should undertake a Strategic Flood Risk Assessment (SFRA) to provide a comprehensive understanding of the flood risk and put in place a framework for applying the PPS25 sequential approach. This will facilitate allocating sites in a decreasing probability of flood risk. The SFRA would assess future climate change and identify appropriate types of development in accordance with the PPS25 sequential test and flood vulnerability of different land uses.

Existing flood defences will be protected from development. Where development is permitted in appropriately defended floodplains it must be designed to be resilient to flooding (to minimise potential damage) and to allow for the future maintenance, realignment or management of the defences to be undertaken.

In the preparation of local development documents and considering planning applications, local authorities in conjunction with the Environment Agency, should also:

- i. take account of River Basin Management Plans, Catchment Flood Management Plans, Shoreline Management Plans and Surface Water Management Plans in developing local development documents and other strategies. Where locationally specific flood risk and land management options such as flood storage, managed realignment and set back from coastal defences are identified, land should be safeguarded for these purposes and appropriate land use and land management practices should be encouraged
- ii. consider the associated social and environmental costs and benefits to fisheries, biodiversity and the built and historic environment in assessment of new flood management schemes
- iii. require incorporation and management of Sustainable Drainage Systems (SuDS), other water retention and flood storage measures to minimise direct surface run-off, unless there are practical or environmental reasons for not doing so
- iv. take account of increased surface water drainage on sewage effluent flows on fluvial flood risk.

⁸ Diagram NRM1 is on page 90 of the South East Plan.

POLICY NRM5: Conservation and Improvement of Biodiversity

Local planning authorities and other bodies shall avoid a net loss of biodiversity, and actively pursue opportunities to achieve a net gain across the region.

- i. They must give the highest level of protection to sites of international nature conservation importance (European sites ⁹). Plans or projects implementing policies in this RSS are subject to the Habitats Directive. Where a likely significant effect of a plan or project on European sites cannot be excluded, an appropriate assessment in line with the Habitats Directive and associated regulations will be required.
- ii. If after completing an appropriate assessment of a plan or project local planning authorities and other bodies are unable to conclude that there will be no adverse effect on the integrity of any European sites, the plan or project will not be approved, irrespective of conformity with other policies in the RSS, unless otherwise in compliance with 6(4) of the Habitats Directive.
- iii. For example when deciding on the distribution of housing allocations, local planning authorities should consider a range of alternative distributions within their area and should distribute an allocation in such a way that it avoids adversely affecting the integrity of European sites. In the event that a local planning authority concludes that it cannot distribute an allocation accordingly, or otherwise avoid or adequately mitigate any adverse effect, it should make provision up to the level closest to its original allocation for which it can be concluded that it can be distributed without adversely affecting the integrity of any European sites.
- iv. They shall avoid damage to nationally important sites of special scientific interest and seek to ensure that damage to county wildlife sites and locally important wildlife and geological sites is avoided, including additional areas outside the boundaries of European sites where these support the species for which that site has been selected.
- v. They shall ensure appropriate access to areas of wildlife importance, identifying areas of opportunity for biodiversity improvement and setting targets reflecting those in the table headed 'Regional Biodiversity Targets - Summary for 2010 and 2026' below ¹⁰. Opportunities for biodiversity improvement, including connection of sites, large-scale habitat restoration, enhancement and re-creation in the areas of strategic opportunity for biodiversity improvement (Diagram NRM3 ¹¹) should be pursued
- vi. They shall influence and applying agri-environment schemes, forestry, flood defence, restoration of mineral extraction sites and other land management practices to:
 - deliver biodiversity targets
 - increase the wildlife value of land
 - reduce diffuse pollution
 - protect soil resources.

⁹ 'European sites' is the term used to encompass sites that have the highest level of protection in the UK either through legislation or policy. These are Special Areas of Conservation (SACs), candidate SACs (cSACs), Special Protection Areas (SPAs), proposed SPAs (pSPAs) and Ramsar sites.

¹⁰ This table is on pages 94 – 97 of the South East Plan.

¹¹ Diagram NRM3 is on page 98 of the South East Plan.

- vi. They shall promote policies that integrate the need to accommodate the changes taking place in agriculture with the potential implications of resultant development in the countryside.
- vii. They shall require green infrastructure to be identified, developed and implemented in conjunction with new development.

POLICY NRM6: Thames Basin Heaths Special Protection Area

New residential development which is likely to have a significant effect on the ecological integrity of Thames Basin Heaths Special Protection Area (SPA) will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Such measures must be agreed with Natural England.

Priority should be given to directing development to those areas where potential adverse effects can be avoided without the need for mitigation measures. Where mitigation measures are required, local planning authorities, as Competent Authorities, should work in partnership to set out clearly and deliver a consistent approach to mitigation, based on the following principles:

- i. a zone of influence set at 5km linear distance from the SPA boundary will be established where measures must be taken to ensure that the integrity of the SPA is protected
- ii. within this zone of influence, there will be a 400m “exclusion zone” where mitigation measures are unlikely to be capable of protecting the integrity of the SPA. In exceptional circumstances, this may vary with the provision of evidence that demonstrates the extent of the area within which it is considered that mitigation measures will be capable of protecting the integrity of the SPA. These small locally determined zones will be set out in local development frameworks (LDFs) and SPA avoidance strategies and agreed with Natural England
- iii. where development is proposed outside the exclusion zone but within the zone of influence, mitigation measures will be delivered prior to occupation and in perpetuity. Measures will be based on a combination of access management, and the provision of Suitable Accessible Natural Greenspace (SANG).

Where mitigation takes the form of provision of SANG the following standards and arrangements will apply:

- iv. a minimum of 8 hectares of SANG land (after discounting to account for current access and capacity) should be provided per 1,000 new occupants
- v. developments of fewer than 10 dwellings should not be required to be within a specified distance of SANG land provided it is ensured that a sufficient quantity of SANG land is in place to cater for the consequent increase in residents prior to occupation of the dwellings
- vi. access management measures will be provided strategically to ensure that adverse impacts on the SPA are avoided and that SANG functions effectively
- vii. authorities should co-operate and work jointly to implement mitigation measures. These may include, inter alia, assistance to those authorities with insufficient SANG land within

their own boundaries, co-operation on access management and joint development plan documents

- viii. relevant parties will co-operate with Natural England and landowners and stakeholders in monitoring the effectiveness of avoidance and mitigation measures and monitoring visitor pressure on the SPA and review/amend the approach set out in this policy, as necessary
- ix. local authorities will collect developer contributions towards mitigation measures, including the provision of SANG land and joint contributions to the funding of access management and monitoring the effects of mitigation measures across the SPA
- x. large developments may be expected to provide bespoke mitigation that provides a combination of benefits including SANG, biodiversity enhancement, green infrastructure and, potentially, new recreational facilities.

Where further evidence demonstrates that the integrity of the SPA can be protected using different linear thresholds or with alternative mitigation measures (including standards of SANG provision different to those set out in this policy) these must be agreed with Natural England.

The mechanism for this policy is set out in the TBH Delivery Framework by the TBH Joint Strategic Partnership and partners and stakeholders, the principles of which should be incorporated into local authorities' LDFs.

POLICY NRM7: Woodlands

In the development and implementation of local development documents and other strategies, local authorities and other bodies will support the implementation of the Regional Forestry and Woodland Framework, ensuring the value and character of the region's woodland are protected and enhanced. This will be achieved by:

- i. protecting ancient woodland from damaging development and land uses
- ii. promoting the effective management, and where appropriate, extension and creation of new woodland areas including, in association with areas of major development, where this helps to restore and enhance degraded landscapes, screen noise and pollution, provide recreational opportunities, helps mitigate climate change, and contributes to floodplain management
- iii. replacing woodland unavoidably lost through development with new woodland on at least the same scale
- iv. promoting and encouraging the economic use of woodlands and wood resources, including wood fuel as a renewable energy source
- v. promoting the growth and procurement of sustainable timber products.

POLICY NRM8: Coastal Management

An integrated approach to the management and planning in coastal areas will be pursued. Appropriate social, economic and environmental objectives should be taken into account in

relevant plans. The dynamic nature and character of the coast should be managed through enhanced collaboration between organisations and across administrative boundaries. In the development and implementation of local development documents and other strategies, local authorities and other agencies should:

- i. plan for climate change and forecast effects on the coastal zone
- ii. promote and establish cross-border and cross-sectoral arrangements to facilitate an integrated approach to coastal management. This will include the conservation and enhancement of the most valuable habitats 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 risk management and coastal protection measures contained in Catchment Management Plans, Shoreline Management Plans, Coastal Defence Strategies, Catchment Flood Management Plans, Estuary Management Plans, Harbour Management Plans and River Basin Management Plans
- iii. identify opportunities for, and ensure that development does not prejudice options for managed realignment, significantly affect sediment inputs and transport, lead to an increase in flood risk or preclude the delivery of sustainable flood risk management solutions in the future
- iv. avoid built development on the undeveloped coastline unless it specifically requires a rural coastal location, meets the sequential test set out in Planning Policy Statement 25: *Development and Flood Risk* and does not adversely affect environmental, cultural and recreational resources. In particular, development must not compromise the ability to preserve the interest features of Natura 2000 sites through managed retreat of coastal habitats in response to sea level rise
- v. prevent development on unstable land or areas at risk of erosion, as identified in Shoreline Management Plans
- vi. realise opportunities for sustainable coastal defences which enhance the region's wildlife, and fisheries, especially where this will contribute to the achievement of regional and national biodiversity targets and help meet the requirement of the Habitats Directive
- vii. consider whether permission for development should be time-limited to ensure the minimisation of risk to life and property in the long term but allow economic and social benefits to be gained in the short term.

POLICY NRM9: Air Quality

Strategies, plans, programmes and planning proposals should contribute to sustaining the current downward trend in air pollution in the region. This will include seeking improvements in air quality so that there is a significant reduction in the number of days of medium and high air pollution by 2026. Local development documents and development control can help to achieve improvements in local air quality through:

- i. ensuring consistency with Air Quality Management Plans
- ii. reducing the environmental impacts of transport, congestion management, and support the use of cleaner transport fuels

- iii. mitigating the impact of development and reduce exposure to poor air quality through design, particularly for residential development in areas which already, or are likely to, exceed national air quality objectives
- iv. encouraging the use of best practice during construction activities to reduce the levels of dust and other pollutants
- v. assessing the potential impacts of new development and increased traffic levels on internationally designated nature conservation sites, and adopt avoidance and mitigation measures to address these impacts.

POLICY NRM10: Noise

Measures to address and reduce noise pollution will be developed at regional and local level through means such as:

- i. locating new residential and other sensitive development away from existing sources of significant noise or away from planned new sources of noise
- ii. traffic management and requiring sound attenuation measures in major transport schemes
- iii. encouraging high levels of sound-proofing and screening as part of sustainable housing design and construction.

POLICY NRM11: Development Design for Energy Efficiency and Renewable Energy

Local authorities should:

- i. promote and secure greater use of decentralised and renewable or low-carbon energy in new development, including through setting ambitious but viable proportions of the energy supply for new development to be required to come from such sources. In advance of local targets being set in development plan documents, new developments of more than 10 dwellings or 1000m² of non-residential floorspace should secure at least 10% of their energy from decentralised and renewable or low-carbon sources unless, having regard to the type of development involved and its design, this is not feasible or viable
- ii. use design briefs and/or supplementary planning documents to promote development design for energy efficiency, low carbon and renewable energy
- iii. work towards incorporation of renewable energy sources including, in particular, passive solar design, solar water heating, photovoltaics, ground source heat pumps and in larger scale development, wind and biomass generated energy
- iv. actively promote energy efficiency and use of renewable and low carbon energy sources where opportunities arise by virtue of the scale of new development including regional growth areas, growth points and eco-towns.

Local authorities and other public bodies, as property owners and managers, should seek to achieve high levels of energy efficiency when refurbishing their existing stock.

POLICY NRM12: Combined Heat and Power

Local development documents and other policies should encourage the integration of combined heat and power (CHP), including mini and micro-CHP, in all developments and district heating infrastructure in large scale developments in mixed use. The use of biomass fuel should be investigated and promoted where possible.

Local authorities using their wider powers should promote awareness of the benefits of mini and micro-CHP in the existing build stock.

POLICY NRM13: Regional Renewable Energy Targets

The following minimum regional targets for electricity generation from renewable sources should be achieved by the development and use of all appropriate resources and technologies:

Year/ timescale	Installed Capacity (MW)	% Electricity Generation Capacity
2010	620	5.5
2016	895	8.0
2020	1,130	10.0
2026	1,750	16.0

The renewable energy resources with the greatest potential for electricity generation are onshore and offshore wind, biomass, and solar. The renewable energy resources with the greatest potential for heat generation are solar and biomass.

POLICY NRM14: Sub-Regional Targets for Land-Based Renewable Energy

Development plans should include policies, and development proposals as far as practicable should seek, to contribute to the achievement of the following regional and indicative sub-regional targets for land-based renewable energy (see Diagram NRM4¹²):

¹² Diagram NRM4 is on page 112 of the South East Plan.

Sub-region	2010 Renewable Energy Target (MW)	2016 Renewable Energy Target (MW)	Champion
Thames Valley and Surrey	140	209	TV Energy
East Sussex and West Sussex	57	68	ECSC
Hampshire and Isle of Wight	115	122	Hampshire CC & Isle of Wight Council
Kent	111	154	Kent Energy Centre

Local authorities should collaborate and engage with communities, the renewable energy industry and other stakeholders on a sub-regional basis to assist in the achievement of the targets through:

- i. undertaking more detailed assessments of local potential
- ii. encouraging small scale community-based schemes
- iii. encouraging development of local supply chains, especially for biomass
- iv. raising awareness, ownership and understanding of renewable energy.

POLICY NRM15: Location of Renewable Energy Development

Local development documents should encourage the development of renewable energy in order to achieve the regional and sub-regional targets. Renewable energy development, particularly wind and biomass, should be located and designed to minimise adverse impacts on landscape, wildlife, heritage assets and amenity. Outside of urban areas, priority should be given to development in less sensitive parts of countryside and coast, including on previously developed land and in major transport areas.

The location and design of all renewable energy proposals should be informed by landscape character assessment where available. Within areas of protected and sensitive landscapes including Areas of Outstanding Natural Beauty or the national parks, development should generally be of a small scale or community-based. Proposals within or close to the boundaries of designated areas should demonstrate that development will not undermine the objectives that underpin the purposes of designation.

POLICY NRM16: Renewable Energy Development Criteria

Through their local development frameworks and decisions, local authorities should in principle support the development of renewable energy. Local development documents should include criteria-based policies that, in addition to general criteria applicable to all development, should consider the following issues:

- i. the contribution the development will make towards achieving national, regional and sub-regional renewable energy targets and carbon dioxide savings
- ii. the potential to integrate the proposal with existing or new development
- iii. the potential benefits to host communities and opportunities for environmental enhancement
- iv. the proximity of biomass combustion plant to fuel source and the adequacy of local transport networks
- v. availability of a suitable connection to the electricity distribution network.

POLICY W1: Waste Reduction

The regional planning body, SEEDA, the Environment Agency and other regional partners will work together to reduce growth of all waste to 1% per annum by 2010 and 0.5% per annum by 2020 by:

- i. encouraging waste reduction in all regional and local strategies
- ii. identifying and disseminating examples of good practice and encouraging local authorities and businesses to implement waste minimisation programmes
- iii. establishing a regional working group to identify opportunities and priorities for waste reduction in relation to supply chains, product design, manufacture, labelling, retailing, procurement, consumption and resource recovery
- iv. developing enhanced regional information and awareness programmes to alter individual and corporate behaviour.

POLICY W2: Sustainable Design, Construction and Demolition

Development plan documents will require development design, construction and demolition which minimises waste production and associated impacts through:

- i. the re-use of construction and demolition materials
- ii. the promotion of layouts and designs that provide adequate space to facilitate storage, re-use, recycling and composting.

In particular, development in the region's strategic Growth Areas, Growth Points and strategic development areas should demonstrate and employ best practice in design and construction for waste minimisation and recycling.

POLICY W3: Regional Self-Sufficiency

Waste authorities and waste management companies should provide management capacity equivalent to the amount of waste arising and requiring management within the region's boundaries, plus a declining amount of waste from London. Provision of capacity for rapidly

increasing recycling, composting and recovery should be made reflecting the targets and requirements set out in this chapter.

Provision for London's exports(1) will usually be limited to landfill in line with the Landfill Directive targets and, by 2016, new permissions will only provide for residues of waste that have been subject to recycling or other recovery process. Waste planning authorities (WPAs) should provide landfill capacity for the following apportionment of London's exported waste:

Waste Authority Area	2006-2015		2016 –2025	
	Apportionment % ⁽²⁾	Million tonnes	Apportionment % ⁽²⁾	Million tonnes
Berkshire Unitaries	9.3	1.12	8.6	0.63
Buckinghamshire	17.6	2.12	16.2	1.18
East Sussex, Brighton and Hove	8.8	1.06	8.1	0.59
Hampshire, Portsmouth, Southampton and New Forest National Park	0	0	7.8	0.57
Kent & Medway	13.1	1.58	12.1	0.88
Milton Keynes	10.8	1.30	10	0.73
Oxfordshire	18.7	2.26	17.2	1.26
Surrey	11.5	1.39	10.6	0.77
West Sussex	10.2	1.23	9.4	0.69
SE TOTAL	100	12.1⁽¹⁾	100	7.30⁽³⁾

(1) Estimated imports of MSW and C&I from London in 2006 is 1.21 million tonnes (Source : Environment Agency note for Inter Regional Waste Forum, March 2008).

(2) From 'Towards a Methodology for Apportionment of London's Exported Waste', Alternative Apportionment Options: Revision for EiP, page 15, option 2f, Jacobs Babbie report, January 2007. For 2006-2015 these have been amended based on advice from SEERA to reflect the Hampshire M&W Core Strategy.

(3) Reduced to reflect Policy W5 MSW/C&I diversion targets.

Provision for recovery and processing capacity for London's waste should only be made where there is a proven need, with demonstrable benefits to the region, including improving the viability of recovery and reprocessing activity within the region, and in the nearest appropriate location. A net balance in movements of materials for recovery and reprocessing between the region and London should be in place by 2016.

The regional planning body will continue to work closely with all neighbouring regions to monitor and review waste movements and management requirements.

The figures in the above table should be used as a benchmark for the production and testing of development plan documents, but WPAs should use more recent data where this is available in order to assess and plan for capacity. Any major changes to the figures may dictate a need to reconsider the apportionment through a review of the RSS.

POLICY W4: Sub-Regional Self-Sufficiency

Waste planning authorities (WPAs) will plan for net self-sufficiency through provision for management capacity equivalent to the amount of waste arising and requiring management within their boundaries. A degree of flexibility should be used in applying the sub-regional self-sufficiency concept. Where appropriate and consistently with Policy W3, capacity should also be provided for:

- i. waste from London
- ii. waste from adjoining sub-regions (waste planning authority area within or adjoining the region).

WPAs should collaborate in the preparation of plans, including identifying and making provision for potential flows across the regional and sub-regional boundaries, and identifying possible sites that could be served by sustainable transport modes. Co-operation will be encouraged between county councils and unitary authorities at the sub-regional level, particularly in respect of meeting the needs of the region's strategic growth areas.

POLICY W5: Targets for Diversion from Landfill

A substantial increase in recovery of waste and a commensurate reduction in landfill is required in the region. Accordingly, the following targets for diversion from landfill of all waste need to be achieved in the region (Policy W6 targets are a component of these):

Year	Municipal Solid Waste (MSW)	Commercial and Industrial (C&I)	Construction and Demolition (C&D)	All Waste	
	mt/yr	mt/yr	mt/yr	mt/yr	%
2008	2.0	5.2	10.0	17.2	68
2010	2.5	5.8	10.1	18.4	71
2015	3.9	7.4	10.4	21.7	79
2020	4.7	8.7	10.7	24.0	84
2025	5.1	9.4	10.9	25.5	86

Regional Targets for Diversion from Landfill.

Source: Regional Waste Management Capacity: Survey, Methodology and Monitoring, Updated Final Report, 2008 (modelled Scenario 1)

Note: Percentage targets for diversion from landfill in the year 2008 have been interpolated.

Waste planning authorities (WPAs) should ensure that policies and proposals are in place to contribute to the delivery of these targets, and waste management companies should take them into account in their commercial decisions. The optimal management solution will vary according to the individual material resource streams and local circumstances and will usually involve one or more of the following processes:

- re-use
- recycling
- mechanical and/or biological processing (to recover materials and produce compost, soil conditioner or inert residue)
- thermal treatment (to recover energy)
- priority will be given to processes higher up this waste hierarchy.

WPAs should continue to provide sufficient landfill capacity to process residues and waste that cannot practicably be recovered.

POLICY W6: RECYCLING AND COMPOSTING

The following targets for recycling and composting should be achieved in the region:

Year	Municipal Solid Waste		Commercial and Industrial		Construction and Demolition		All Waste	
	mt/yr	%	mt/yr	%	mt/yr	%	mt/yr	%
2008	1.6	36	3.9	46	5.8	48	11.3	45
2010	1.9	40	4.5	50	6.1	50	12.9	50
2015	2.6	50	5.5	55	6.1	50	15.0	55
2020	3.1	55	6.4	60	7.3	60	17.1	60
2025	3.6	60	7.3	65	7.3	60	19.1	65

Regional Recycling and Composting Targets

Source: Regional Waste Management Capacity: Survey, Methodology and Monitoring, Updated Final Report, 2008 (modelled Scenario 1)

Note: Percentage targets for diversion from landfill in the year 2008 have been interpolated.

Waste authorities should adopt policies and proposals to assist delivery of these targets and waste management companies should take them into account in their commercial decisions.

POLICY W7: Waste Management Capacity Requirements

Waste planning authorities (WPAs) will provide for an appropriate mix of development opportunities to support the waste management facilities required to achieve the targets set out in this strategy. The annual rates of waste to be managed as shown in the table below provide benchmarks for the preparation of development plan documents and annual monitoring.

Waste Authority Area	Waste Type	2008-2010	2011-2015	2016-2020	2021-2025
Berkshire Unitaries	MSW	441	480	522	563
	C&I	845	919	999	1061
Buckinghamshire	MSW	272	296	322	347
	C&I	993	1080	1175	1247
East Sussex, Brighton & Hove	MSW	391	426	463	499
	C&I	446	485	527	560
Hampshire, Southampton, Portsmouth and New Forest National Park	MSW	910	990	1077	1160
	C&I	1785	1942	2113	2242
Isle of Wight	MSW	97	105	115	123
	C&I	147	160	174	185
Kent & Medway	MSW	958	1042	1133	1221
	C&I	2120	2307	2509	2663
Milton Keynes	MSW	123	134	146	157
	C&I	27	29	32	34
Oxfordshire	MSW	319	347	377	406
	C&I	630	685	745	791
Surrey	MSW	638	694	755	813
	C&I	830	903	982	1042
West Sussex	MSW	473	514	559	603
	C&I	943	1026	1116	1185

Average Tonnages to be Managed (thousand tonnes)

Source: Regional Waste Management Capacity: Survey, Methodology and Monitoring, Updated Final Report, 2008 (modelled Scenario 1)

Note: MSW and C&I data used excludes both intra and inter-regional waste movements.

In bringing forward and safeguarding sites for waste management facilities, WPAs should consider the type, size and mix of facilities that will be required, taking into account:

- activities requiring largely open sites, such as aggregate recycling and open windrow composting
- Activities of an industrial nature dealing with largely segregated materials and requiring enclosed premises, such as materials recovery facilities, dis-assembly and re-manufacturing plants, and reprocessing industries
- activities dealing with mixed materials requiring enclosed industrial premises, such as mechanical-biological treatment, anaerobic digestion and energy from waste facilities
- hybrid activities requiring sites with buildings and open storage areas, including re-use facilities and enclosed composting systems.

In areas of major new developments consideration should be given to identifying sites for integrated resource recovery facilities and new resource parks accommodating a mix of activities where they meet environmental, technical and operational objectives.

The figures in the above table should be used as a benchmark for the production and testing of development plan documents, but WPAs should use more recent data where this is available in order to assess and plan for capacity. Any major changes to the figures may dictate a need to reconsider the apportionment through a review of the RSS.

POLICY W8: Waste Separation

Waste collection authorities and waste management companies should provide separate collections of recyclable and compostable materials as widely and as soon as practicably possible. Householders and small and medium-sized businesses should be encouraged to separate waste for collection by such schemes through information and promotional campaigns. Civic amenity sites should be organised to encourage separation of materials for re-use and recycling.

POLICY W9: New Markets

The regional planning body, SEEDA, Waste Resources Action Programme (WRAP) and other partners will work together to establish regional and local programmes to develop markets for recycled and recovered materials and products.

POLICY W10: Regionally Significant Facilities

The regional planning body will work with waste authorities, the Environment Agency, SEEDA, industry and WRAP to encourage provision of appropriate new or expanded regional and pan-regional scale recovery and processing facilities, supported by a sub regional network of bulking and sorting facilities. This should include two strategic resource recovery parks located at or with good access to ports.

The material streams requiring regional or pan-regional facilities are:

- paper and card
- plastics

Those requiring sub-regional facilities are:

- glass
- wood
- tyres
- electrical and electronic equipment
- end of life vehicles

POLICY W11: Biomass

Waste collection, planning and disposal authorities should encourage the separation of biomass waste, as defined in the Renewables Obligation, and consider its use as a fuel in biomass energy plants where this does not discourage recycling and composting.

POLICY W12: Other Recovery and Diversion Technologies

The regional planning body, SEEDA, the Environment Agency and the regional partners will promote and encourage the development and demonstration of anaerobic digestion and advanced recovery technologies that will be expected to make a growing contribution towards the delivery of the regional targets for recovery, diversion from landfill, and renewable energy generation over the period of the Plan.

Waste development documents and municipal waste management strategies should only include energy from waste as part of an integrated approach to management. All proposed waste facilities should:

- i. operate to the required pollution control standard
- ii. include measures to ensure that appropriate materials are recycled, composted and recovered where this has not been carried out elsewhere.

Proposed thermal facilities should, wherever possible, aim to incorporate combined generation and distribution of heat and power.

POLICY W13: Landfill Requirements

Waste development documents should provide for continuing but declining landfill capacity. Non-inert landfill capacity should be husbanded to provide for disposal of residual non-inert waste. At regional level there should be provision for at least the following landfill capacity:

Regional Landfill Requirements (mt/yr) 2008-2025

Year	MSW Landfill	C&I Landfill	C&D Landfill	SE Sub-Total	London Imports	SE inc. London Imports
2008	2.5	3.4	2.2	8.00	1.21	9.21
2010	2.3	3.1	2.1	7.48	1.03	8.51
2015	1.4	2.5	1.7	5.54	0.73	6.27
2020	1.0	2.0	1.5	4.44	0.55	4.99
2025	1.0	1.8	1.2	3.98	0.53	4.51

Source: Regional Waste Management Capacity: Survey, Methodology and Monitoring, Updated Final Report, 2008 (Modelled Scenario 1)

Landfill gas collection and energy recovery should be standard practice at all non-inert landfill sites.

POLICY W14: Restoration

Development plan documents will secure high quality restoration and, where appropriate, aftercare of waste management sites so as to help deliver the wider environmental and social objectives of this Plan.

POLICY W15: Hazardous and other Specialist Waste Facilities

The regional planning body, and the South East Regional Technical Advisory Body for waste, through the Hazardous Waste Task Group will maintain guidance on regional hazardous waste management requirements. Current priority needs include:

- i. hazardous waste landfill capacity, particularly to serve the needs of the south and south-east of the region
- ii. treatment facilities for air pollution control residues (from combustion facilities)
- iii. treatment/de-manufacturing plant for waste electronic and electrical equipment, supported by a network of transfer facilities
- iv. a sub-regional network of contaminated C&D waste treatment facilities
- v. a sub-regional network of landfill cells for stabilised non-reactive hazardous wastes.

Waste development documents will :

- vi. identify and safeguard sites for storage, treatment and remediation of contaminated soils and demolition waste
- vii. identify criteria for the determination of large scale specialist hazardous waste facilities

viii. assess available landfill provision and, where necessary, encourage the creation of a protective cell for stable hazardous waste.

POLICY W16: Waste Transport Infrastructure

Waste development documents should identify infrastructure facilities, including sites for waste transfer and bulking facilities, essential for the sustainable transport of waste materials. These sites and facilities should be safeguarded in local development documents. Policies should aim to reduce the transport and associated impacts of waste movement. Use of rail and water-borne transport with appropriate depot and wharf provision should be encouraged wherever possible, particularly for large facilities.

POLICY W17: Location of Waste Management Facilities

Waste development documents will, in identifying locations for waste management facilities, give priority to safeguarding and expanding suitable sites with an existing waste management use and good transport connections. The suitability of existing sites and potential new sites should be assessed on the basis of the following characteristics:

- i. good accessibility from existing urban areas or major new or planned development
- ii. good transport connections including, where possible, rail or water
- iii. compatible land uses, namely:

- active mineral working sites
- previous or existing industrial land use
- contaminated or derelict land
- land adjoining sewage treatment works
- redundant farm buildings and their curtilages

- iv. be capable of meeting a range of locally based environmental and amenity criteria.

Waste management facilities should not be precluded from the Green Belt. Small-scale waste management facilities for local needs should not be precluded from Areas of Outstanding Natural Beauty and National Parks where the development would not compromise the objectives of the designation.

POLICY M1: Sustainable Construction

The regional planning body, the South East England Development Agency, the construction industry, and other stakeholders will work to encourage the development of sustainable construction practices, and to promote good practice, reduce wastage and overcome technical and financial constraints, including identifying sustainable supply routes and

seeking to reduce delivery distances. The long-term aspiration is that annual consumption of primary aggregates will not grow from the 2016 level in subsequent years.

Local development documents should promote the use of construction materials that reduce the demand for primary minerals by requiring new projects to include a proportion of recycled and secondary aggregates wherever practicable.

POLICY M2: Recycled and Secondary Aggregates

The use of secondary aggregates and recycled materials in the South East should increase from 6.6mtpa (29% of the guidelines for primary aggregate production in the region) to at least 7.7mtpa (34%) by 2016 so as to reduce the need for primary aggregates extraction. To enable this target to be met, and where possible exceeded, mineral planning authorities (MPAs) should ensure that their mineral development frameworks enable provision to be made for the following:

Mineral Planning Authority Area	Apportionment of recycled and secondary aggregate provision (million tonnes per annum) by 2016
Berkshire Unitaries	0.7 mtpa
Buckinghamshire	0.6 mtpa
East Sussex/Brighton and Hove	0.5 mtpa
Hampshire/Portsmouth/Southampton/New Forest	1.7 mtpa
Isle of Wight	0.1 mtpa
Kent	1.4 mtpa
Medway	0.2 mtpa
Milton Keynes	0.2 mtpa
Oxfordshire	0.9 mtpa
Surrey	0.8 mtpa
West Sussex	0.8 mtpa

MPAs should identify sites to contribute to such provision in minerals development frameworks. Local planning authorities should safeguard these sites through their local development frameworks.

Policy W17: Location of Waste Management Facilities applies to all proposals for mineral recycling facilities. Where temporary recycling facilities are to be proposed in the Green Belt, Areas of Outstanding Natural Beauty or National Parks, they should be sited at existing minerals or waste sites wherever possible.

Note

The reference to mineral development frameworks should be taken to embrace mineral, waste or combined mineral and waste development frameworks.

POLICY M3: Primary Aggregates

The supply of construction aggregates in the South East should be met from a significant increase in supplies of secondary and recycled materials, a reduced contribution from primary land-won resources and an increase in imports of marine-dredged aggregates. Mineral planning authorities should plan to maintain a landbank of at least seven years of planning permissions for land-won sand and gravel which is sufficient, throughout the Plan period, to deliver 13.25 million tonnes (mt) of sand and gravel per annum across the region, based on the following sub-regional apportionment:

Berkshire Unitaries	1.57mtpa
Buckinghamshire	0.99mtpa
East Sussex/Brighton & Hove	0.01mtpa
Hampshire/Southampton/Portsmouth	2.63mtpa
Isle of Wight	0.05mtpa
Kent/Medway	2.53mtpa
Milton Keynes	0.12mtpa
Oxfordshire	1.82 mtpa
Surrey	2.62mtpa
West Sussex	0.91mtpa

and 2.2 million tonnes of crushed rock per annum across the region, based on the following sub-regional apportionment:

Kent	1.2mtpa
Oxfordshire	1.0mtpa

POLICY M4: Other Minerals

Future provision should be made in local development documents for clay, chalk, silica sand and gypsum as regionally significant minerals of national importance. Where practicable, substitute and recycled waste materials should be used to conserve natural resources, high quality reserves should be safeguarded for appropriate end uses, and new handling facilities

developed where this would increase the quantity of minerals and manufactured products being transported by rail or water.

Mineral planning authorities should plan for:

- a permitted reserve of clay for brick and tile product manufacture, sufficient to last for at least 25 years at current production rates, should be maintained to supply individual works throughout the Plan period, and new manufacturing capacity developed if this would replace older plants or reduce net imports to the region; for small-scale manufacture, a long-term landbank of a lesser period than 25 years may be appropriate
- a permitted reserve of chalk for cement manufacture, sufficient to last for at least 25 years at current production rates, should be maintained throughout the Plan period in Kent and Medway
- a permitted reserve of silica sand should be maintained throughout the Plan period in Surrey and Kent, equivalent at current production rates, to at least 10 years at existing sites and at least 15 years at new sites
- permitted reserve of gypsum, sufficient to last at least 20 years at current production rates, should be maintained throughout the Plan period in East Sussex to support the building product and cement industries, and the use of desulphurgypsum imported by rail over the shortest practicable distance should be encouraged.

POLICY M5: Safeguarding of Mineral Reserves, Wharves and Rail Depots

Mineral planning authorities should assess the need for wharf and rail facilities for the handling and distribution of imported minerals and processed materials, and identify strategic sites for safeguarding in their minerals development frameworks. These strategic facilities should be safeguarded from other inappropriate development in local development documents. Existing mineral sites, and proposed sites and 'areas of search', should be identified in mineral development documents for the extraction and processing of aggregates, clay, chalk, silica sand and gypsum. These should then be safeguarded in local development documents.

POLICY C1: The New Forest National Park

High priority will be given to conserving and enhancing land and its specific character within the New Forest National Park. The local planning authority and other partners should also develop supportive sustainable land management policies, both inside the National Park and within the zone of 'New Forest commoning activity', including protection of grazing land outside the National Park which is needed to support National Park purposes.

In considering proposals for development, the emphasis should be on small-scale proposals that are sustainably located and designed. Proposals which support the economies and social well-being of the Park and its communities, including affordable housing schemes, will be encouraged provided that they do not conflict with the purposes for which the Park has been designated. Planning decisions should also have regard to the setting of the Park.

POLICY C2: The South Downs

Pending the final approval of the proposed South Downs National Park, the purposes of its designation should be a material consideration in the making of any planning decision that may significantly affect the Park.

POLICY C3: Areas of Outstanding Natural Beauty

High priority will be given to conservation and enhancement of natural beauty in the region's Areas of Outstanding Natural Beauty (AONBs) and planning decisions should have regard to their setting. Proposals for development should be considered in that context. Positive land management policies should be developed to sustain the areas' landscape quality. In drafting local development documents, local planning authorities should have regard to statutory AONB Management Plans.

In considering proposals for development, the emphasis should be on small-scale proposals that are sustainably located and designed. Proposals which support the economies and social well being of the AONBs and their communities, including affordable housing schemes, will be encouraged provided that they do not conflict with the aim of conserving and enhancing natural beauty.

POLICY C4: LANDSCAPE AND COUNTRYSIDE MANAGEMENT

Outside nationally designated landscapes, positive and high quality management of the region's open countryside will be encouraged and supported by local authorities and other organisations, agencies, land managers, the private sector and local communities, through a combination of planning policies, grant aid and other measures.

In particular, planning authorities and other agencies in their plans and programmes should recognise, and aim to protect and enhance, the diversity and local distinctiveness of the region's landscape, informed by landscape character assessment.

Positive land management is particularly needed around the edge of London and in other areas subject to most growth and change. In such areas long-term goals for landscape conservation and renewal and habitat improvement should be set, and full advantage taken of agri-environmental funding and other management tools.

Local authorities should develop criteria-based policies to ensure that all development respects and enhances local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided.

POLICY C5: Managing the Rural-Urban Fringe

Local development documents should:

- i. identify issues and opportunities that require action to deliver a sustainable multi-functional rural-urban fringe, using the key functions set out in Box BE1 (see Chapter 12¹³) as a checklist
- ii. plan positively for facilities connected with the sustainable management of urban areas
- iii. identify any parts of the rural-urban fringe around settlements that are currently or potentially subject to dereliction.

To ensure action will be taken local authorities should:

- i. ensure better management of the rural-urban fringe, including where applicable Green Belt, by working with neighbouring planning authorities and partners in developing and implementing strategies and action plans for rural-urban fringe areas
- ii. target positive management on areas where urban extensions are planned including engaging local communities and landowners to ensure early consideration is given to landscape and biodiversity enhancement, woodland management, recreation provision and access routes.

POLICY C6: Countryside Access and Rights of Way Management

Through Rights of Way Improvement Plans and other measures, local authorities should encourage access to the countryside, taking full advantage of the Countryside and Rights of Way Act 2000, particularly by:

- i. maintaining, enhancing and promoting the Public Rights of Way system, and permissive and longer distance routes, to facilitate access within, to and from the countryside for visitors and all members of the local community
- ii. identifying opportunities and planning for routes within and between settlements, seeking to reduce car use for shorter journeys
- iii. where possible, making new routes multi-functional to allow for benefits for multiple users and contribute to the wider objectives of green infrastructure
- iv. on Natura 2000 and Ramsar wetland sites with an identified risk of adverse impact from recreational use or other urbanisation impact (including air pollution), promote appropriate access and other management measures (both pedestrian and vehicle), to avoid such risks.

POLICY C7: The River Thames Corridor

Riparian local authorities should work together, and with other stakeholders, to establish a coordinated policy framework for the river and its valley corridor through their local

¹³ Box BE1 is on pages 153 – 154 of the South East Plan.

development frameworks to reflect their environmental, heritage and recreational value through both rural and urban areas.

Taking account of the Thames River Basin Management Plan, local authorities should work together with other agencies to:

- i. maintain and enhance the landscapes and waterscapes of the River Thames Corridor, in terms of their scenic and conservation value and their overall amenity
- ii. conserve and enhance the nature conservation resources of the River Thames Corridor through the protection and management of its diverse plant and animal species, habitats (including wildlife networks) and geological features
- iii. provide accessible facilities and opportunities for countryside and river-related recreation
- iv. take account of the setting of the river in exercising their normal development control duties.

Where the river passes through urban areas, local authorities should, working together where necessary:

- i. make provision for riverside open spaces and access routes
- ii. protect and improve scenic views of the river and from the river, especially where they contain significant natural or built heritage features
- iii. ensure a high quality of sympathetic design of new developments within sight of the river
- iv. seek the conservation and improvement of the historic built environment that is part of the river's heritage and setting.

Local authorities should:

- i. ensure that new development does not restrict or endanger navigation on the river
- ii. seek to secure the protection and improvement of existing river-related infrastructure that is necessary for the sustainable development and use of the river
- iii. guard land for river-related businesses that support sport and leisure use of the river
- iv. encourage the sustainable use of the river.

POLICY BE1: Management for an Urban Renaissance

Local authorities and their partners will use opportunities associated with new development to help provide significant improvements to the built environment. They will:

- i. through their community strategies and local development frameworks, set out an overall strategy for enhancing the quality of life in each urban area which reflects a vision developed in consultation with local communities
- ii. work closely with key service providers to ensure that physical, community, cultural and green infrastructure is planned and phased in accordance with planned development
- iii. in partnership with other public agencies, the private sector and the local community, establish innovative management arrangements for town centres, business parks, and residential neighbourhoods
- iv. develop and implement public realm and open space strategies

- v. promote and support design solutions relevant to context and which build upon local character and distinctiveness and sense of place, including the sensitive reuse of redundant or under-used historic buildings
- vi. support and identify opportunities for appropriate higher density and mixed-use development schemes
- vii. draw up design-led supplementary planning documents to help implement development briefs, design codes and master plans for key sites in consultation with key stakeholders.

POLICY BE2: Suburban Intensification

Local development frameworks should identify locations where intensification could assist wider planning objectives. Such locations could include areas of high accessibility immediately around public transport nodes in predominantly residential neighbourhoods, underutilised industrial estates and low density retail parks. Clear planning and design guidance should be included for such intensification opportunities. This guidance, which may take the form of local development document policies, should be based on local character appraisal and clearly set out the basis on which proposals for the intensification of existing residential areas will be assessed.

POLICY BE3: Suburban Renewal

Local authorities should identify neighbourhoods, especially in suburban areas, in need of renewal, which would benefit from a proactive and integrated approach to area management.

For those neighbourhoods identified local authorities should work with their partners to develop Neighbourhood Management Plans (NMPs).

NMPs should set out a clear framework for the integrated development, management and delivery of community services, environmental quality and infrastructure provision. They should be developed through partnership working with residents, service providers, employers and developers.

POLICY BE4: The Role of Small Rural Towns ('Market' Towns)

Local planning authorities should encourage and initiate schemes and proposals that help strengthen the viability of small rural towns, recognising their social, economic and cultural importance to wider rural areas and the region as a whole. Local planning authorities, through their local development documents and other means, should:

- i. support and reinforce the role of small rural towns as local hubs for employment, retailing and community facilities and services
- ii. encourage community-led local assessments of need and action planning

- iii. provide for sufficient housing development (especially for affordable housing) in small rural towns where this would reinforce and develop the distinctive character and role of the town and meet identified needs
- iv. protect and enhance the character and appearance of individual small rural towns
- v. develop public transport networks which meet the needs of both the market towns and their surrounding rural area.

POLICY BE5: Village Management

In preparing local development documents (LDDs), local planning authorities should positively plan to meet the defined local needs of their rural communities for small scale affordable housing, business and service development, taking account of changing patterns of agriculture, economic diversification, and continued viability of local services. LDDs should define their approach to development in villages based on the functions performed, their accessibility, the need to protect or extend key local services and the capacity of the built form and landscape setting of the village. All new development should be subject to rigorous design and sustainability criteria so that the distinctive character of the village is not damaged.

To assist this, local planning authorities should encourage community-led local assessments of need and action planning to inform decision making processes.

POLICY BE6: Management of the Historic Environment

When developing and implementing plans and strategies, local authorities and other bodies will adopt policies and support proposals which protect, conserve and, where appropriate, enhance the historic environment and the contribution it makes to local and regional distinctiveness and sense of place. The region's internationally and nationally designated historic assets should receive the highest level of protection. Proposals that make sensitive use of historic assets through regeneration, particularly where these bring redundant or under-used buildings and areas into appropriate use should be encouraged.

POLICY TC1: Strategic Network of Town Centres

A network of strategic town centres will be developed across the region as set out below. This is intended to be a dynamic network of centres which will be kept under review. Local planning authorities should carry out regular assessments of town centres in the network.

Primary Regional Centres	Secondary Regional Centres
Ashford (Kent)*	Aldershot
Aylesbury*	Andover
Banbury	Bognor Regis
Basingstoke	Bracknell
Brighton	Camberley
Canterbury	Chichester
Chatham*	Dartford
Crawley*	Dover
Eastbourne	East Grinstead
Guildford*	Eastleigh
High Wycombe	Epsom
Maidstone	Fareham
Milton Keynes (Central)*	Farnborough
Oxford*	Folkestone
Portsmouth*	Gravesend
Reading*	Hastings
Redhill/Reigate*	Haywards Heath
Southampton*	Horsham
Slough	Maidenhead
Tonbridge-Tunbridge Wells	Newbury
Woking*	Newport (Isle of Wight)
Worthing	Sevenoaks
	Sittingbourne
	Staines
	Westwood Cross (Thanet)
	Winchester
	Windsor

* Centres for Significant Change

This network of town centres will be a focus for those town centre uses set out in PPS6.

Guidance on the implementation of this policy is set out in Policy TC2.

POLICY TC2: New Development and Redevelopment in Town Centres

Until advice is available, via a review of this RSS, about the broad quantum of growth expected in the strategic network of town centres, local planning authorities, in preparing their development plan documents (DPDs), should be guided by the following considerations.

Local authorities should carry out further work, including joint working where there are issues that are common to two or more local authority areas, to assess the need for further floorspace in town centres and set out a vision and strategy for the network and hierarchy of centres within their area. This work should include other centres not listed in Policy TC1 as these centres may have an important role in meeting local needs. This should take account of the important inter-relationships between centres within and beyond the region's boundaries and especially with London.

The Centres for Significant Change, indicated with an asterisk in Policy TC1 are expected to undergo the most significant change across the range of town centre uses during the plan period and proactive, integrated strategies for their development will be particularly important. All of the Centres for Significant Change are identified as Regional Hubs. These town centres will be the focus for significant growth, along with areas where there are particular regeneration needs or a specific growth area focus. Major retail developments, and other town centre uses of a large scale, should be located in these Centres for Significant Change.

After the Centres for Significant Change, the most significant growth is expected to be needed in the remaining Primary Regional Centres, with less growth expected in the Secondary Regional Centres. However, as local planning authorities draw up their DPDs, they will need to consider whether there is a need to re-balance the network of centres to ensure that it is not overly dominated by the largest centres. Authorities will also need to consider whether there are areas where investment should be stimulated, including town centres with deficiencies, deprived areas, or areas that will undergo significant housing and employment growth.

Plans and strategies prepared by local authorities and other stakeholders should have regard to the following:

- i. the need to support the function and viability of pre-eminent town centres to accommodate change and growth within each sub-regional strategy area
- ii. the need to assess the capacity to accommodate change and growth in such areas
- iii. the need to respect the historic character, environment and cultural value of existing town centres
- iv. the need to ensure safe, secure and attractive environments for people to live, shop and work
- v. the need to promote new investment of an appropriate scale, in particular in vulnerable centres in need of regeneration

- vi. the need to support sustainability objectives, including the role of regional hubs, taking account of the impact on traffic and the need to minimise reliance on the car/lorry and promote public transport accessibility
- vii. the potential impact on the vitality and viability of town centres.

POLICY TC3: Out-of-Centre Regional/Sub-Regional Shopping Centres

No need has been identified for any further out-of-centre regional or sub-regional shopping centres or large-scale extensions to such existing centres during the period to 2026. The role and regeneration of town centres should not be undermined by an intensification of such development.

POLICY TSR1: Coastal Resorts

Opportunities will be sought to diversify the economic base of the region's coastal resorts, while consolidating and upgrading tourism facilities in ways which promote higher value activity, reduce seasonality and support urban regeneration. To meet these objectives:

i. local strategic partnerships (LSPs) and marketing partnerships covering coastal resorts are encouraged to establish a vision and strategy for the future of tourism in their area and its contribution to wider regeneration objectives. Where appropriate, this should be undertaken in co-operation with neighbouring LSPs which together form an integrated tourism market

ii local development frameworks should address the spatial dimensions of an agreed vision for tourism and identify 'core areas' and associated policies for tourism in coastal resorts to which specific tourism related planning policies apply for the purposes of:

- controlling inappropriate development
- co-ordinating management and environmental initiatives
- setting environmentally sustainable development objectives
- identifying land for particular types of tourism related development
- identifying necessary infrastructure investments.

iii. SEEDA should work proactively with other members of LSPs covering coastal resorts in the sub-regions of Kent Thames Gateway, East Kent and Ashford, Sussex Coast, South Hampshire and the Isle of Wight in the coastal belt to facilitate the development and implementation of regeneration strategies

iv local authorities, in collaboration with the regional tourist board, should act strategically to develop complementary approaches to the marketing and development of the coastal resorts to enhance their overall competitiveness.

POLICY TSR2: Rural Tourism

Opportunities to promote tourism and recreation-based rural diversification should be encouraged where they provide jobs for local residents and are of a scale and type appropriate to their location.

Local planning authorities in formulating planning policies and taking decisions will:

- i. support proposals which seek to develop the tourism opportunities associated with all types of rural development initiatives
- ii. protect access to, and support proposals for upgrading, inland waterways and associated facilities for recreational use in accordance with relevant management strategies
- iii. in surrounding countryside areas with significant tourism potential, local authorities should identify actions to strengthen linkages between market towns and their hinterlands through the provision of integrated sustainable transport and complementary product development, investment and marketing, including the promotion of locally produced products, such as food and crafts.

POLICY TSR3: Regionally Significant Sports Facilities

Opportunities will be sought to protect, upgrade and develop new regionally significant sports facilities, particularly in Thames Gateway, Milton Keynes/Aylesbury Vale and Ashford.

- i. Local development documents should make adequate provision for new or expanded regionally significant sporting venues to redevelop or expand to meet future demands and requirements of the sport and of the spectator, taking into account sports governing bodies' needs strategies as they become available.
- ii. Sport England should be proactive in advising the regional planning body and local authorities on the need for new or expanded regionally significant sporting venues.
- iii. local authorities should be proactive in maximising the benefits to local communities of any major or expanded sporting facilities.
- iv. regional partners, including Sport England, SEEDA and the regional planning body, should in partnership with the Greater London Authority identify and promote opportunities for new investment in sports facilities in the region associated with the London Olympics in 2012.

POLICY TSR4: Tourism Attractions

Priority should be given to improving the quality of all existing attractions to meet changing consumer demands and high environmental standards in terms of design and access.

i. Local authorities and partners will:

- encourage the enhancement and upgrade of existing visitor attractions
- include policies in development plans for determining applications for all new and changes to existing visitor attractions that are likely to have a significant impact locally.

In developing such policies local authorities should consider the following criteria:

- a. do they help reinforce the distinctiveness of a locality?
 - b. are they accessible by public transport and accessible to all (Disabled Discrimination Act compliant)?
 - c. do they provide wet weather facilities and help extend the season?
 - d. will they facilitate regeneration?
 - e. are they complementary to existing attractions (or will they displace existing activity)?
- ii. New, regionally significant tourism attractions should only be developed where they will expand the overall tourism market and can be easily accessed by public transport. A sequential approach to site identification should be adopted for all new regionally significant attractions (those generating more than 250,000 visitors per annum) unless there are overriding requirements related to that site or sectoral reasons linked to cluster development. A suitable location should be sought:
- within the sub-regions of Kent Thames Gateway, East Kent and Ashford, Sussex Coast, South Hampshire and the Isle of Wight in the coastal belt or the Milton Keynes and Aylesbury Vale Growth Area.
 - only where it can be demonstrated that no suitable sites are available in the above areas should other locations be considered.

POLICY TSR5: Tourist Accommodation

The diversity of the accommodation sector will be positively reflected in tourism and planning policies.

i. In formulating planning policies and making decisions local planning authorities should:

- consider the need for hotel developments to be in the proposed location, including links with the particular location, transport interchange or visitor attraction, and seek measures to increase access for all by sustainable transport modes

- provide specific guidance on the appropriate location for relevant accommodation sub-sectors. This should be informed by their different site requirements and market characteristics and how these relate to local planning objectives
- encourage the extension of hotels where this is required to upgrade the quality of the existing stock to meet changing consumer demands.
- include policies to protect the accommodation stock where there is evidence of market demand
- strongly encourage the provision of affordable staff accommodation as part of new and existing accommodation facilities in areas of housing pressure. The criteria for the application of such a requirement should be clearly set out in the development plans
- facilitate the upgrading and enhancement of existing un-serviced accommodation, including extensions where this will not harm landscape quality or identified environmental assets. Particular attention should be paid to identifying suitable sites for the relocation of holiday parks under threat from coastal erosion or flooding.

ii Tourism South East and local authorities should, working together, undertake active monitoring of the demand for and supply of tourism accommodation on a regional and sub-regional basis.

POLICY TSR6: Visitor Management

i. Local development frameworks (LDFs) and tourism or cultural strategies will identify areas which would benefit from the development and implementation of visitor management. Where different local authority areas form part of a single tourism destination or market, opportunities should be taken to coordinate or integrate the development and implementation of visitor management plans

ii. LDFs and local transport plans will address the management of tourism-related travel demand in an integrated way as part of a wider visitor management approach to managing tourism pressures and reflecting the priorities in the regional transport strategy. Depending on the nature of the tourism offer, this should include:

- promoting a multi-modal approach to access to attractions and large events. Local authorities should facilitate this by encouraging operators to establish travel plans for attractions and events generating large numbers of trips
- developing a range of travel planning approaches to specifically address transport impacts associated with urban and rural tourism.

POLICY TSR7: Priority Areas for Tourism

Local development frameworks, tourism/cultural strategies and transport plans will seek to emphasise and implement the following sub-regional priorities:

i. The Coastal Strip and the Isle of Wight – seeking complementary approaches to the development and management of tourism so as to upgrade facilities, promote diversity, and

reduce seasonality and improve access, whilst retaining and enhancing the natural character of the area and having regard to issues of capacity and environmental sensitivity. This includes making use of the attraction of Canterbury and Brighton to encourage longer stays through linked trips to surrounding areas

ii. Windsor and surrounds – Cross-border working to manage the pressures associated with existing high levels of business and leisure tourism activity, through improved visitor management, enhanced public transport access, including coach travel to larger attractions, and strategic planning of visitor accommodation

iii. Oxford – Joint working with neighbouring authorities to encourage longer stays and to provide improved visitor management

iv. River Thames – Joint working to achieve the potential for informal recreation and sporting uses, within the wider uses of the working river, improved management and access in appropriate locations

v. Thames Gateway – Realising the potential for growth in business, sporting, environmental and attraction based tourism as part of the wider regeneration strategy for the Gateway, which includes the port and logistics sectors, adding value to the existing tourism market

vi. Milton Keynes/Aylesbury Vale and Ashford – Joint working to make appropriate provision for tourism, sport and recreation within the context of their identification as regional Growth Areas for the delivery of sustainable communities

Local authorities, the regional planning body and the regional tourism board should pursue an inter-regional approach to co-ordination and management in the following tourism areas:

- The Thames Gateway (London and South Essex)
- Oxford (Cotswolds)
- New Forest (Dorset)
- Windsor and surrounds (London)
- Chilterns AONB (East of England)
- Milton Keynes/Aylesbury Vale (South Midlands).

POLICY S1: Supporting Healthy Communities

Local development documents should embrace preventative measures to address the causes of ill health by reflecting the role the planning system can play in developing and shaping healthy sustainable communities, including:

i. community access to amenities such as parks, open spaces, physical recreation activity, and cultural facilities

ii. mixed and cohesive communities, with a particular focus on access to housing for socially excluded groups

iii. healthier forms of transport, by incorporating cycle lanes and safe footpaths in planned developments.

POLICY S2: Promoting Sustainable Health Services

Local planning authorities should work closely with the NHS across its delivery bodies to ensure the provision of additional and reconfigured health and social care facilities to meet the anticipated primary care and capacity needs of local communities. Where need is identified, land should be made available for additional community, social and primary care facilities.

Local authorities and the various NHS Trusts should work closely together to facilitate joint planning and to influence NHS estate strategies. Health Impact Assessments should become an integral part of the decision-making process.

POLICY S3: Education and Skills

Local planning authorities, taking into account demographic projections, should work with partners to ensure the adequate provision of pre-school, school and community learning facilities. Policies should advocate the widening and deepening of participation through better accessibility, reflecting the role the planning system can play in developing and shaping healthy sustainable communities. Policies should:

- i. take account of the future development needs of the economy and the community sector
- ii. encourage mixed use approaches, that include community facilities alongside 'formal' education facilities
- iii. seek to ensure access for all sections of society to education facilities at locations with good public transport access.

POLICY S4: Higher and Further Education

Local authorities should work with the Learning and Skills Council, the Higher Education Funding Council for England, SEEDA and the higher and further education sectors to ensure that these sectors' needs are addressed in local development frameworks.

POLICY S5: Cultural and Sporting Activity

Increased and sustainable participation in sport, recreation and cultural activity should be encouraged by local authorities, public agencies and their partners through local development documents and other measures in order to improve the overall standard of fitness, enhance cultural diversity and enrich the overall quality of life.

Provision for cultural and sporting activity should:

- i. be based on an up to date strategy for the selected provision which should cover aspects such as the arts, heritage, the museums, libraries and archive sectors and sporting activity
- ii. be based on an audit of current supply and an assessment of this supply against estimated demand/growth. The audits should cover the quantitative, qualitative and accessible nature of provision. Authorities should encourage formal partnership working to put in place effective programmes of provision and management.

Local development documents should include policies relevant to local needs designed to:

- i. encourage participation by disadvantaged and socially excluded persons/groups
- ii. locate facilities sustainably where they can be accessed by a range of modes of transport particularly healthy forms of transport i.e walking and cycling
- iii. make joint service provisions where appropriate
- iv. give special attention to cultural provision in supporting economic growth and urban regeneration, which may be the subject of area action plans
- v. include policies encouraging workplace and other everyday provision for increased physical activity.

POLICY S6: Community Infrastructure

The regional planning authority and regional partners, including SEEDA, will work with Government and other agencies to increase investment in physical and social infrastructure and secure co-ordination between development and essential infrastructure provision.

Where appropriate, the mixed use of community facilities should be encouraged by local authorities, public agencies and other providers, through local development documents and other measures in order to make effective use of resources and reduce travel and other impacts.

Local planning authorities, in consultation with those delivering services using community infrastructure (including the Third Sector and Faith organisations), will ensure facilities are located and designed appropriately, taking account of local needs and a whole life costing approach. Policies should also ensure that:

- i. community infrastructure supports economic growth and regeneration, with particular priority for health and education provision
- ii. creative thinking and action on new mixes of cultural and community facilities is encouraged
- iii. appropriate facilities are made accessible to all sections of the community, in both urban and rural settlements.

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).

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.

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.

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.

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.

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.

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.

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.

POLICY SH9: Implementation Agency

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

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.

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.

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.

POLICY SCT5: Housing Distribution

Local planning authorities will allocate sufficient land and facilitate the delivery of 69,300 net additional dwellings in 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
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).

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.

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.

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.

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.

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.

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.

POLICY 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.

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.

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.

POLICY 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.

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.

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 through 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.

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.

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.

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.

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.

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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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 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
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.

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.

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.

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:

- i. ensure the provision of infrastructure which is essential to the proper functioning and future development of the area
- ii. protect and enhance the environment and quality of life of the sub-region
- iii. protect the setting and character of Oxford
- iv. make best use of previously developed land within urban areas to reduce the need for greenfield development
- v. 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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

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.

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.

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.

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

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.

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.

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
Guildford¹	0	0
Mole Valley¹	0	0
Tandridge¹	0	0
Total	250	5,000

Footnote

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

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

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

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.

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.