

**3 CITIES & 3 COUNTIES  
NEW GROWTH POINT**

**DRAFT  
PARTNERSHIP FOR GROWTH  
PROGRAMME OF DEVELOPMENT**

**2006-2026**

*(based on the Draft Regional Spatial Strategy for the  
East Midlands)*

**and indicative  
investment priorities for 2008-2011**

**VERSION 2.7  
20<sup>th</sup> JULY 2007  
DRAFT FOR E-MAILING TO PARTNERS**

# STATUS OF THIS DOCUMENT

This draft Programme of Development is an initial statement of the sustainable growth ambitions of the 3 Cities & 3 Counties Partnership for Growth, **based on the proposals included in the Draft Regional Spatial Strategy (RSS) for the East Midlands**. It will develop further as the RSS takes final shape.

At the time of drafting, the draft RSS is undergoing its Examination in Public, and the proposals for housing growth contained in it are being tested.

This Programme of Development is therefore **a living document** which will change as more detail emerges, for example the Panel's report to the Secretary of State on suggested changes to the draft RSS; which in turn will inform the emerging Local Development Frameworks.

This Programme shows how local partners will deliver the growth proposed for the 3 Cities Sub-area by the draft RSS and emerging Local Development Frameworks; responding to the challenges of housing growth and actively planning the communities of the future.

Our local leaders are united in wanting to help people find the right home, shape our cities and towns to be places where people want to live and work, and tackle climate change. New Growth Points funding will provide additional resources to help us deliver the growth as sustainably as possible.

The Appendices to this document contain the first attempt to codify this growth into a programme of investment in infrastructure and public intervention to ensure that new housing comes forward in the numbers and variety required to meet our identified and expected housing needs.

**The final version of this year's iteration of the 3 Cities & 3 Counties Programme of Development is to be submitted to CLG on 1<sup>st</sup> October 2007.** It will concentrate on medium term infrastructure projects for 2008/09 to 2010/11, while outlining the longer term projects post 2011.

**PARTNERS AND STAKEHOLDERS ARE ASKED TO ENSURE THAT  
FINAL COMMENTS ON THIS ITERATION REACH ME BY MONDAY  
24<sup>TH</sup> SEPTEMBER 2007**

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## Appendices (separate documents)

- A1. The Derby HMA and draft Housing Trajectory
- A2. The Leicester and Leicestershire HMA and draft Housing Trajectory
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- A4. Strategic Green Infrastructure
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- A6. Input from partners and statutory agencies

## Summary

The 3 Cities & 3 Counties is the largest and most complex of the 29 New Growth Points in England, currently offering some 19% of the expected national total of new homes. It aims to deliver at least 81,500 new homes in the period 2006-2016, and the same again in the period 2016-2026.

The breakdown proposed in the draft Regional Spatial Strategy (RSS) for the 25 year period 2001-2026, by Housing Market Area (HMA), is:

Housing Market Area	Average Annual Build Rate	Total Dwelling Provision 2001- 2026
Derby HMA	1,770	44,250
Leicester & Leicestershire HMA	3,780	94,500
Nottingham Core HMA	2,490	62,250
Total	8,040	201,000

The draft RSS has just undergone its Examination in Public (22<sup>nd</sup> May to 19<sup>th</sup> July 2007) and the Panel's recommendations will shape the Adopted RSS, to be approved by the Secretary of State in 2008. This in turn will inform the Local Development Frameworks adopted by each of the 17<sup>1</sup> Local Planning Authorities and 3 County Councils.

We intend to deliver our Partnership for Growth with Government in line with the "Urban Concentration and Regeneration" strategy, and the vision expressed in the draft sub-regional spatial strategy:

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

We are also mindful of Government's 4 Principles for Partnership for Growth:

- Early delivery of housing
- Ensuring sustainable growth
- Infrastructure and services keeping pace with growth
- Delivery support

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<sup>1</sup> Nottingham Core HMA includes the 4 Hucknall wards of Ashfield District Council

# Housing Provision Trajectory

## Based on the proposals in the Draft RSS

The average annual build rate proposed for the 3 Cities sub-area by the draft RSS is 8,040 new homes each year from 2001 to 2026. This is an increase of some 23% on past proposals, and an even greater proportionate increase on the number of homes actually constructed in past years.

The average needs to be maintained over the period, but can be monitored and managed to ensure delivery of the required number of homes.

Whilst the early focus of our New Growth Point – the “quick wins” - is the urban regeneration of the major settlements and bringing people back to live in vibrant city centres, we recognise that the market will have to deliver the new homes and that the demand is for a great deal of choice in housing type, tenure and location.

At a HMA level, a Strategic Housing Land Availability Assessment (SHLAA) has been carried out, funded by CLG, for each of the three Principal Urban Areas (PUAs). These give a baseline of the potential capacity of each PUA, but require testing against the market reality of what developers and their backers will invest in, and where people will choose to live.

(trajectory tables and graphs to be inserted)

# Timelines

Area of activity	2006-2008	2008-2011	2011-2014	2014-2016	2016-2026
Strategic intent	Mainly business as usual, market led development on existing allocations.  Where opportunity arises, best practice encouraged.	Market continues to deliver current commitment but we seek higher standards.  Much more public intervention to address market failure.  Development of plan-led core strategies and Masterplans.	Switch to plan-led development, use of phased release to direct market.  Use of publicly funded infrastructure to tackle remaining market failure, bring into public ownership if necessary	Development is either in masterplanned sustainable sites or urban intensification in windfall sites – but all to the highest standards	Growth is self-sustaining to the highest standards – public investment priorities shift to the retrofitting of existing stock
Derby HMA	Public interventions beginning to take effect on delivering URC Masterplans, and greatly improved partnership working between public sector partners.      Beginning to improve working with the private sector to raise standards and capacity to deliver sustainable construction.	Concentrate on delivering strategic brownfield housing sites, mainly in Derby Cityscape city centre areas	Continue momentum within Derby City but invest in Amber Valley and South Derbyshire PUA extensions	Derby City sites completed and Amber Valley and South Derbyshire PUA extensions taking shape	
Leicester HMA		Concentrate on delivering Leicester City regeneration schemes and starting Ashton Green  Masterplan the 5 new growth locations for an early start post 2011	Ashton Green continues and two PUA extensions start, as do three growth locations outside the PUA	Leicester City sites completed and five growth locations come on stream	
Nottingham Core HMA		Concentrate on delivering Nottingham Regeneration Ltd schemes in Waterside, Eastside and Southside			
Zero carbon (Code for Sustainable Homes)		Deliver (with EP) exemplar schemes in all three HMAs. Enforce minimum Level 3 in all new approvals	Enforce Level 4 in all new approvals	Enforce Level 6 (zero carbon) in all new approvals	
Sustainable transport		East Midlands Parkway station, more Park & Ride schemes implemented	Nottingham NET tram line 2 under construction		
Capacity to deliver					
Eco-Towns		Prepare Ashton Green and Ozone			
Green Infrastructure	Map supply and demand and plan for delivery	Delivery phase 1			

# Applying and delivering the principles of sustainable development throughout the 3 Cities sub-area

## 1.1 Our long term vision out to 2026

1.1.1 The 3 Cities & 3 Counties collaboration is unique in the UK. With no one East Midlands city dominant within the region, three of the largest 15 cities in England have come together with their hinterlands to offer strategic connectivity at the centre of the UK, 90 minutes from London and only 4 hours from Paris.

1.1.2 Our Business Case has already been presented to Ministers, and is being refreshed in the light of the Local Government White Paper, to demonstrate how we offer scope for autonomy and subsidiarity from the ground up. We also welcome recent national policy initiatives which chime well with our ambitions and vision, such as the Sub-National Review and Housing Green Paper; and which will help us take control of our destiny in the national interest. We too support the “Shared Endeavour” concept.

1.1.3 The draft 3 Cities & 3 Counties Business Case 2007 emphasises:

- Our offer to support the overheating / underperforming of London as the UK’s World City, by taking growth into established urban centres which already have most of the necessary infrastructure
- Our pivotal role in the UK as the communications centre – with 90% of the UK population within 4 hours by lorry, the Midlands is a critical component of the UK
- Our common purpose, concerted action and consistent outcomes in tackling urban issues
- Our richness of diversity and reputation for integrating new communities
- Our ambitions for a zero carbon future

1.1.4 There are four key 3 Cities & 3 Counties priorities which are particularly applicable to New Growth Points:

- Sustainable Growth
- Being the effective and dynamic centre of Britain
- Optimising ICT infrastructure for the knowledge economy
- Maintaining safe communities

(more to come as Business Case develops)

## 1.2 The added value of the 3 Cities & 3 Counties approach

1.2.1 The 3 Cities and 3 Counties collaboration gives great synergy and additionality in:

- A critical mass offering market aggregation and procurement opportunities to drive down costs (especially in energy saving technology and modern methods of construction)
- Strategic leadership in zero carbon / design quality / place shaping, with ambitions to be at the cutting edge of urban development and a flagship for cities and towns across the world
- Rapid communication and sharing of best practice
- Linking housing growth to the existing joint working on sustainable transport and economic development
- Working, where appropriate, towards Joint Core Strategies and linked Local Area Agreements
- Mature, stable and safe communities, with history and soul, deriving creativity from new cultural experiences
- A genuine choice, between a large number of different offers in thriving towns and cities, for households looking for a place to live

1.2.2 Our **draft** RSS offers growth well above the New Growth Points threshold of 20% above the RSS8 figure of 2003.

1.2.3 In addition, we are offering:

- To maintain the same accelerated rate of growth beyond 2016 to at least 2026
- To bring forward some of the planned post-2016 growth to start dates of 2011-2012 – i.e. to profile growth much sooner than would have occurred without NGP
- To get much better at capturing development value to provide infrastructure
- To join up our spatial planning capacity across the boundaries of 20 local authorities, by adopting common aims to secure higher standards of design and sustainability, and to improve our ability to harness development value to provide infrastructure
- To increase and improve provision of green infrastructure for leisure, biodiversity, historical, cultural and landscape value
- To pilot and strengthen the City Development Company model across administrative boundaries, using robust and innovative delivery vehicles which harness private sector expertise and investment to democratic leadership and accountability.

1.2.4 Every Local Authority in the East Midlands has signed the Nottingham Declaration on Climate Change, and is preparing a Climate Change Strategy. Our combined action plans offer Government a step change in improving the UK's performance.

### 1.3 Key themes

1.3.1 The seven key themes of our sustainable development, which run throughout our programme, are:

### 1.3.2 Place Shaping

- Showing aspirational leadership and vision for the future
- A joint and effective approach to anticipating and planning infrastructure
- Addressing market failure in regeneration areas
- Working with all our partners to deliver better services
- Tackling the reasons for “city flight”

### 1.3.3 Tackling climate change

- Reducing net CO<sub>2</sub> emissions from homes towards a zero-carbon standard
- Reducing net CO<sub>2</sub> emissions from transport, by reducing the need to travel and by improving access to more sustainable forms of transport
- Seeking opportunities to stimulate local low carbon markets
- Using green infrastructure as carbon sinks and controls on flooding, erosion and other effects of more extreme weather conditions

### 1.3.4 Sustainable transport

- Connectivity
- Improving accessibility and delivering modal shift
- Managing travel demand to reduce the growth in traffic
- Managing and developing the transport network to improve internal connectivity and connectivity to national and international gateways
- Enhancing public transport networks to provide a real alternative to car use
- Improving the opportunities for all to access jobs, services and leisure facilities
- Encouraging development where it can be easily accessed by public transport, cycling and walking
- Ensuring delivery of necessary transport infrastructure in parallel with development

(see section 3.3 below)

### 1.3.5 Safeguarding and enhancing the natural environment

- To use NGP funding proactively to enhance the landscape of the sub-area and improve public access to the natural environment and historic features
- Reducing the need to build on greenfield sites by prioritising the re-use of brownfield land and increasing the density of development where appropriate
- Providing more green infrastructure to enhance biodiversity, provide better access to green space for leisure, plant more trees to absorb pollution and soften the landscape, make better use of our strategic river corridors
- Reducing per-capita consumption of natural resources – e.g. setting exemplary standards for water efficiency and waste reduction, and encouraging the adoption of Sustainable Urban Drainage Systems (SUDS) to help protect water quality

- Respecting the scale, character and distinctiveness of landscapes and settlements in selecting the most sustainable sites for development

### 1.3.6 Improving and enhancing the built environment

- Plan-led development where the required quality is stated from the outset
- Creating quality environments that will be attractive to investors, and bring developers forward for those sites where there has been market failure
- Achieving the best quality design of new developments to ensure that they are safe, healthy and desirable places to live; and well integrated with existing settlements
- Integrating community facilities and places of employment within housing areas to ensure daytime vibrancy and activity
- Making and taking opportunities to redress past design mistakes, and respect the best of existing architecture; so that all our communities are raised to the standards of the best

### 1.3.7 Linking physical, economic and social regeneration with growth

- Ensuring the types of homes being brought forward meet the identified and evidenced housing needs of each HMA – e.g. prioritising affordable, social rented, family housing
- Ensuring that our growth provides new resources for housing and caring for our ageing population, in turn helping to bring family housing back on to the market
- Creating quality employment opportunities within and close to housing
- Using the economic opportunities of growth to help tackle worklessness and poor levels of skills
- Increasing the supply of attractive affordable homes to meet future demand, without increasing house price inflation
- Requiring large new developments to integrate mixed use functions; which includes provision for employment, education, health & social care, convenience shopping, and sports, culture & leisure; from the beginning
- Seeking to retro-fit current monocultural housing estates with the community, social and green infrastructure they need
- Enhancing the role of existing town and city centres, to meet the needs of their communities, and to stimulate investment in employment and leisure opportunities in locations which favour sustainable transport modes
- Using growth to help deliver the objectives of our Regional Economic Strategy, “A Flourishing Region” – and conversely, actively seeking economic opportunities presented by growth

### 1.3.8 Promoting community engagement and involvement

- Ensuring that the people who live, or who will live, in our communities have a genuine opportunity to shape their development
- Seeking opportunities for the voluntary and community sector to be part of delivering even better public services

- To establish and manage a Green Infrastructure small grant scheme fund that will help support a wide variety of grass roots community and voluntary projects, that will improve the quality of life for local people
- Implementing neighbourhood management where it delivers the best solution for local service delivery
- Integrating the agreed priorities of our Local Strategic Partnerships, as expressed in our refreshed Sustainable Community Strategies, in all our growth and infrastructure plans

#### 1.4 The Government's Eco-Towns scheme

- 1.4.1 We have no obvious contenders to fit the current Eco-Towns criteria of brownfield sites capable of delivering 5-20,000 sustainable homes. The sites we do have with potential to become new settlements also have constraints in terms of sustainable transport and landscape / Green Belt.
- 1.4.2 There are some former World War Two airfields, and disused hospital sites in the ownership of English Partnerships, as well as some former industrial sites such as Stanton Iron Works in Erewash (1,100 dwellings?), disused power station sites in South Derbyshire, and Cotgrave Colliery in Rushcliffe; and we would be willing to discuss their long-term potential.
- 1.4.3 Our joint working offers the opportunity to combine the purchasing power of smaller eco-villages across the three HMAs and provide exemplar schemes across the region, and we have begun discussions with English Partnerships on how we might achieve this.
- 1.4.4 The Prime Minister's re-launch of Eco-Towns as stand-alone new settlements and the announcement of additional funding if these are additional to planned growth was too late for our draft RSS. Nonetheless, local partners will look again at how these could be pursued.

#### 1.5 Neighbourhood transformation and Mixed Communities

- 1.5.1 Certainly within the three City Councils, and to a lesser degree elsewhere in the public housing stock, there is scope for diversifying housing tenure and type while increasing densities and providing community and green infrastructure. Some initial projects with both private sector developers and Housing Associations / Housing Corporation have already begun.
- 1.5.2 Although these projects will not produce large net gains in housing numbers, they will make a substantial difference in terms of suitability and fitness of housing to meet the needs of tomorrow's population, rather than the pre- and post- Second World War demographics that much of the public stock was built for. They will also make a huge difference to the communities receiving this investment.

1.5.3 We welcome the recognition in the Sub-national Review that housing, economic growth, regeneration and sustainable communities are inextricably linked, and we look forward to working with the national agencies to add value.

## 1.6 Regeneration and reversing the trend for city flight

1.6.1 Our Partnership for Growth takes as a given the Regional Spatial Strategy policy of urban concentration and regeneration, both in the Principal Urban Areas and the Sub Regional Centres.

1.6.2 The final report<sup>2</sup> on “City Flight migration patterns in the East Midlands” suggested a number of key policy interventions if we wished to avoid possible future problems associated with city flight:

- “accelerating residential sorting may put at risk cohesion, due to migration flows polarising the city region’s richer and poorer – and White and non-White – residents between its urban and more rural parts
- the central city local authorities may lose fiscal strength while having to work in partnership with other conurbation local authorities to achieve regeneration;
- inner area problems could escalate with wider consequences such as raised crime risks, lower the city region’s attractiveness to possible in-migrants; and
- many skilled city centre workers live far out, causing road congestion and pollution due to insufficient high capacity high quality public transport.”

1.6.3 These recommended interventions, which clearly match many of our current regeneration priorities and proposals, are:

- “improved city educational services, and better secondary schools in particular
- tackling city problems of crime and anti-social behaviour
- improving public transport on high density corridors
- facilitating new employment growth sectors which favour clustering in cities
- upgrading and extending urban and suburban retail and leisure facilities
- providing a more diverse housing ‘offer’ in the main urban areas
- putting further emphasis on development on brownfield sites, and
- improving access to open space and enhancing the quality of the local environment including the public realm. “

1.6.4 The importance of these interventions will be reflected in our proposals for investment.

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<sup>2</sup> Mike Coombes, Tony Champion, Tim Brown, Simon Raybould, for emda, March 2007

## 1.7 Capacity building

- 1.7.1 The key lesson from the Growth Areas is that the organisations charged with planning and delivery of growth must develop the capacity to make the necessary step change in activity.
- 1.7.2 Some of the proposed build rates in our 2006-2026 programme are up to twice what the market actually achieved in 2001-2006. There is also a need, given the national demand for construction to 2012 and beyond, to increase the ability of our local construction industry to deliver the numbers and quality of houses required.
- 1.7.3 Our programme therefore includes the establishment of more posts whose purpose is to deliver sustainable growth. Shared posts, hosted by the most appropriate partner, will increase the strategic planning and specialist project delivery capacity available to all partners.
- 1.7.4 Past weaknesses in partnership with the private sector, specifically the need to give developers certainty about what is expected from them at the start of discussions, are a priority for capacity improvement.
- 1.7.5 We shall develop innovative ways of working, for example using our three existing City Growth Strategy partnerships to help deliver training in sustainable construction and modern methods of construction; using funding from DWP Cities Strategy, emda and Local Enterprise Growth Initiative (LEGI). We want to give local people the new skills necessary to build homes which will achieve Code for Sustainable Homes Level 6 (zero carbon), and encourage local businesses to start manufacturing products which currently have to be imported, for example triple glazed window units and solar panels. We would be delighted if a substantial number of our 200,000 new homes were manufactured in new local factories and assembled on site by our local skilled workers, who would then have an opportunity to live in these homes.

## **Delivery mechanisms for economic and housing growth in the 3 Cities sub-area**

### **2.1 The role of the 3 Cities and 3 Counties partnership (the 6Cs)**

- 2.1.1 The strategic rationale for covering the whole of the 3 Cities sub-area and its three Housing Market Areas as one Growth Point is discussed elsewhere.
- 2.1.2 Taking the umbrella role of the 6Cs as a given, it is vital that the leanest possible delivery structure is chosen; to ensure rapid and effective decision making and project management.
- 2.1.3 The 6Cs PRINCE2 Programme Management Board will therefore have a strategic remit, making only those decisions which have to be made at the top level, or where there is clear advantage in a common framework.
- 2.1.4 Where we seek central resources to improve our capacity and capability in sustainable development (for example in maximising developer contributions), these resources will be hosted by one of the partners but support all. This helps us raise standards and provide expertise across the whole area.

### **2.2 Delegation of delivery to the most appropriate level**

- 2.2.1 The 2007-08 pilot programme of £5.485m has been delegated for delivery to the bodies who put forward the proposals. Coupled with PRINCE2 project assurance to the Programme Board, this is working well.
- 2.2.2 We recognise that, to ensure rapid and effective spend of grant, clear and early responsibility for delivery has to be delegated. While the actual funding mechanism to be employed has yet to be decided by CLG, we will rapidly translate the allocation into local priority projects, and assign them to the delivery bodies.

### **2.3 The role of the Local Planning Authorities**

- 2.3.1 The preparation of the draft Regional Spatial Strategy (RSS) has so far been the responsibility of the Regional Assembly supported by the Section 4.4. Authorities. Although all the Local Planning Authorities considered the "Options for Change" choices by January 2006, the RSS process has not yet translated into clear objectives for Local Development Frameworks (LDFs).
- 2.3.2 The 17 Local Planning Authorities of the 3 Cities sub-area, supported by the 3 County Councils, have done a substantial amount of co-ordinated officer work on their LDF Core Strategies. Where possible, there has been joint working during the preparation of Core Strategies, although more remains to be done.

- 2.3.3 It is the responsibility of the Local Planning Authorities to decide where additional growth will go. This process cannot formally begin until the Panel report on the Draft RSS is available in November 2007, and will then feed into local political and public consultation and discussion of the options. It is unlikely that any of these new sites (which are currently not allocated) will come forward for development until at least 2011, but the Local Planning Authorities will have to ensure that the appropriate studies and appraisals are completed before the sites are approved in their adopted Local Development Frameworks. We seek CLG support in 2008-11 to carry out the studies and Masterplanning work necessary to enable phased release of these sites from 2011.
- 2.3.4 Local Planning Authorities are already implementing parts of the Government's agenda for reforming the development control system. Part of the capacity-building requirement for delivering sustainable development is helping the authorities actively address past weaknesses in getting the most out of submitted planning applications; be it from maximising developer contributions, ensuring excellence in design and build quality, spreading the benefits across the whole of the host community, or tying in service delivery from all service providers.
- 2.3.5 Our Local Planning Authorities have been, and continue to be, consulted on their expectations of plan-led development. Local leaders have ambitions for their communities which need to be translated into lists of infrastructure requirements; and then into costed delivery plans. Much of this work is in the early stages because the precise sites for growth are not formally identified, but also because plan-led development is a new way of working.
- 2.3.6 Without the committed involvement of the District and Borough Councils as Local Planning Authorities, we cannot achieve the best outcomes for our communities.
- 2.3.7 Similarly, without introducing joint development framework documents between neighbouring Local Planning Authorities, we cannot work effectively across boundaries or plan effectively at a PUA level. As a minimum, we shall be aiming to produce joint PUA housing allocations, and we shall keep the need for more formal arrangements, such as a joint planning unit, under review. The proposal for 2 shared planning posts per HMA supports this work.

## 2.4 The role of the Regional Bodies

- 2.4.1 The purpose of the Partnership for Growth is to help deliver the 3 Cities parts of the RSS, Regional Economic Strategy (RES), Regional Housing Strategy, Regional Transport Strategy and Integrated Regional Strategy.
- 2.4.2 Nothing in the 6Cs growth proposals contradicts anything in the Regional strategies – indeed, our submission was based on them. The challenge is to

add value and make the growth support the well-being of the wider Region, and help the East Midlands make a greater contribution to the UK.

- 2.4.3 The Regional Assembly, emda, English Partnerships and GOEM all have a wealth of learning gained from Northamptonshire's experience in the Milton Keynes South Midlands (MKSM) Growth Area, and we shall seek to tap into this.
- 2.4.4 The 3 Cities sub-area cannot be seen in isolation. It adjoins other New Growth Points at Newark, Grantham and Lincoln; the Milton Keynes South Midlands Growth Area in Northamptonshire; and across the regional boundary, in the West Midlands, the Coventry and East Staffordshire New Growth Points. Opportunities for better cross-boundary working are being sought, and the regional bodies are essential to joining up local pictures.

*(the implications of the sub-national review will be addressed in the 1<sup>st</sup> October version)*

## 2.5 The role of the statutory agencies

- 2.5.1 The statutory agencies have a dual role of enforcement and enabling. Their guidance so far has not identified any 'show stoppers' which would prevent development at specific sites; but has warned of some constraints
- 2.5.2 The 6Cs partnership has already been working with the Highways Agency to understand and improve road transport capacity, and the other agencies have been keen to volunteer their help. As an example, Natural England has contributed a great deal of staff time to helping produce the initial green infrastructure plans, supported by work from the Environment Agency and English Heritage, and by local partners such as the Regional Assembly, the National Forest Company and the voluntary sector.
- 2.5.3 We value the win / win approach being taken by the agencies, and expect to be able to embark on mutually beneficial joint projects.

## 2.6 Delivery vehicles

- 2.6.1 Each of the three cities has an existing Urban Regeneration Company (URC) with an approved Masterplan; and each of the HMAs has an emda-funded Sub-Regional Strategic Partnership (SSP). Each City and each County also has a Local Strategic Partnership (LSP) responsible for its Local Area Agreement (LAA) with Government.
- 2.6.2 The 2007-08 pilot programme £5.1m capital grants, and £100k of revenue grant, are being delivered in support of the three URC Masterplans because that is where the quick wins are available.

- 2.6.3 The 2008-11 programme is more complicated. While the three URC intervention areas remain the focus for achieving additionality in bringing brownfield sites forward for housing development; we must also carry out the necessary studies and preparatory work for bringing forward the other sites identified in the trajectories as providing housing from 2011.
- 2.6.4 It is our intention, depending on the final guidance, to take up Government's invitation to set up City Development Companies (CDCs) for each of the HMAs. These will have a clear delivery remit for the Partnership for Growth, and be resourced and supported to achieve rapid and effective delivery. However, the precise shape for each of the CDCs has yet to be agreed locally and in partnership with GOEM, emda and English Partnerships / Communities England. They will be flexible within the areas of activity chosen by local partners, and be set up to reflect the fact that economic activity does not recognise or respect administrative boundaries.

## 2.7 Delivery Structures

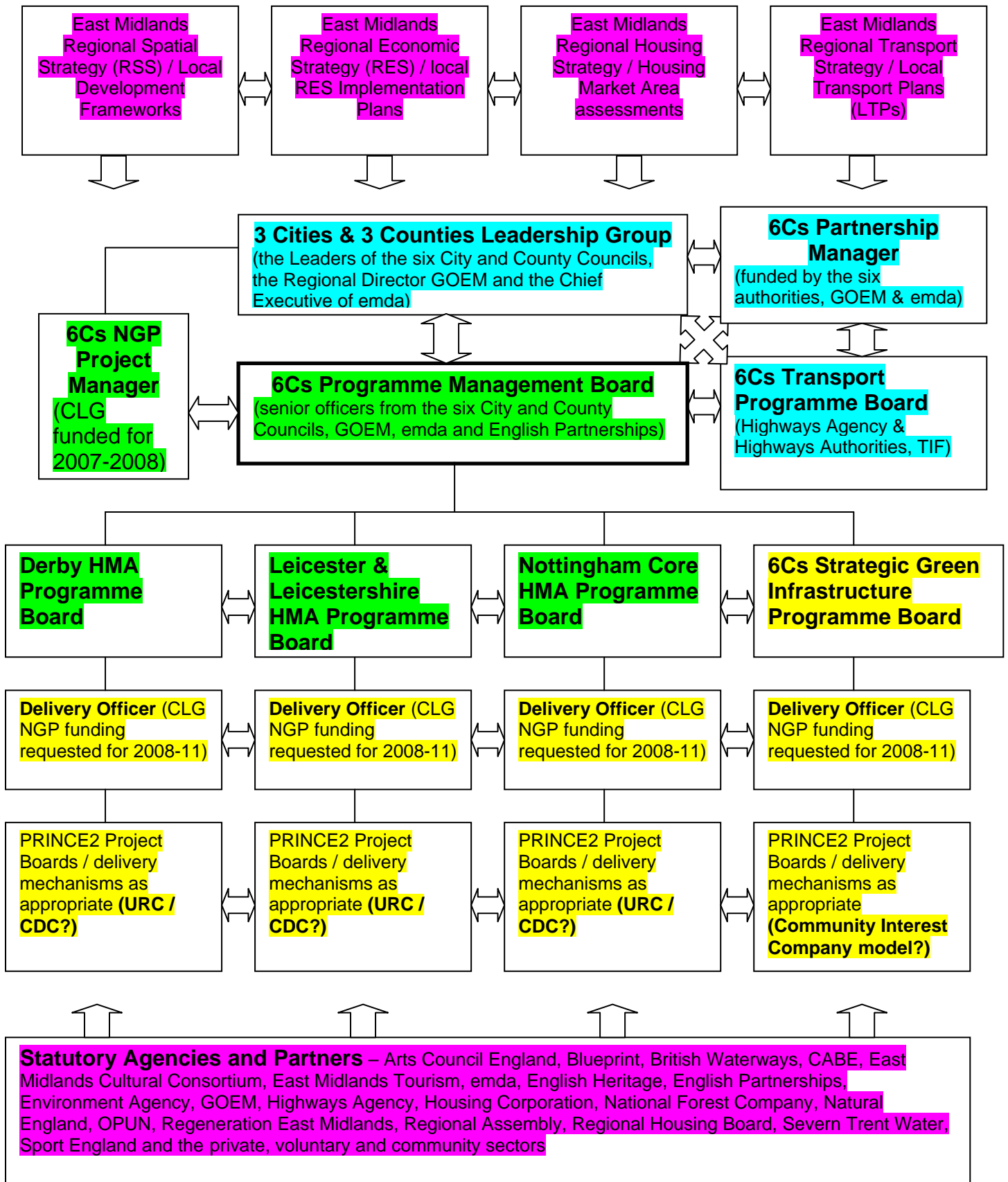
- 2.7.1 We seek to minimise the creation of new structures. However, some of the areas of work are new, and we need to set up formal project management structures to optimise effective cross-boundary working.
- 2.7.2 Table 1 below shows the expected composition of the four programme boards who will co-ordinate the three HMAs and the strategic green infrastructure. Below this level, existing PRINCE2 Project Boards or individual organisations will be accountable for the delivery of individual projects

Table 1 – expected programme board composition

<p><b>Derby HMA Programme Board</b></p> <p>Derby City Derbyshire County District representatives Derby Cityscape DDEP GOEM local rep PCT rep? Voluntary &amp; Community sector rep? Private sector rep?</p>	<p><b>Leicester &amp; Leicestershire HMA Programme Board</b></p> <p>Leicester City Leicestershire County District representatives Leicester Regen Co LSEP GOEM local rep PCT rep? Voluntary &amp; Community sector rep? Private sector rep?</p>	<p><b>Nottingham Core HMA Programme Board</b></p> <p>Nottingham City Nottinghamshire District representatives Nottingham Regen Ltd GNP GOEM local rep PCT rep? Voluntary &amp; Community sector rep? Private sector rep?</p>	<p><b>6Cs Strategic Green Infrastructure Programme Board</b></p> <p>Natural England EMRA Environment Agency English Heritage 3 x HMA reps ? x Voluntary &amp; Community Sector reps, Wildlife Trusts, Groundwork, Parish Councils</p>
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- 2.7.3 Table 2 overleaf shows the indicative (but much compressed and simplified) relationships between existing strategies and organisations and the Partnership for Growth delivery structures.

Table 2 – relationships between structures (simplified)



KEY – previously existing ; set up for 6Cs ; set up for NGP 2007-08, to be set up

# Rationale and evidence base for economic and housing growth in the 3 Cities sub-area

## 3.1 Urban concentration and regeneration

3.1.1 The RSS evidence base contains the justification paper for the housing growth, and the ONS / CLG trend based household projection figures published in early 2006 suggest that levels of growth in excess of 25% above 2003 projections will be required to cater for new households being created in the 3 Cities sub-area. This is being examined by the RSS Panel, and is expected to feature in its recommendations to the Secretary of State<sup>3</sup>.

3.1.2 The national pattern is of people living longer, choosing to live in smaller households, and actively seeking a place of their own. Added to net in-migration to the three HMAs, the 3 Cities picture is of one of anticipated demand for new homes for the foreseeable future. The age profile of the three City Unitaries is lower than the regional average and reducing, against the national trend. More so in Leicester and Nottingham than Derby, we are seeing an increase in the working age population which mitigates the increase in the post-retirement population.

3.1.3 On policy grounds, we need to shape growth towards urban concentration and regeneration, as stated in the draft RSS. City flight affects the three city centres, which are in danger of losing their social mix and concentrating people with low skills (and often also BME residents and people whose first language is not English) in the inner cities. It also affects some of our sub-regional centres, where people find it difficult to secure good jobs and affordable homes in the communities they grew up in.

3.1.4 Emda-sponsored research, presented by Intelligence East Midlands at a seminar in Leicester on 22<sup>nd</sup> May 2007, examined migration and city flight. It warned of economic and social long-term consequences of the market-led continuing city flight:

- Reduced community cohesion as the city population becomes more polarised
- Reduced community cohesion leading to higher levels of crime and deprivation, setting up a vicious circle as those who can migrate do
- Further decline in City school educational standards, again adversely affecting our reputation and ability to attract inward investment
- Increased commuting, congestion and pollution as those working in higher level jobs in the cities choose to live away from the cities
- Rural polarisation between those with city-job incomes and those in the rural economy

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<sup>3</sup> The Panel's report will not be available in time to inform the 2008-11 investment allocation, and any recommended changes in housing numbers will be addressed in the 2008 iteration of this document.

3.1.5 The draft RSS is undergoing its Examination in Public and a great deal of evidence is available from EMRA or through the EiP Panel webpages at [http://www.planning-inspectorate.gov.uk/pins/rss/east\\_midlands/index.htm](http://www.planning-inspectorate.gov.uk/pins/rss/east_midlands/index.htm)

3.1.6 The Regional Housing Strategy is constantly being updated and a number of important pieces of research are currently being undertaken:

<b>RHG Regional Research Strategy 2007/8 (as at 18<sup>th</sup> May 2007)</b>		
<i>Research Study</i>	<i>Lead agency</i>	<i>Contact Officer</i>
Independent review to inform Regional Housing Strategy	East Midlands Regional Assembly (EMRA)	Geoff Milner <a href="mailto:Geoff.milner@emra.gov.uk">Geoff.milner@emra.gov.uk</a>
Future of Housing for older people / Accessible Housing Strategy	Government Office for the East Midlands (GOEM)	Deborah Harrison <a href="mailto:Deborah.HARRISON@goem.gsi.gov.uk">Deborah.HARRISON@goem.gsi.gov.uk</a>
Impact of Migrant Workers on Private Housing Sector	GOEM /Decent And Safe Homes (DASH)	c/o Jim Grundy <a href="mailto:Jim.GRUNDY@goem.gsi.gov.uk">Jim.GRUNDY@goem.gsi.gov.uk</a>
Intermediate Housing Research	Housing Corporation	Charles Amies <a href="mailto:Charles.Amies@housingcorp.gsx.gov.uk">Charles.Amies@housingcorp.gsx.gov.uk</a>
Realising Housing Assets – 'Mixed Communities Pilots	GOEM	C/o Jim Grundy <a href="mailto:Jim.GRUNDY@goem.gsi.gov.uk">Jim.GRUNDY@goem.gsi.gov.uk</a>
Scoping report into Behavioural Change	EMRA	C/o Dez Tanser <a href="mailto:dez.tanser@emra.gov.uk">dez.tanser@emra.gov.uk</a>
Tenants Survey	East Midlands Tenant Participation Forum (EMTPF)	C/o Jim Grundy <a href="mailto:Jim.GRUNDY@goem.gsi.gov.uk">Jim.GRUNDY@goem.gsi.gov.uk</a>
Regional Homelessness Strategy – sub regional development	East Midlands Regional Homelessness Forum (EMRHF)	C/o Claire Grainger <a href="mailto:claire.grainger@hlg.org.uk">claire.grainger@hlg.org.uk</a>
S106 Research - Regional Launch	Housing Corporation	C/o Charles Amies <a href="mailto:Charles.Amies@housingcorp.gsx.gov.uk">Charles.Amies@housingcorp.gsx.gov.uk</a>
HI4EM Ongoing)	GOEM	Jim Grundy <a href="mailto:Jim.GRUNDY@goem.gsi.gov.uk">Jim.GRUNDY@goem.gsi.gov.uk</a>

## 3.2 Economic Growth

3.2.1 We have always been clear that our growth must be free standing; and that our new residents must be able to find employment within the 3 Cities sub-area. We do not wish to provide dormitory suburbs for commuters, and we need enhanced economic activity to lead the housing market. Our low graduate retention rates suggest we are subsidising other regions and failing to maximise our economic potential.

3.2.2 Our ambition for creating homes and jobs together is the same as West Northamptonshire in the MKSM Growth Area (although its commuting and local economic patterns are different from ours): **one new job for every new home**. 81,500 extra high quality jobs by 2016 is a serious economic challenge, coming on top of the sectoral restructuring that has already been achieved since the loss of many of the traditional engineering and

manufacturing jobs in the area. If we are to respond to outcommuting and help more people find good jobs locally, then our target will be even higher.

- 3.2.3 There is enormous potential to harness growth as an economic opportunity. As noted by the Stern Review, the carbon economy could be one of the fastest growing sectors, and we should harness the world-class indigenous academic expertise of our six Universities into advanced design and manufacture of zero-carbon products. Spin-out enterprise creation is one of our economic priorities.
- 3.2.4 emda is leading on transforming the regional economy through our Regional Economic Strategy (RES), and within each HMA the Sub-Regional Strategic Partnership (SSP) has delegated budgets. All partners have a contribution to make and have prepared RES Implementation Plans. We know that we need to get more business leaders involved and committing resources to the growth of our area, and attract more headline investors to share in our growth. emda has a good record on attracting inward investment, and our performance on enterprise formation and survival has to improve to surpass that.
- 3.2.5 The RES already has a strong evidence base, which is available from emda, or through the Intelligence East Midlands website at <http://www.eastmidlandsobservatory.org.uk/> , and does not need repeating here. Intelligence East Midlands has a wealth of useful research which will be used to inform the growth programme.
- 3.2.6 We shall be looking to Government to join up its own interventions to help create more jobs. For example, the public sector relocations from London and the South East, proposed by Sir Michael Lyons to reduce costs and staffing problems caused by overheating of the London economy, could be part of the catalyst that helps bring our Region's knowledge economy performance up to and above the national average.

### 3.3 Sustainable Transport

- 3.3.1 Given the scale of planned growth on top of past growth and increasing mobility, transport is a fundamental issue to be tackled. The latest Local Transport Plans (LTPs) produced by the six Highways Authorities have all been graded "excellent" by the Department of Transport, and this shows that we are taking sustainable transport very seriously.
- 3.3.2 However, the LTPs for 2006-11 and the Regional Funding Allocation were prepared on the basis of the 2003 growth plans and the expectation of having to work without extra funding. Our step change in growth needs a corresponding step change in sustainable transport – for example bringing forward the
- 3.3.2 Building major roads has got to be the last resort, on cost and environmental grounds. There will be a need for substantial road building to serve new housing, but only within planned transport strategies which follow the

hierarchy of reducing the need to travel, travelling by other more sustainable modes than the private car, and reducing the peaks in road occupancy before adding capacity.

- 3.3.3 There are opportunities for new strategic road links, which will contribute to national productivity; but they must avoid by good design the problems of local traffic using major roads, which causes such congestion on sections of the M1 and A14. emda has identified regional Productivity Transport Innovation Fund (P-TIF) priorities which require investment.
- 3.3.4 The 3 Cities and Counties have successfully concluded a Congestion Transport Innovation Fund (C-TIF) agreement with the Department of Transport for modelling road use. In the PTOLEMY model, the regional Highways Agency has a new and powerful tool, which we shall use to assess the impact of development and possible demand reduction measures.
- 3.3.5 No political decision has yet been made about introducing demand reduction measures; but it is likely that such measures will only be introduced where and when there is genuine transport choice, and that any income will be ringfenced to provide even better sustainable transport.
- 3.3.6 The key messages that we are communicating about the C-TIF study are:
- We're making substantial efforts to reduce congestion – 6 'excellent' graded LTPs bear this out - but despite this it's still getting worse
  - Congestion has a major impact on businesses – evidence from an emda study – and on us all
  - So we need to investigate more radical solutions for the longer term
  - Key is step change in public transport provision – trams, and buses that act like trams - But perhaps only road user charging will make the improved public transport affordable and effective
  - That's why we're investigating
  - No commitment or decision until we get the study results
- 3.3.7 There is also a need to provide revenue support for initiatives to effect modal change – providing initial subsidy to establish bus routes, helping establish green travel plans, working with businesses and services to find ways of reducing car travel etc. Our Local Transport Plans are already doing much of this for existing communities, but where NGP funding can provide additionality, it will also be used.
- 3.3.8 As the RSS and Local Development Frameworks identify more precise locations for growth, the proposals will be tested against sustainable transport objectives to ensure the most sustainable sites are prioritised. This does not always mean that proposals adjacent to the PUAs will be the preferred option, as other existing centres may provide better transport links.
- 3.3.9 The existence of the three Cities as complementary urban centres means that there will always be cross-commuting between them as people take up career opportunities in one or another without choosing to move house. Our combined working age population exceeds 2 million, and gives us the same

level of economic flexibility as a Birmingham, Leeds or Manchester if we can harness it. We want to increase our connectivity without increasing congestion, which is why we are supporting projects such as the three Skylink quality bus services from the city centres to our international airport.

3.3.10 The Regional Assembly has identified commuting as a real cause of congestion, and is trying through the RSS to make it easier for people to work closer to home. A recent study for emda<sup>4</sup> showed evidence of an imbalance in local employment opportunities, with over 10% of East Midlands residents in work commuting outside the region. Integrating employment land within new residential development, and encouraging enterprise and self-employment will be essential to reducing the need to travel to work, and helping more highly skilled people contribute to our region's economy.

### 3.4 Strategic Housing Market Assessments

3.4.1 The three HMAs are all in the process of carrying out Strategic Housing Market Assessments.

3.4.2 The study for Nottingham Core HMA has just been completed (May 2007) and shows a housing market dominated by affluence and choice for those who can afford it, coupled with a growing polarisation and insurmountable affordability problem for those who cannot. The consultant<sup>5</sup> concluded that while the East Midlands suffers neither the extreme overheating of the London housing market nor the low demand seen in parts of the North, there are pockets of such behaviour and therefore "maintaining and improving the balance within housing markets, avoiding mistakes and adverse unintended consequences, enabling more affordable housing and providing for need are key objectives of local and regional government".

3.4.3 The Derby HMA report is expected in September 2007, while the Leicester HMA contract is not expected to be let until mid-July 2007. The results will feed into future versions of this Programme.

3.4.4 Past studies show common concerns:

- The flight of families and more prosperous households from the inner cities to the suburbs
- The lack of affordable rented housing for larger households requiring four or more bedrooms
- The small number of lifetime homes or opportunities for households to stay in the same community as their housing needs change
- The number of empty properties that need to be brought back into occupation
- The reduction in mixed communities (both in tenure and type of household) that leads to polarisation of communities and lack of social cohesion and interaction

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<sup>4</sup> "Commuting flows in the East Midlands, Experian for emda, April 2007

<sup>5</sup> [www.blinesehousing.info/NottCore\\_HMA/Nottingham\\_CORE\\_SHMA-16-5-07.pdf](http://www.blinesehousing.info/NottCore_HMA/Nottingham_CORE_SHMA-16-5-07.pdf)

3.4.5 There are of course differences between and within the HMAs – for example the proportion and type of affordable housing required varies; and further work is being carried out with strategic housing colleagues to ensure local requirements are embedded in growth plans.

3.4.6 There is no doubt that HMA priorities will include:

- maintaining and improving the balance within housing markets,
- avoiding mistakes and adverse unintended consequences,
- enabling more affordable housing; and
- providing for need

3.4.7 The Regional Housing Board has set aside monies in 2007-08 for more research required by the HMAs, and again this will inform our programme of development.

### 3.5 The role of the Housing Corporation

3.5.1 Jane Tricker / Charles Amies

## Related infrastructure requirements

### 4.1 Sustainable Transport and Connectivity

- 4.1.1 We intend that developers will always bear the costs of highway construction and improvements within, accessing, and required because of, new developments. Where there is sufficient value we will require the provision of safe pedestrian and cycle routes, bus / tram / train facilities and leisure routes from developer resources also. Where there is insufficient value, which is often the case in our regeneration areas where there has already been market failure to deliver, we shall look to NGP funding and other gap funding measures.
- 4.1.2 The identification of growth locations in emerging Local Development Frameworks, and their Masterplanning, will give us detailed infrastructure requirements. Planning consents will require early provision of sustainable transport infrastructure, and developers will be expected to take account of these costs in the prices they pay for sites.
- 4.1.3 We are setting very high standards of public realm works, in order to encourage walking and cycling as pleasurable experiences, and also to reduce the problems and risks facing people with impaired mobility. Much of this work has to be done before development takes place in order to give the private sector the confidence to invest. We shall continue to use all available funding sources, including NGP, to deliver these schemes.
- 4.1.4 While major Park & Ride schemes are planned, we want to increase more quickly the numbers and take-up of public transport as part of our modal shift work. LTP funding is insufficient for a rapid step-change and again NGP may be a source of gap-funding until developer value is released.
- 4.1.5 Our joint Congestion Transport Innovation Fund (C-TIF) research will provide evidence of where we need more sustainable transport infrastructure, although the Local Transport Plans (LTPs) already include a programme of measures for the five years 2006-11. The 2011-16 LTPs will be even more ambitious in achieving modal shift and ensuring that growth does not mean more congestion. They will seek substantially improved investment from DfT.
- 4.1.6 Our international airport hosts the largest pure freight operation in the UK and is expanding rapidly, both in employment and passengers. Key to its growth will be sustainable connectivity to the airport for both passengers and employees, through the link to the new East Midlands Parkway mainline railway station, the associated Park and Ride site, and the extension of the Nottingham tram NET3 line to the airport terminal.

### 4.2 Green Infrastructure

- 4.2.1 Within the existing urban areas and any sustainable urban extensions, we need to deliver increased provision of quality public open and green space to

compensate for higher development densities and provide shared local space for leisure and relaxation.

- 4.2.2 Outside the urban areas, we need to provide enhanced access to quality natural and historical landscapes for informal recreation. Set at a regional level, these country parks cater for visits of longer duration than local spaces. Currently often easiest accessed by car, they offer scope for linking walking and cycling routes as well as increasing visitor numbers to support bus services.
- 4.2.3 Strategically, we need to greatly improve the natural environment in terms of biodiversity and landscape character. We have strategic river corridors and existing schemes such as the National Forest; but the opportunity is there to make the whole of the 3 Cities & 3 Counties more attractive. Our proportion of woodland, despite the ongoing creation of the National Forest, is still too low, and we wish to increase this.
- 4.2.4 A prime source of green infrastructure funding is denied us. HM Treasury rules currently forbid the use of carbon offsetting in the UK. This perverse ruling prevents major local businesses, especially East Midlands Airport, contributing large sums of money to local tree planting as part of their carbon credits. If Government is serious about climate change, it needs to get its act together.
- 4.2.5 We would wish Government to be clear that we do not consider the offsetting, by purchasing carbon credits, of net carbon emissions to count as achieving “zero carbon” housing. We recognise the vital role of green infrastructure as a carbon sink and pollutant trap, but see it as an additional contribution to tackling climate change and air quality, rather than a mechanism for claiming a better performance than is really the case.

#### 4.3 Employment Land

- 4.3.1 Regional and sub-regional studies provide clear evidence that we have not had an attractive ‘offer’ of employment sites. Our indigenous companies complain of lack of suitable sites for expansion and relocation, while we have not had the headline inward investment successes of other regions (despite emda’s recent performance being among the best).
- 4.3.2 Land values are far higher for housing than for commercial / office use, which in turn are much greater than for manufacturing and industrial use. Many sites which should provide local employment are the subject of planning applications and appeals for housing, and without public intervention and the use of compulsory purchase powers we risk increasing the need to travel to work. We shall consider more public intervention to bring forward local employment sites.
- 4.3.3 Emda and the SSPs have recently conducted employment land studies, and together with the URCs and Blueprint are beginning to intervene successfully.

Further work is needed to ensure that we achieve mixed use developments with integrated local employment opportunities, rather than monocultural and separated housing areas and employment areas. The model used in West Northamptonshire requires developers to provide both housing and local employment, and we are examining the potential for our growth locations.

4.3.4 We seek to further transform our economy from the current over-reliance on low wage low skill sectors, towards those with much higher value-added. We have already achieved a great deal of sectoral shift from manufacturing, for example with the demise of coal mining and textiles as major employers, but need to do much more.

4.3.5 A good start has been made, for example with emda and Blueprint's work on Science Parks in support of Nottingham's Science City status. Emda's Brownfield Land Action Plans also offer opportunities to recycle important local employment sites for modern uses.

#### 4.4 Education

4.4.1 Our three City Unitaries have some of the poorest school results in England – but also some of the best improvement rates. We want to make all our schools good schools, and reverse the perception that families have to move out of the cities to get a good education for their children.

4.4.2 The three County Local Education Authorities also have some excellent schools, despite the distributional challenges of rural deprivation, small schools and substantial expenditure on travel. The legacy of past under-investment means that they too will have to work hard to achieve their ambitions. No child should be disadvantaged by where they live.

4.4.3 We will seek to build good modern primary schools within (and with safe walking routes) all new major housing developments, and suitable secondary schools within all developments of 4,000 homes. The cost of these schools is substantial, and we need to find ways of delivering them before homes are occupied, so that the habit of using and supporting the local school becomes ingrained. In some of our inner city regeneration areas, there is insufficient developer value, and often the need to also replace existing unsuitable Victorian buildings in the face of falling school rolls. We shall look for innovative funding packages, including land swaps, to deliver schools early in the housing growth, and they will be a priority for developer contributions.

4.4.4 Schools need to be the centre of their community in and outside school hours. We see them as assets to be shared, offering life long learning, leisure and sports facilities to all. This can be planned for new schools, but the age of some existing schools, and the need to maintain child protection, makes it difficult to achieve everywhere. Our long term aim is that educational premises will be a living part of their community, not an enclave.

4.4.5 We recognise the vital role of schools in defining settlements as places where people want to live. Growth gives us an opportunity to harness new development to serve both new and host communities. Flagship city centre schools, coupled with affordable and desirable family housing, are a key weapon in tackling city flight. Expanding our “Building Schools for the Future” programmes will maximise the benefits to host and new communities.

4.4.6 The school run to preferred schools is one of the major factors in peak hour road congestion. Making all schools good schools will help tackle this congestion, reduce the inflationary pressure on house prices of school catchment areas, and help rebuild local links between home and school.

#### 4.5 Health

4.5.1 We are already working with our Primary Care Trusts and University Hospitals to increase joint provision of social and NHS care in better and purpose-built premises. While we have concerns about the quality of the standard national building designs, there is real opportunity to make these new centres a focal point in their communities and to site them where they will be most effective, rather than where they always have been. We shall work with partners to achieve the best outcomes for our citizens.

4.5.2 New Growth Points also offer the opportunity to embed healthy lifestyles in the places we live. Many of the sustainable transport, cultural and green infrastructure objectives are inextricably linked with encouraging people to take more exercise.

4.5.3 We shall seek even greater innovation from the NHS Trusts in solving shared problems. Initiatives such as the University Hospitals of Leicester “Hospital Hopper” bus service reduce travel times for patients and staff, tackle the growing demand for hospital car parking space, and improve local air quality.

4.5.4 We need all Government Departments to look at their support for the health provision agenda; because it is so cross-cutting and so essential to making a place one where people want to live. Partners have already flagged up the central role of a health centre and pharmacy in making an area one where families are keen to live; and no less important is how we provide care for an increasingly elderly and longer-living population.

#### 4.6 Culture, sports, heritage and identity

4.6.1 All our settlements have their own identity, and we wish to retain that distinctiveness and self-sufficiency. There has been debate at the RSS EiP about whether the 3 Cities is a polycentric city region or a grouping of complementary cities; and we know from previous discussions with ODPM/CLG that our City Region model does not fit easily into their view.

- 4.6.2 We do not see ourselves following the development path of, say, the West Midlands conurbation, where outsiders think of the whole area as Birmingham. Although our growth will deliver the equivalent of another Leicester PUA by 2026, we seek to avoid coalescence of settlements.
- 4.6.3 Each City provides high level services for its surrounding area. There is choice and also specialism. The Cities are the hub of the sustainable transport modes and the places where we should seek to increase dwelling densities and strengthen the quality of the built environment. Investment is already delivering City-level infrastructure in the form of Cultural Quarters, public realm improvements to support regional retail centres, and quality employment sites to support high-skill high-value jobs. Our five City Universities (and Loughborough) are all expanding and investing.
- 4.6.4 As stated in the original proposal, we have a number of Sub Regional Centres (SRCs) which provide a similar role for their hinterland. The SRCs vary and this has been recognised at the EiP. Some provide excellent opportunities for sustainable growth, others should be protected. All would benefit from increased infrastructure investment, and this has been recognised by emda in its support for market towns.
- 4.6.5 Cultural Quarters and the creative industries are already helping the 3 Cities diversify their economies and exploit niche national and international markets.
- 4.6.6 A key sports (and healthy living) objective is the creation of a participation legacy following The London 2012 Olympic and Paralympic Games. This is not only in the physical existence of sports and active recreation facilities, but also in using good place design to make the choice of being more active more likely.
- 4.6.7 Heritage and sense of place is an important shared value for our partnership. Proud pioneers of the Agricultural and Industrial Revolutions have a great deal to show today's society, and part of our city and town centre renewal is aimed at showing off the quality and diversity of our built heritage.
- 4.6.8 Perception of place is a key weapon in persuading the private sector to invest, whether it be in new housing or new jobs. We shall seek to invest in landmark projects which help promote our urban centres as great places to live and work, and where a small public investment is multiplied many times in the benefits achieved.

#### 4.7 Community facilities

- 4.7.1 We intend to use the opportunity of NGP funding to enhance facilities for local people to socialise and get together in their communities. Provision for young people is often a local priority in reducing crime and disorder, while our pilot SureStart facilities have shown exciting results helping parents and children.

- 4.7.2 Many projects will be on a small local scale, others such as Derby's Osmaston facility or Leicester's Childrens' Hub are much more ambitious. They will all have a positive effect on other themes of the Local Area Agreement, especially Safer and Stronger Communities.
- 4.7.3 The provision of community facilities is a key factor in showing people that growth can bring benefits. It is also vital in making the areas which will host growth places where people want to live. We do not intend to make the 'new' housing areas models of provision, when for roughly the same investment we can provide a central resource in the district centre which makes the whole district much more cohesive and attractive. We have learned from other areas the risks of creating a perception that other neighbourhoods are second class; and how this can affect the viability and quality of service delivery in the unimproved areas while exceeding the planned capacity in the new development.
- 4.7.4 Again, some of the smaller capital revenue projects being proposed by partners link regeneration, growth and "winning hearts and minds". They promote ownership by local communities, and permit local politicians to take the lead in examining the difficult issues.

#### 4.8 Energy efficiency and zero carbon

- 4.8.1 The drive to achieving zero carbon homes (Level 6 of the Code for Sustainable Homes) faces many barriers, but we recognise that other European countries have overcome these. We welcome the Government's commitment to make Level 6 mandatory by 2016, and urge the construction industry to respond to the challenge. We applaud the leadership of English Partnerships and the Housing Corporation in insisting that projects they support achieve Level 3 from 2007 instead of 2010.
- 4.8.2 Our partnership has a proud record on implementing energy efficiency, buying electricity from renewable sources, and delivering affordable warmth in the social rented sector. We will continue doing this across the existing stock, and use our combined buying power to bring down costs.
- 4.8.3 Zero carbon requires a step change beyond the 'bolt on' improvements such as insulation, solar panels and condensing boilers. The provision in growth locations of a zero carbon infrastructure is essential to delivering Level 6.
- 4.8.4 The layout of growth locations to make the most of passive solar heating is a basic Masterplan requirement. South-facing windows (suitable screened against high angle summer sun) maximise solar gain, while well-designed natural light and ventilation reduces additional energy needs.
- 4.8.5 The greatest gains are in removing the need for individual heating systems. An infrastructure of District Heating pipework, using locally produced biofuels powering a central Combined Heat and Power (CHP) plant, can provide heating, hot water and electricity for the whole community. The larger

sustainable urban extensions of around 5,000 homes and substantial community and business infrastructure provide an excellent opportunity for achieving near-perfect efficiency. Mixed use developments provide a balanced 24-hour / 7 day demand, and the necessary summer heat sinks in the form of school / public swimming pools

- 4.8.6 Modern methods of construction can provide a house which can be kept warm by the waste heat of household equipment. We shall continue the exploration of best practice and the development and application of a set of “Passivhaus” standards, thereby achieving very low heating requirements along with addressing the residual demand through renewable energy and CHP.
- 4.8.7 Low energy bills are especially important for households on fixed incomes, such as our increasing number of retired people. We expect to set up not-for-profit energy supply companies providing a variety of services to reduce per-capita energy footprints.

## Summary of investment needs

### 5.1 Support for schemes to bring forward more housing sooner

- 5.1.1 There will be schemes required to remove barriers which have caused market failure to deliver housing on otherwise appropriate sites, and the interventions necessary to bring forward the most sustainable locations for development before resorting to less sustainable locations.
- 5.1.2 Unlocking sites is not a precise science, and we require flexibility in funding so that where market schemes do come forward, we can switch intervention to concentrate on the changing priorities of the market.
- 5.1.3 In the early years, the sites we shall choose to unlock will be those that have regeneration potential and where there has been clear market failure over a number of years. We shall also target the brownfield sites identified in our Brownfield Land Action Plans.
- 5.1.4 With growing understanding of what drives the market, we shall also work more proactively to reduce unrealistic expectations and assemble viable sites by bringing difficult parcels of land into public ownership.
- 5.1.5 We recognise the acute need to provide much more affordable, social rented, family housing. While we rely on developer contributions, and the Housing Corporation and its partners, to provide this, our Housing Authorities are keen to explore all options which will help them provide a decent home to everyone.

### 5.2 Support for ensuring sustainable growth

- 5.2.1 Many housing schemes require public intervention to deliver additionality beyond the basic standards – better design, low environmental impact, green infrastructure, and provision of community facilities which reduce the need to travel.
- 5.2.2 While there is often a connection with unlocking the viability of proposals, the added value and additionality of delivering excellence instead of mediocrity is something we consider vital to raising standards across the board.
- 5.2.3 We recognise that soft interventions can also be effective – hence our proposals to increase capacity and capability to maximise the use of developer value, for example by employing specialists in negotiating developer contributions rather than relying on overworked planning officers.

### 5.3 Support to ensure that services and infrastructure keep pace with growth, and are delivered in time to influence the lifestyle of all new residents

- 5.3.1 The issue of early delivery of infrastructure is one we have already fed back through GOEM. There is a requirement for gap funding to ensure that the first

occupant of a development has full access to local services, and doesn't therefore get into the hard-to-break habit of getting into the car. Anecdotal evidence suggests that past requirements of providing facilities "before occupation of the x00th house" do not change the behaviour of residents who did not have that benefit from the start, and we must transform this culture. We are particularly thinking of local shops, primary schools, health centres and community centres / libraries, but also include bus services and provision of small business premises in the initial requirement.

5.3.2 We shall be seeking the expert support of English Partnerships and others in negotiating innovative development agreements for our larger sites, with lead developers or consortia who can deliver the required infrastructure from the start of occupation.

#### 5.4 Support for delivery / capacity building

5.4.1 Key to delivering the additional benefits of growth is raising our game in getting the greatest possible contribution from development values, and applying it effectively to supporting infrastructure investment.

5.4.2 Similarly, we need to assist all the Local Planning Authorities in co-ordinating their Local Development Frameworks and Core Strategies, in setting high design standards and successfully challenging poor quality applications, and in working with the market to enable the increased delivery of quality housing.

5.4.3 Section 6.1 below contains a list of proposed soft interventions to provide step-change capacity improvements.

#### 5.5 Early delivery

5.5.1 Many studies and interventions could be delivered from 2007-08 as well as in the 2008-2011 period if funding was available. We would welcome discussions.

5.5.2 The 2011-2014 funding period will be vital for the delivery of the second phase of growth locations which are not yet formally allocated in local plans; but which are being identified in the emerging local development frameworks to respond to draft RSS housing allocations. Support in 2008-11 for feasibility studies, flood risk assessments, transport assessments, masterplanning, green infrastructure and water cycle studies will be required to ensure that viable and deliverable capital investment programmes can be put forward for the 2011-2014 round.

## **3 Cities & Counties Partnership for Growth priorities for 2008-2011**

### 6.1 Soft interventions to transform capacity and capability

6.1.1 Developer Contributions – the setting up of shared capacity and expertise to ensure that we gain the maximum value from development; that we look to new ways of ensuring that infrastructure is provided up front; that we actually get what we have agreed; and that where there is genuine question over viability we can adjust our processes to get the first phase on site.

### 6.2 Projects to deliver quick wins in housing numbers

6.2.1 Derby Cityscape

6.2.2 Leicester Regeneration Company

6.2.3 Nottingham Regeneration Ltd

### 6.3 Projects to prepare for the steady delivery of housing in new growth locations

6.3.1

6.3.2

6.3.3

6.3.4

6.3.5

6.3.6

### 6.4 Projects to convince local communities of the benefits of growth

6.4.1

### 6.5 Projects to deliver and develop sustainable infrastructure

6.5.1



Table 2 – summary of financial support requested (to be mainly transferred to appendices)

Summary of 3 Cities & 3 Counties projects put forward for support from the CLG Housing and Growth Programmes Fund 2008-2011										
* indicates schemes that could be delivered in 2007-2008 if funding is available										
Capital Projects	2008-2009	2009-2010	2010-2011	Capital total	Revenue Projects	2008-2009	2009-2010	2010-2011	Revenue total	Grand Total
<b>Derby HMA</b>										
Derby Cityscape public realm	£2.2m*	√	√		HMA Programme co-ordinator	£50,000	£50,000	£50,000	£150,000	
Derby Riverside development project	√	√	√		Derby PUA Green Infrastructure Strategy	£250,000*	£0	£0	£250,000	
Derby recreational route network	√	√	√		Derby water cycle study	£25,000*	£0	£0	£25,000	
Allenton District Centre	√	√			Community cultural projects	√	√	√		
Osmaston community centre Marble Hall	√	√								
Silk Mill	√	√								
Derby Market Place	√	√								
<b>Derby HMA totals</b>					<b>Derby HMA totals</b>					
<b>Leicester &amp; Leicestershire HMA</b>										
Leicester Abbey Meadows Phase 2	√	√	√		HMA Programme co-ordinator	£50,000	£50,000	£50,000	£150,000	<b>£</b>
Leicester Waterside Phase 2	√	√	√		Leicester Central Library feasibility study	*				
Leicester Hamilton District Park	√				Green Infrastructure growth strategies for Loughborough, Hinckley and Coalville	£70,000*	£0	£0	£70,000	
Loughborough Green Infrastructure	√	√	√		Community cultural projects	√	√	√		
Leicester Heritage	√	√	√							
Leicester Ashton Green Phase 1 - Castle Hill Country Park	√	√	√							
West of Leicester SUE (Blaby DC)	√	√	√							

North of Leicester SUE (Charnwood BC)	√	√	√							
Charnwood Forest Green Infrastructure	£250,000	£250,000	£250,000	£750,000						
Loughborough SUE / Growth (Charnwood BC)	√	√	√							
Hinckley & Bosworth BC SUE	√									
Hinckley & Bosworth Green Infrastructure	£50,000	£60,000	£90,000	£150,000						
Coalville SUE										
Stepping Stones Community Woodland	£200,000	£250,000	£350,000	£800,000	Stepping Stones Community Woodland staffing / labour costs	£300,000	£300,000	£300,000	£900,000	
Non-vehicular Accessibility Improvements / Greenways	£160,000	£160,000	£160,000	£480,000						
<b>Leicester &amp; Leicestershire HMA totals</b>					<b>Leicester &amp; Leicestershire HMA totals</b>					
<b>Nottingham Core HMA</b>										
Nottingham Eastside / Southside pedestrian routes	£275,000 *				HMA Programme co-ordinator	£50,000	£50,000	£50,000	£150,000	£
Nottingham Lace Market environmental improvements	£340,000 *				PUA Green Infrastructure mapping	£50,000*	£0	£0	£50,000	
Bulwell Town Centre improvements	£150,000 *				Community cultural projects	√	√	√		
City Parks / Trent River Park	£300,000 *	£1.2m	£1.5m	£3m						
Accelerating growth in the regeneration zones	√	√	√							
Leapool Park and Ride and associated Mansfield Road Bus Priority Measures	√									
Ozone flagship zero carbon community	√	√	√							

Support for host communities	√	√	√							
Transforming neighbourhoods	√	√	√							
Development of brownfield sites and SUEs	√	√	√							
Overarching infrastructure	√	√	√							
Sustainable Washlands Downstream of Nottingham	£60,000	£60,000	£60,000	£180,000						
<b>Nottingham Core HMA totals</b>					<b>Nottingham Core HMA totals</b>					
<b>6Cs Strategic Green Infrastructure</b>										
Green Infrastructure capital grants 'pot'	£50,000	£75,000	£100,000	£225,000	Strategic Green Infrastructure Project co-ordinator	£50,000	£50,000	£50,000	£150,000	
East Midlands Wildlife Trusts (Derbys, Leics, Notts) biodiversity schemes	£150,000	£175,000	£200,000	£525,000	Strategic Green Infrastructure mapping	£150,000 *	£0	£0	£150,000	
National Forest Company support	£100,000	£100,000	£100,000	£300,000						
Strategic River Corridors	£300,000	£300,000	£300,000							
<b>6Cs Strategic Green Infrastructure totals</b>					<b>Strategic Green Infrastructure totals</b>					<b>£</b>
<b>3 Cities &amp; 3 Counties joint projects</b>										
					6Cs co-ordinator	£55,000	£55,000	£0	£110,000	<b>£</b>
					S. 106 expert	£50,000	£50,000	£50,000	£150,000	
					Zero carbon expertise fund	£100,000	£50,000	£50,000	£200,000	

					Design expertise fund	£50,000	£100,000	£50,000	£200,000	
					Legal (CPO) expertise fund	£50,000	£100,000	£50,000	£200,000	
					Archaeological, geological, ecological expertise fund	£50,000	£100,000	£50,000	£200,000	
					Legacy (sport and physical activity) champion	£50,000	£50,000	£50,000	£150,000	
					Sports, play and built leisure assessment and feasibility study	£40,000	£0	£0	£40,000	
					<b>3 Cities &amp; 3 Counties joint projects totals</b>					
					<b>TOTALS</b>					<b>£</b>

# Reference Documents

## Regional

1. Draft Regional Spatial Strategy for the East Midlands and the Panel Library for the Examination in Public
2. Regional Economic Strategy for the East Midlands 2006-2020 – A Flourishing Region
3. Integrated Regional Strategy for the East Midlands
4. Green Infrastructure Public Benefit Mapping Project

## Derby HMA

The Derby PUA Housing Land Availability Assessment, prepared by Atkins / Savills in April 2007 and funded by CLG, is available to download at [www.derby.gov.uk/Environment/Planning/LandUsePlanning](http://www.derby.gov.uk/Environment/Planning/LandUsePlanning)

East Derbyshire and South Derbyshire Greenways Strategies

## Leicester and Leicestershire HMA

The Leicester PUA Housing Land Availability Assessment, prepared by Roger Tym & Partners in April 2007 and funded by CLG, is available to download at <http://www.leicester.gov.uk/your-council--services/ep/planning/housinglandavailabilityassessment>

Leicester City LDF Core Strategy – Open Space Assessment and Open Space Strategy

Leicester Shire Employment Land & Premises Study final report September 2006 – SQW for LSEP

## Nottingham Core HMA

**Matt Gregory to complete when known please**

## Green Infrastructure