Appendix 1

Nottingham Local Transport Plan 3 Integrated Impact Assessment

Review of policies, programmes and strategies

This Appendix summarises the relevant policies, programmes, plans and strategies reviewed for LTP3 in accordance with the guidance on Strategic Environmental Assessment. This forms part of the baseline dataset and has been used to develop the objectives which have been used to assess the LTP3 strategy options.

A wide range of documents were considered under the following SEA themes: Air quality; Biodiversity; Climate/CO2; Cultural Heritage; Human Health; Landscape/Townscape; Material Assets; Population/Economy; Soil; Waste; and Water.

To address the requirements for an Equality Impact Assessment (EqIA), policies and strategies were also considered relevant to the theme of Equality including Access to Opportunity. To highlight the policies relevant to a Health Impact Assessment the health documents are separated out into their own theme. In addition key transport policy and strategy documents were also considered.

The documents are summarised under the theme that is most relevant and listed by geographical coverage (European, National; Sub-national; Local) and then alphabetically. Each section starts with a table that lists all the documents relevant to each theme and shows the links between themes and the cross-cutting nature of many policies and strategies. However only the ones highlighted in yellow in the table are summarised in that particular section to avoid duplication.

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Air Quality

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl. access to opportunity	Human Health	Landscape/townscape	Material assets	Population/economy	Soil	Transport	Waste	Water
Air Quality Framework Directive 1996/62/EC on ambient air quality assessment and management	I	✓												
Air Quality Strategy 2007 (Volume 1)	N	✓												
Planning Policy Statement 23 - Planning and Pollution Control (Final, ODPM, June 2004)	N	✓					✓				✓			✓
A Breath of Fresh Air for Nottinghamshire (April 2008)	L	✓					✓							
Local Air Quality Management Detailed Assessment Consultation Document (May 2008, supplementary report October 2009 and consolidated report January 2010)	L	✓					✓							

Air Quality

European

Air Quality Framework Directive 1996/62/EC on ambient air quality assessment and management
The Council of European Communities
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31996L0062:EN:HTML
Objectives: This Directive set's down air quality standards in Member States for a wide variety of pollutants. The Directive outlines how ambient air quality should be monitored, assessed and managed. Four 'daughter' directives have been developed, each focusing on a specific range of air quality pollutants. The various Directives (and transposing UK Regulations) set various air quality thresholds for the protection of human health, vegetation and ecosystems, above which action must be taken.
Targets: Various thresholds are set for the following pollutants: Sulphur dioxide (SO2); Nitrogen dioxide (NO2); Particular matter (PM10 and PM2.5); Lead (Pb); Carbon monoxide (CO); Benzene; Arsenic; Cadmium; Nickel; and Benzo(a)pyrene.

National

Air Quality Strategy 2007 (Volume 1)
Department for Environment, Food and Rural Affairs
http://www.defra.gov.uk/environment/airquality/strategy/pdf/air-qualitystrategy-vol1.pdf
Objectives: The Air Quality Strategy sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles, and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives. Objectives: Further improve air quality in the UK from today and long term. Provide benefits to health, quality of life and the environment.

Statutory Instruments2007 No. 64 The Air Quality Standards Regulations 2007
Department for Environment, Food and Rural Affairs
http://www.opsi.gov.uk/si/si2007/uksi_20070064_en_1
Objectives: The Air Quality Standards Regulations 2007 transpose Directive 2004/107/EC of the European Parliament and of the Council of 15 December 2004 relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air (also known as the Fourth Daughter Directive); and replace the existing Air Quality Limit Values Regulations 2003 to consolidate the provisions of those Regulations so that, in addition to the Fourth Daughter Directive, the new Regulations also transpose the following Directives: • Air Quality Framework Directive (96/62/EC); • First Daughter Directive (1999/30/EC); • Second Daughter Directive (2000/69/EC); and • Third Daughter Directive (2002/3/EC).

Planning Policy Statement 23 - Planning and Pollution Control (Final, ODPM, June 2004)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement23.pdf
Objectives: PPS23 seeks to reduce the impacts of pollution from development by giving appropriate consideration to pollution issues throughout the planning process. The Statement advises that any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use. **Objectives**: Prevent development that is harmful to the environment, human health and well being, and mitigate the impact of potentially polluting developments. Assess the proximity of existing potential sources of pollution when considering the location of new development. Seek opportunities to take remedial action on contaminated land. There are 2 accompanying Annexes (Annex 1: *Pollution Control, Air and Water Quality;* and Annex 2: *Development on Land Affected by Contamination*)

Local

A Breath of Fresh Air for Nottinghamshire (April 2008)
Partnership of Nottinghamshire Local Authorities, the Environment Agency, The Health Protection Agency and the Highways Agency led by the Nottinghamshire Environmental Protection Working Group.
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=2382&p=0
Objectives: 'A Breath of Fresh Air for Nottinghamshire' is a Framework for Action to help local authorities and partner organisations in Nottinghamshire to manage and improve ambient air quality and to protect the health and wellbeing of the public in a co-ordinated and integrated manner. It has the following objectives: Minimise air pollution and the impact of global warming and climate change; Encourage sustainable development in Nottinghamshire to protect the health and wellbeing of the population; To work with businesses, stakeholders and the residents of Nottinghamshire to encourage sustainable improvements in air quality; Support and maintain the work of the Nottinghamshire Air Quality Steering Group; Complement other county wide groups and strategies adopted and supported by Local Authorities and the County Council and other organisations such as the Environment Agency, Primary Care Trusts, Highways Agency and the Health Protection Agency; Ensure that the strategy to improve air quality in Nottinghamshire is reviewed by 2011. The document recognises that road transport is one of the main sources of air pollution particularly in urban areas and shorter car journeys produce proportionally higher concentrations of pollutants. The majority of the Air Quality Management Areas are primarily transport related and reducing road transport's contribution to emissions is therefore a key part of local authorities' responsibilities.

Local Air Quality Management Detailed Assessment Consultation Document (May 2008, supplementary report October 2009 and consolidated report January 2010)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=2401&p=0
Objectives: The Environment Act 1995 Part IV introduced the requirement for a National Air Quality Strategy and the concept of Local Air Quality Management (LAQM). Section 82 of the Environment Act 1995 requires Local Authorities to review the air quality in their area and assess whether air quality standards and objectives prescribed in regulations will be achieved by the specified attainment date for each pollutant of concern. Current European Directive limit or target values are set out in The Air Quality Standards Regulations 2007 which came into

force in February 2007. For the LAQM process, Local Authorities are expected to assess air quality against the National Air Quality Objectives and time scales stated in the National Air Quality Strategy and implemented by The Air Quality (England) Regulations 2000 and amendments. The Updating and Screening Assessment undertaken in June 2006 according to the guidance in LAQM.TG (03) concluded that it was necessary to proceed to a Detailed Assessment for:

- Nitrogen dioxide - for a number of roads and junctions with traffic flows meeting the guidance criteria and some of the diffusion tubes monitoring results indicate exceedance of the NO2 annual mean objective.
- Particles (PM10) - for two roads that meet the criteria specified in the guidance.

For **Nitrogen dioxide** the Detailed Assessment indicates that the nitrogen dioxide annual mean AQO of 40µg/m3 is likely to be met in the Nottingham City area. However there are parts of the City, mostly near existing AQMAs, where modelling and monitoring results suggest that the objective is being exceeded at locations with relevant exposure of members of the public. While it is not necessary to declare any new AQMAs for nitrogen dioxide it is necessary to modify both of the existing AQMAs as follows:

- Nottingham No:2 AQMA is located in the City centre. It is proposed to amend the area to extend the AQMA to the north and north-west where there are residential properties and removes a bus depot and the Ice Arena.
- Nottingham No:3 AQMA is located in the Dunkirk area of the City. It is proposed to amend the area to extend the AQMA along a road to incorporate the residential properties that border it and modifies the area around a major junction. The amendment also removes the QMC Hospital campus from the AQMA (three years of continuous monitoring at the site has shown that neither of the nitrogen dioxide objectives have been exceeded).

Particles, PM10 The Detailed Assessment of the 2004 -2006 monitoring and 2006 modelling results show that the annual mean Air Quality Objectives have been and are likely to continue to be met at locations of ‘relevant exposure’ in the Nottingham City area so it is not necessary to declare any AQMAs for this pollutant.

Implications for LTP3

- LTP3 will continue to incorporate transport measures to deliver on the AQMA targets to address air quality problems linked to vehicle emissions, in particular for NOx and PM10 particulates.

- 'A Breath of Fresh Air for Nottinghamshire' provides recommendations for actions to improve air quality that the councils and their partners will, should and are encouraged to support including an emphasis on the role of travel plans to encourage sustainable travel choices.
  - **Actions the Councils will support**: Use air quality targets in LTPs; The reporting of smoky diesels (heavy goods vehicles) to the Vehicle Inspectorate; Parking restrictions where appropriate; Restricted vehicular access to towns and city centres where appropriate; Ensure that wherever possible all new developments are accessible by alternative means of transport, minimising the need to travel by supporting mixed development schemes.
  - **Actions the Councils should support:** Encouraging larger employers in developing travel plans or car sharing schemes especially through negotiation involving new developments; Use of park and ride schemes to secure improvements in air quality; Integrated transport systems; Cycle and pedestrian routes; Use of green fuels; Bus quality partnerships; Business initiatives to replace their existing fleet vehicles with greener alternatives when they need replacing; Replace Council vehicles with more environmentally friendly vehicles when opportunity arises
  - **Actions the Council is encouraged to take**: Review how staff travel to work and put in place a travel plan or car sharing scheme where appropriate; Review their car leasing and loan schemes to give incentives for smaller more fuel efficient cars; Review their taxi licensing schemes and promote incentives for the use of cleaner fuels; Support initiatives to check emissions from vehicles and reduce exhaust emissions; Assess all appropriate planning applications against a check list for sustainable development to determine, amongst other issues, its impact on air quality and other matters likely to affect air quality such as energy efficiency, green energy and transport.

Implications for IIA

The IIA framework will consider the extent to which the LTP3 strategic options will improve air quality in the Air Quality Management Areas and maintain, and whenever possible improve, air quality across Nottingham City and the conurbation as a whole.

Reducing greenhouse gas emissions and improving air quality will be achieved by:
- Enabling modal shift from car travel to public transport, cycling and walking;
- Reducing the need to travel through the promotion of sustainable development locations;
- Reducing the use of fossil fuels for transport.

Biodiversity

Title	Level	Air Quality	Biodiversity	Climate/CO2	Cultural Heritage	Equality incl. access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Convention on Biological Diversity, Rio de Janeiro (1992)	I		✓											
EC Directive on the Conservation of Natural Habitats of Wild Flora and Fauna 92/43/EEC 1992	I		✓											
EC Directive on the Conservation of Wild Birds 79/409/EEC 1979	I		✓											
Biodiversity – The UK Action Plan (1994)	N		✓											
Biodiversity Strategy for England - Working with the Grain of Nature (Final, DEFRA, 2002)	N		✓											
Countryside and Rights of Way (CROW) Act 2000	N		✓			✓		✓						
Conservation of Habitats and Species Regulations 2010	N		✓											
Natural Environment and Rural Communities Act (NERC) 2006 Section 40.	N		✓											
Planning Policy Guidance Note 17 - Planning for Open Space, Sport and Recreation - (Final, ODPM, 2002)	N	✓	✓				✓			✓				
Planning Policy Statement 9 - Biodiversity and Geological Conservation (Final, ODPM 2005)	N		✓						✓					
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1	N		✓	✓					✓					

Title	Level	Air Quality	Biodiversity	Climate/CO2	Cultural Heritage	Equality incl. access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
The Conservation (Natural Habitats, &c.) Regulations 1994	N		✓											
Protection of Badgers Act 1992	N		✓											
Water for Life and Livelihoods: A Strategy for River Basin Planning (Environment Agency, 2006)	N		✓											✓
Wildlife and Countryside Act 1981 (as amended)	N		✓											
Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)	SN		✓	✓	✓	✓	✓	✓		✓				
Draft Guide to Planning and Biodiversity for Nottinghamshire and Nottingham (Consultation draft, October 2006)	SN		✓											
East Midlands Biodiversity Strategy – Putting Wildlife back on the map (emra, 2004)	SN		✓											
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
Health, Access to Greenspace and Informal Outdoor Recreation in the Greenwood Community Forest and Nottingham City (Final, Countryside Agency/ Greenwood Community Forest, May 2004)	SN		✓			✓	✓	✓						

Title	Level	Air Quality	Biodiversity	Climate/CO2	Cultural Heritage	Equality incl. access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Regional Housing Strategy / 3 Cities Action Plan (Final, East Midlands Regional Housing Board, 2004)	SN		✓			✓		✓		✓				
Regional Strategic River Corridors Initiatives (Final, EMRA, February 2004)	SN		✓		✓									✓
River Trent Fluvial Strategy (Final, Environment Agency, March 2005)	SN		✓		✓			✓						✓
Three Cities Sub Area Strategy (EMRA, Draft September 2006)	SN		✓	✓					✓	✓				
Action for Wildlife – Biodiversity Action Plan for Nottinghamshire (1998)	L		✓											
Ambitious for Wildlife: Position Statement on Biodiversity (2006?)	L		✓											
Breathing Space - A Strategic Framework for the Management of Nottingham's Open and Green Spaces 2008 - 2017 (2008)	L		✓			✓	✓	✓	✓					
Nottinghamshire and Nottingham Joint Structure Plan (Final, February 2006)	L		✓		✓	✓		✓						

Biodiversity

European

Convention on Biological Diversity, Rio de Janeiro (1992)
United Nations Environment Programme (UNEP)
http://www.cbd.int/convention/convention.shtml
Objectives: The Convention (known informally as the Biodiversity Convention) recognized for the first time in international law that the conservation of biological diversity is "a common concern of humankind". The Convention has three main goals: Conservation of biological diversity (or biodiversity); Sustainable use of its components; and Fair and equitable sharing of benefits arising from genetic resources. Signatory sites must develop national strategies and plans for the conservation of biological diversity. In April 2002, the Parties to the Convention committed themselves to achieve by 2010 a significant reduction of the current rate of biodiversity loss at the global, regional and national level as a contribution to poverty alleviation and to the benefit of all life on Earth.

EC Directive on the Conservation of Natural Habitats of Wild Flora and Fauna 92/43/EEC 1992
The Council of European Communities
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31992L0043:EN:HTML
Objectives: The Habitats Directive addresses the preservation, protection and improvement of the quality of the environment, including the conservation of natural habitats and of wild fauna and flora. Objectives: Implementation of measures required to maintain or restore the natural habitats and the populations of species of wild fauna and flora. Implementation of measures to conserve threatened species, and to ensure and promote the maintenance of biodiversity Designation of special areas of conservation to create a coherent European ecological network under the title Natura 2000.
Targets: Requirements to take legislative and administrative measures to maintain and restore natural habitats and wild species. An assessment of the impact and implications of any plan or projects that is likely to have a significant impact on a designated site is required.

EC Directive on the Conservation of Wild Birds 79/409/EEC 1979
The Council of European Communities
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31979L0409:EN:HTML
Objectives: The Birds Directive addresses the conservation of indigenous wild birds in member states throughout the European Union. It applies to birds, their eggs, nests and habitats. Objectives: Maintenance of bird populations Preservation, maintenance and re-establishment of varieties of habitats Implementation of such special conservation measures as are necessary. Protection against harm including deliberate killing or capture, destruction of nests or eggs, and disturbance during breeding periods.

National

Biodiversity – The UK Action Plan (1994)
UK Government
http://www.ukbap.org.uk/library/Plan_LO.pdf
Objectives: Fulfils the UK's obligations under the Convention on Biological Diversity at Rio de Janeiro in 1992. The Biodiversity Action Plan describes the range and variation of species to be found in the UK from a historical and geographical perspective. It also highlights the threats,

problems and opportunities facing biodiversity within the UK and stresses that environmental awareness and education will be essential to the success of the Plan. The Action Plan also includes a work programme, describing the mechanisms for implementation, reporting and review, and the technique and programmes necessary to achieve biodiversity targets.

Biodiversity Strategy for England - Working with the Grain of Nature (Final, DEFRA, 2002)
Department for Environment, Food and Rural Affairs
http://www.defra.gov.uk/wildlife-countryside/pdf/biodiversity/biostrategy.pdf
Objectives: This Strategy seeks to protect and improve the rural, urban, marine and global environment and lead on the integration of these with other policies across Government and internationally. It sets out a programme for the next five years to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. Objectives include: Urban areas: where biodiversity needs to become a part of the development of policy on sustainable communities and urban green space and the built environment.
Targets: Reversing the long-term decline in the number of farmland birds by 2020, as measured annually against underlying trends. Bring 95% of all nationally important wildlife sites into favourable condition by 2010.

Countryside and Rights of Way (CROW) Act 2000
HMSO
http://www.opsi.gov.uk/acts/acts2000/ukpga_20000037_en_1
Objectives: The Countryside and Rights of Way (CROW) Act 2000 promotes conservation of habitats and species and applies further protection to SSSIs. Section 60 placed a duty on all Highway Authorities to prepare and publish a Rights of Way Improvement Plan (ROWIP) by November 2007. Statutory guidance outlines the ROWIP must assess, amongst other things: The extent to which local rights of way meet the present and likely future needs of the public; The opportunities provided by local rights of way for exercise and other forms of outdoor recreation and the enjoyment of the Authority's area; The accessibility of local rights of way to blind or partially sighted persons and others with mobility problems. Section 90-95 of the Act also placed a duty on Local Authorities to set up and coordinate a Local Access Forum (LAF).

Conservation of Habitats and Species Regulations (2010)
Defra
http://www.defra.gov.uk/wildlife-pets/wildlife/protect/bird-habitat/habitat2010.htm
Objectives: The Conservation of Habitats and Species Regulations 2010 are the principal means by which the EU Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (Habitats Directive) is transposed in England and Wales and replace The Conservation (Natural Habitats, &c.) Regulations 1994 (as amended) in England and Wales (and to a limited degree, Scotland - as regards reserved matters). The Conservation of Habitats and Species Regulations 2010 update the legislation and consolidate all the many amendments which have been made to the Regulations since they were first made in 1994. The new Regulations do not make any substantive changes to existing policies and procedures (other than in relation the establishment of the Marine Management Organisation (MMO) which takes on certain licensing functions from Natural England - and to ensure consistent with the approach in the Marine and Coastal Access Act 2009). Consolidation has, however, involved substantial amendments to the extent of the Regulations (which now apply specifically only to England and Wales apart from in respect of certain reserved matters), and to more closely reflect devolved powers and duties, as regards Wales. The Conservation of Habitats and Species Regulations 2010 apply in the terrestrial environment

and in territorial waters out to 12 nautical miles.

The Regulations allow for the designation and protection of European Sites, the protection of European protected species, and the adaptation of planning and other controls for the protection of European Sites. Under these Regulations UK Ministers, government departments, public bodies and persons holding public office must have regard to the EC Habitats Directive in the exercising of their functions.

Natural Environment and Rural Communities Act (NERC) 2006
HMSO
http://www.opsi.gov.uk/acts/acts2006/pdf/ukpga_20060016_en.pdf
Objectives Section 40 of the Natural Environment and Rural Communities Act (NERC) 2006 places a statutory obligation upon public bodies to have due regard for biodiversity throughout their activity, whether those activities are seen as 'environmental' in nature or not. There are 6 main ways in which this can be achieved: Biodiversity conservation and enhancement should be appropriately integrated throughout all corporate policies and activities: All staff, managers and councillors should understand how biodiversity issues relate to their own decisions and actions; By providing sustained support to local biodiversity initiatives such as Local Biodiversity Action Plans, Biological Records Centres and Local Sites Systems; By properly protecting and enhancing biodiversity in particular species and habitats of principle importance in line with statutory nature conservation obligations; By accessing professional ecological expertise and up to date biodiversity information; By reporting on progress towards national and local biodiversity targets .The Secretary of State has agreed an update of the Habitats and Species listed in Section 41 of the NERC Act (2006). These are known as Habitats and Species of Principle Importance in England. There are now 56 habitats and 943 species on the Section 41 list representing those considered important for conserving biodiversity. The Section 41 list should be used as a guide by any public body which has the biodiversity duty under the NERC Act.

Planning Policy Statement 9 - Biodiversity and Geological Conservation (Final, ODPM 2005)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/147408.pdf
Objectives: PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system. Objectives: Sustainable development that ensures that biological and geological diversity are conserved and enhanced as an integral part of the planning process. To conserve, enhance and restore the diversity of England's wildlife and geology and the quality and extent of natural habitat and geological and geomorphological sites. To incorporate a strategic proactive approach to the conservation, enhancement and restoration of biodiversity and geology, and the mitigation against harm in the planning process.

Protection of Badgers Act (1992)
HMSO
http://www.legislation.gov.uk/ukpga/1992/51/introduction
Objectives: The Protection of Badgers Act 1992 consolidates and improves previous legislation (the Badgers Act 1973, the Badgers Act 1991 and the Badgers (Further Protection) Act 1991.) This Act protects badgers and their setts, and is laid out in three sections: Offences; Exceptions and Licenses; Enforcement and Penalties . It is a serious offence to kill, injure or take a badger, or to damage or interfere with a sett unless a licence is obtained from a statutory authority. The law is not confined to those involved in badger baiting and also applies to property developers, farmers, game-keepers, home-owners, pest-control companies etc.

The 1992 Act repeals previous Badgers Acts of 1973 and 1991, and certain sections of other relevant acts such as The Wildlife and Countryside Act 1981, The Environmental Protection Act 1990, The Animals (Scientific Procedures) Act 1986, The Natural Heritage (Scotland) Act 1991, and The Criminal Justice Act 1991.

Wildlife and Countryside Act (1981) as amended

HMSO

http://www.jncc.gov.uk/page-1377

Objectives:

The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version)).

The Act received royal assent on 30 October 1981. It is supplemented by the Wildlife and Countryside (Service of Notices) Act 1985, which relates to notices served under the 1981 Act. Various amendments have occurred since the original enactment, including

- Wildlife and Countryside (Amendment) Act 1985;
- Wildlife and Countryside (Amendment) Act 1991;
- Countryside and Rights of Way (CRoW) Act 2000 (in England and Wales);
- Wildlife and Countryside Act 1981(England and Wales) (Amendment) Regulations 2004,;
- Natural Environment and Rural Communities Act 2006 (in England and Wales).;
- And also through other legislation including the Local Government Act 1985, the Water Act 1989, and the Environmental Protection Act 1990

N.B. This is not a complete list of amending legislation.

There have also been changes to the species listed in the schedules, through Variations to the Schedules Orders. There is a statutory five-yearly review of Schedules 5 and 8 (protected wild animals and plants), undertaken by the statutory conservation agencies and coordinated through Joint Nature Conservation Committee (JNCC), but changes to the Schedules can be made by the Secretary of State at any time, if it is considered necessary because of a threat of extinction or in response to international obligations. JNCC maintain a central spreadsheet of conservation designations for all taxa which includes any changes to the Schedules of the 1981 Wildlife and Countryside Act. There are also numerous country-specific Orders pertaining to Variation of Schedules of the Act.

Wildlife

The Act makes it an offence (with exception to species listed in Schedule 2) to intentionally:

- Kill, injure, or take any wild bird,
- Take, damage or destroy the nest of any wild bird while that nest is in use or being built (also [take, damage or destroy the nest of a wild bird included in Schedule ZA1] under the Natural Environment and Rural Communities Act 2006), or
- Take or destroy an egg of any wild bird.

Special penalties are available for offences related to birds listed on Schedule 1, for which there are additional offences of disturbing these birds at their nests, or their dependent young. The Secretary of State may also designate Areas of Special Protection (subject to exceptions) to provide further protection to birds. The Act also prohibits certain methods of killing, injuring, or taking birds, restricts the sale and possession of captive bred birds, and sets standards for keeping birds in captivity.

The Act makes it an offence (subject to exceptions) to intentionally kill, injure or take any wild animal listed on Schedule 5, and prohibits interference with places used for shelter or protection, or intentionally disturbing animals occupying such places. The Act also prohibits

certain methods of killing, injuring, or taking wild animals.

The Act makes it an offence (subject to exceptions)

- to intentionally) pick, uproot or destroy any wild plant listed in Schedule 8,
- unless the authorised person, to intentionally uproot any wild plant not included in Schedule 8,
- to sell, offer or expose for sale, or possess (for the purposes of trade), any live or dead wild plant included in Schedule 8, or any part of, or anything derived from, such a plant.

Animals and plants found on schedules 5 and 8 are listed on a spreadsheet of conservation designations for UK taxa.

The Act contains measures for preventing the establishment of non-native species which may be detrimental to native wildlife, prohibiting the release of animals and planting of plants listed in Schedule 9. It also provides a mechanism making any of the above offences legal through the granting of licences by the appropriate authorities.

Nature Conservation, Countryside and National Parks

- The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) (sites are identified for their flora, fauna, geological or physiographical features) by the country conservation bodies in England (Natural England) and Wales (the Countryside Council for Wales).
- A notification must be served on the relevant local planning authority, all land owners and occupiers, and the Secretary of State, specifying the time period within which representations and objections may be made. The country conservation bodies must consider these responses and may withdraw or confirm the notification, with or without amendment.
- The Act also contains measures for the protection and management of SSSIs.
- The Act provides for the making of Limestone Pavement Orders, which prohibit the disturbance and removal of limestone from such designated areas, and the designation of Marine Nature Reserves.
- The Act prohibits the undertaking of agricultural or forestry operations on land within National Parks which has been either moor or heath for 20 years, without consent from the relevant planning authority. Planning authorities are also required to make available to the public up to date maps of moor and heath land within National Parks, which are important for the conservation of natural beauty.

Sub-national

East Midlands Biodiversity Strategy – Putting Wildlife Back on the Map (2004)
East Midlands Development Agency
http://www.emra.gov.uk/publications/documents/EMBS_ConsDraftOct04.pdf
Objectives: The document highlights 5 main issues for the region: To halt the decline of characteristic habitats and species; In crease the knowledge of the resources; To recognise the human benefits of contact with the natural environment; To recognise the economic benefits of the environmental economy; To restore degraded wildlife habitats including through the promoting the delivery of green infrastructure.

Local

Action for Wildlife – Biodiversity Action Plan for Nottinghamshire (1998)
Nottinghamshire Biodiversity Action Group
http://www.nottsbag.org.uk/projects.htm#bap
Objectives: The Action Plan seeks to conserve, protect and enhance wildlife and their habitats. It recognises and provides guidance for those species and habitats of importance in Nottinghamshire. The Plan's objectives are to conserve and where appropriate enhance Nottinghamshire's unique variety of wild species and natural habitats; To increase public awareness of and involvement in conserving biodiversity; and, To contribute to biodiversity conservation on a national European and global scale. Progress is monitored through the Biodiversity Action Reporting System.

Ambitious for Wildlife: Position Statement on Biodiversity (2006?)
Nottingham City Council
http://www.nottinghamcity.gov.uk/index.aspx?articleid=3751
Objectives: This Position Statement is part of the Breathing Spaces Strategy and was prepared in response to Section 40of the Natural Environment and Rural Communities At 2006. The Statement shows the importance of biodiversity in the context of the City Council's corporate themes, the links to other relevant strategies and plans and the reporting process for the City's Habitat Targets and Species and Habitat Indicators.

Draft Guide to Planning and Biodiversity for Nottinghamshire and Nottingham (Consultation draft, October 2006)
Nottinghamshire County Council and Nottingham City Council
http://www.nottinghamshire.gov.uk/draftbiodiversityguide.pdf
Objectives: This guide sets out general principles and provides guidance for local authorities in Nottinghamshire and Nottingham relating to biodiversity to assist in making informed planning decisions. It helps to implement the UK Biodiversity Action Plan at a local level. Objectives: Emphasises the requirement to incorporate biodiversity issues into planning policy. To protect and enhance biodiversity and habitats. Maximise opportunities to incorporate features beneficial to wildlife in new development and the implementation of management plans by the developer that continue for at least 5 years after the development is complete. To ensure that ecological appraisals are carried out before development work commences.

Implications for LTP3

- The LTP should seek to avoid any damage to sites and species either internationally protected or of national importance.
- The LTP should seek to avoid damage to locally designated sites and to the wider biodiversity resource. Where damage is unavoidable the LTP should implement appropriate mitigation to offset the damage.
- The LTP should seek opportunities to enhance the biodiversity resource, particularly those species and habitats identified in the Nottinghamshire Biodiversity Action Plan.
- The transport authority will need to consider whether Habitats Regulation Assessment is required should the LTP have a significant effect on any European protected sites within Nottingham City i.e. Special Areas of Conservation including candidate SACs; Special Protection Areas including proposed SPAs; and listed Ramsar sites.
- The transport authority will need to consider the extent to which the Rights of Way Improvement Plan (ROWIP) can be integrated within LTP3 – see Transport section for more details about ROWIP .

Implications for IIA

- The IIA Framework will take into account protected sites for species of habitats within the City and seek to ensure that strategic transport options enhance habitats and conservation where possible. Site specific issues will need to be considered through the EIAs for major transport schemes.
- The IIA Framework will need to balance the conflicting demands to protect species and habitats against the demand to improve access to green and open space including the creation of walking and cycling corridors.

Climate/CO_2

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Carbon Pathways Analysis,	N			✓								✓		
Climate Change Act 2008	N			✓										
Future Water - Water strategy for England (Feb 2008) & Hidden infrastructure - The pressures on environmental infrastructure	N			✓					✓		✓			✓
Homes for the future: more affordable, more sustainable - Housing Green Paper (2007)	N			✓		✓			✓	✓				✓
Planning Act 2008	N			✓										
Planning Policy Guidance Note 13 - Transport (Final, DETR, 2001)	N			✓						✓		✓		
Planning Policy Statement 22 - Renewable Energy (Final, ODPM, 2004)	N			✓					✓					
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1	N		✓	✓					✓					
Stern Review – The Economics of Climate Change (2006)	N			✓										
UK Climate Change Programme 2006	N			✓					✓					
UK Low Carbon Transition Plan - National Strategy for Climate and Energy (July 2009)	N			✓										

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
UK Sustainable Development Strategy - Securing the Future (Final, HM Government, 2005)	N			✓						✓				
Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)	SN		✓	✓	✓	✓	✓	✓		✓				
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
Regional Economic Strategy 2006-20 (East Midlands)	SN			✓		✓			✓	✓				
Regional Freight Strategy 2005 (East Midlands)	SN			✓								✓		
Regional Transport Strategy	SN			✓		✓						✓		
Three Cities Sub Area Strategy (EMRA, Draft September 2006)	SN		✓	✓					✓	✓				
Nottingham City Council's Environmental Policy (2008)	L			✓										
Report on Climate Change (Nottingham City Council, The Regeneration and Renewal Panel, November 2005)	L			✓										

Climate/CO_2

National

Carbon Pathways Analysis (2008)
Department for Transport
http://www.dft.gov.uk/about/strategy/transportstrategy/tasts/tastscarbonpathway/
Objectives: The Carbon Pathways Analysis recognises that averting climate change is one of the biggest challenges facing mankind. It suggests that if significant inroads are to be made into the reduction of the emission of greenhouse gases (GHGs) then every sector of the economy has a part to play, and specifically highlights the importance of the transport sector. It reiterates the goals of the DfT document "Towards a Sustainable Transport System" (TaSTS) and begins to report on the progress made against these goals. It conducts an introductory analysis of the composition of carbon dioxide emissions by journey purpose and identifies sectors where emissions are disproportionately high, or where there is opportunity to make significant reductions in the level of emissions. The overall objective is to follow up the TaSTS objectives and closely examine potential cost-effective emissions reduction pathways for different types of journey and different transport modes.

Climate Change Act 2008
Department for Environment, Food and Rural Affairs
http://www.opsi.gov.uk/acts/acts2008/ukpga_20080027_en_1
Objectives: The Act sets out legally binding targets for the UK to reduce carbon dioxide emissions by at least 80 per cent by 2050, and 26% by 2020. It gives the Secretary of State the power to set-up carbon trading schemes including the Carbon Reduction Commitment, which will include large local authorities, and the ability for local authorities to pilot waste reduction schemes that include financial incentives.

Planning Act 2008
Department for Communities and Local Government
http://www.opsi.gov.uk/acts/acts2008/ukpga_20080029_en_1
Objectives: The Act puts plans in place for the creation of an independent Infrastructure Planning Commission. The Commission will be responsible for making decisions on major infrastructure of national significance. The Commissions decisions will be guided by National Policy Statements. The Act also brings in the Community Infrastructure Levy (CIL). The CIL will allow local authorities to charge developers for infrastructure. Changes to existing local planning policy mean that Regional Spatial Strategies and Development Plan Documents will need to contribute to climate change policy.

Stern Review – The Economics of Climate Change (2006)
Office of Climate Change
http://www.hm-treasury.gov.uk/sternreview_index.htm
Objectives: This is a report of a review conducted by Sir Nicholas Stern, head of the UK Government Economic Service on the economics of climate change and development. Regarding climate change as a serious global threat, the report argues that the benefits of taking strong and early action against its threats far outweigh the economic costs of not acting. The report notes that climate change will bring devastating affects to world health, access to water and food production, with the poorest countries being hit the hardest. Therefore, it suggests that action is

required across all countries and the review outlines three policy areas to achieve this:

- Pricing carbon through tax, trading or regulation;
- Support the development and deployment of low-carbon technology; and
- Remove barriers to energy efficiency and educate and persuade individuals about what they can do to respond to climate change.

UK Climate Change Programme 2006

Department for Environment, Food and Rural Affairs

http://www.defra.gov.uk/ENVIRONMENT/climatechange/uk/ukccp/pdf/ukccp06-all.pdf

Objectives:
The UK Climate Change Programme is the Government's programme to reduce man-made emissions (greenhouses gases) considered to be contributing to climate change. Objectives: Encourage energy production from renewable sources, and invest in the development of technologies that reduce carbon production in commercial processes. **Reduce the amount of carbon produced by vehicular transport,** businesses and agriculture. Reduce the amount carbon produced and water used by domestic properties.

Targets:
Deliver the UK's Kyoto Protocol target of reducing emissions of the basket of six greenhouse gases by 12.5 per cent below base year levels over the commitment period 2008-2012, and move the UK close to the domestic goal to reduce carbon dioxide emissions by 20 per cent below 1990 levels by 2010. It also aims to put the UK on a path to cutting carbon dioxide emissions by some 60 per cent by about 2050, with real progress by 2020.

UK Low Carbon Transition Plan - National Strategy for Climate and Energy (July 2009)

Department of Energy and Climate Change

http://www.decc.gov.uk/en/content/cms/publications/lc_trans_plan/lc_trans_plan.aspx

Objectives:
The UK Low Carbon Transition Plan in pursuant of Sections 12 and 14 of the Climate Change Act 2008 plots how the UK will meet the 34 percent cut in emissions on 1990 levels by 2020, through a five point plan: 1. Protecting the public from immediate risk; 2. Preparing for the future by using The UK Climate Projections to help plan for a future and Factoring climate risk into decision making ; 3. Limiting the severity of future climate change through a new international climate agreement to limit global temperature increases to no more than two degrees and avoid the most dangerous effects of climate change, via Copenhagen. (The deal needed to ensure global emissions start to fall within the next decade and be at least 50% below 1990 levels by 2050. Need to update in light of disappointing outcome of Copenhagen); 4. Building a low carbon UK through investment in energy efficiency and clean energy technologies such as renewables, nuclear and carbon capture and storage aiming to cut UK emissions by 34% by 2020 and at least 80% by 2050; 5. Supporting individuals, communities and businesses to play their part. It contains a specific commitment to transforming transport by cutting average carbon dioxide emissions from new cars across the EU by 40% on 2007 levels, supporting the largest demonstration project in the world for new electric cars, and sourcing 10% of UK transport energy from sustainable renewable sources by 2020. For more detail see Low Carbon Transport - A Greener Future, the Government's strategy, published alongside the UK Low Carbon Transition Plan, which sets out how to reduce carbon emissions from domestic transport over the next decade.

Local

Nottingham City Council's Environmental Policy
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=8385&p=0
Nottingham City Council recognises the need to safeguard and enhance the local and global environment through its own activities and those of our partners. This Local Authority is committed to minimising the Council's adverse environmental impacts while enhancing the quality of life for the people of Nottingham City. An Environmental Policy was adopted in 2008 to outline how we intend to do this. This sets out a number of commitments including EP5 Transport and the Built Environment: Follow best practice regarding the sustainable design of Council new builds, renovations, conversions and use of buildings. Undertake the conservation and sustainable use of non-renewable resources in our activities and within the local community. Minimise emissions from our own fleet and through improvements to Nottingham's transport system.

Report on Climate Change (Nottingham City Council, The Regeneration and Renewal Panel, November 2005)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=3438&p=0
Objectives: The Report is a review of the City Council's policies and the effect they have on climate change. It makes a number of recommendations and highlights 10 as being key to minimising the impact the City Council's operations have on climate change. Recommendations: Work with Council departments, partners and the wider community to promote and support actions to reduce carbon emission. Raise the profile of energy efficiency and the reduction of waste amongst the Council's staff. Incorporate policies to reduce carbon emissions and other damage to the climate, and to prepare for the effects of climate change to be incorporated into all Council policies including Service Plans and major strategy documents. Reduce the need to travel, reduce car use and utilise cleaner alternative methods of transport. Take opportunities as they arise to ensure that the Council's own offices, including new build and adaptations, are as energy efficient as possible, ensuring they are suitable for the effects of the changing climate. Encourage the use of green energy.
Targets: New residential, commercial or industrial development should have a minimum of 10 percent of energy from onsite renewable sources. This figure should be reviewed regularly and increased as appropriate.

Implications for LTP3

The LTP should respond to the Low Carbon Transport challenge by:

- Reducing the need to travel by embedding integration of planning and transport within the Growth and regeneration agendas and working with partners to explore the use of ICT and other technology to deliver services differently;
- Providing and promoting a range of accessible and affordable sustainable travel options;
- Pursuing opportunities to support low carbon fuel options for public transport and public sector fleet vehicles;
- Building on our local strengths: local electricity generation through the district heating system; proposed expansion of tram network through NET Phase 2 and proposal for WPL to fund tram and link bus improvements.

Implications for IIA

The IIA Framework will consider the extent to which LTP3 maximises opportunities to

- Reduce the need to travel;
- Promote sustainable travel options, and
- Support low carbon fuel initiatives.

Cultural Heritage

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Ancient Monuments and Archaeological Areas Act (DCMS, 1979)	N				✓									
Climate Change and the Historic Environment (2008)	N			✓	✓									
Historic Buildings and Ancient Monuments Act 1953	N				✓									
Planning (Listed Buildings and Conservation Areas) Act 1990	N				✓									
Planning Policy Statement 5: Planning for the Historic Environment (DCLG, 2010)	N				✓			✓						
Sustainable Communities: Homes for All (Final, ODPM, 2005)	N				✓	✓		✓		✓				
Transport and the Historic Environment (2004)	N				✓			✓				✓		
Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)	SN		✓	✓	✓	✓	✓	✓		✓				
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
East Midlands Regional Plan - March 2009 (Final)	SN				✓				✓	✓				✓
East Midlands Tourism Strategy 2003-2010	SN				✓	✓								

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Regional Strategic River Corridors Initiatives (Final, EMRA, February 2004)	SN		✓		✓									✓
River Trent Fluvial Strategy (Final, Environment Agency, March 2005)	SN		✓		✓			✓						✓
Twenty Twenty: A Vision for the Future of our Canals and Rivers	SN		✓		✓	✓								
Nottingham City Council Conservation Areas	L				✓			✓						
Nottingham City Centre Masterplan 2005 - 2015	L				✓			✓						
Nottingham City Centre Urban Design Guide (May 2009	L				✓			✓						

Cultural Heritage

National

Ancient Monuments and Archaeological Areas Act 1979
Department for Culture, Media and Sport
http://www.legislation.gov.uk/ukpga/1979/46/section/47
Objectives: The main legislation concerning archaeology in the UK is the Ancient Monuments and Archaeological Areas Act 1979. This Act, building on legislation dating back to 1882, provides for nationally important archaeological sites to be statutorily protected as Scheduled Ancient Monuments. There are currently around 19,000 entries in the Schedule, covering 35,000 sites ranging from prehistoric standing stones and burial mounds to Roman forts and medieval villages, and include some more recent structures such as collieries and wartime pill-boxes. The Department for Culture, Media and Sport (DCMS) is responsible for implementing the 1979 Act in England, and is advised in this respect by English Heritage (EH). The Department and EH are engaged in a joint review of all archaeological sites in England (the Monuments Protection Programme), in order to identify which of some 600,000 sites are of outstanding national importance and worthy of protection. The scheduling of a monument means that permission - 'scheduled monument consent' - is required for works to that monument.

Climate Change and the Historic Environment (2008)
English Heritage
http://www.climatechangeandyourhome.org.uk/live/content_pdfs/29.pdf
Objectives: English Heritage is the Government's adviser on the historic environment with responsibilities for the understanding and conservation of archaeology on land and under water; historic buildings, sites and areas; designed landscapes and the historic aspects of the wider landscape. English Heritage also manages an estate of more than 400 historic properties. This statement, which updates and replaces the 2006 position paper, sets out English Heritage's current thinking on the implications of climate change for the historic environment. The wide-ranging actions required to limit further damaging emissions, combined with the need to adapt historic assets to make them more resilient to a changing climate, will also have significant implications for the historic environment. Alongside this high-level statement, English Heritage continues to publish more detailed research and guidance relating to climate change and its implications for the historic environment. These publications and are available at the *Historic Environment – Local Management* website: www.helm.org.uk/climatechange and the English Heritage website: www.english-heritage.org.uk

Historic Buildings and Ancient Monuments Act 1953
http://www.opsi.gov.uk/acts/acts1953/pdf/ukpga_19530049_en.pdf
Objectives: This legislation sets out the statutory protection that should be afforded to buildings of outstanding or historic interest, and makes other provisions for their preservation and management.

Planning (Listed Buildings and Conservation Areas) Act 1990
http://www.opsi.gov.uk/Acts/acts1990/ukpga_19900009_en_6
Objectives: This legislation sets out protection that must be afforded under town and country planning to listed buildings and conservation areas.

Planning Policy Statement 5: Planning for the Historic Environment (2010)
DCLG
http://www.communities.gov.uk/publications/planningandbuilding/pps5
Objectives: • PPS5 sets out the Government's planning policies on the conservation of the historic environment and replaces Planning Policy Guidance 15: Planning and the Historic Environment (1994) and Planning Policy Guidance 16: Archaeology and Planning (1990). • The development plan making policies in this PPS must be taken into account by local planning authorities in the preparation of local development documents. The policies in this PPS are a material consideration which must be taken into account in development management decisions, where relevant. Therefore the development management policies in the PPS can be applied directly by the decision-maker when determining whether development should proceed. The policies and principles set out in PPS5 also apply to the consideration of the historic environment in relation to the other heritage-related consent regimes for which planning authorities are responsible under the Planning (Listed Buildings and Conservation Areas) Act 1990. • Those parts of the historic environment that have significance because of their historic, archaeological, architectural or artistic interest are called heritage assets. Some heritage assets possess a level of interest that justifies designation (set out in Annex 2 of PPS5) and particular procedures apply to decisions that involve them. PPS5 also covers heritage assets that are not designated but which are of heritage interest and are thus a material planning consideration. • PPS5 is supported by a Practice Guide endorsed by Communities and Local Government, the Department for Culture, Media and Sport (DCMS) and English Heritage.

Transport and the Historic Environment (2004)
English Heritage
http://www.english-heritage.org.uk/upload/pdf/EHTransportPolicy.pdf?1265485870
Objectives: This is an English Heritage policy statement which sets out the broad principles of the organisation's vision for long-term national transport policy. It is intended to inform decisions at local and regional levels as well as stating English Heritage's position on government policy. It highlights that transport can adversely impact on the historic environment in two ways: Existing traffic and the construction of new infrastructure; and Increasing levels of congestion can have an impact on the quality of life in towns, cities and the countryside, as well as detracting from historic areas and buildings. New transport infrastructure or schemes may be small-scale but could have a disproportionate impact on particularly sensitive historic sites. English Heritage's vision for long-term transport policy is where government, its agencies and local authorities co-operate to: Encourage a switch to less damaging forms of transport and promote planning policies that help to reduce the need to travel; Seek imaginative solutions to transport problems; Ensure that transport appraisals properly assess the impacts of development on the historic environment; Take account of the wider historic environment; Continue to promote good design and push hard for proposals that recognise local and regional distinctiveness; Encourage innovative transport management strategies; and Minimise the impact of air travel on the historic environment.

Sub-national

East Midlands tourism strategy 2003-2010
East Midlands Tourism
http://www.emda.org.uk/uploaddocuments/emTourismStrategyFull.pdf
This strategy identifies how changes in society will create opportunities, but also pose challenges for attracting increased numbers of tourists to the region. **Objectives**: Exploit the assets of the region i.e. the countryside, waterways, towns, villages, historical places, and existing cultural, sporting and recreational activities. Improving the general natural and built environment of the areas that have the most appeal for visitors. Take advantage of the central location of the East Midlands to increase the amount of business tourism in the region. Encourage local festivals and events, and sports tourism. Also encourage the regions local fashion, food and horticulture industry. Increase visitor value rather than volume, by placing emphasis on increasing overnight stays. Influence transport infrastructure and encouraging sustainable transport.
Targets: Raise the visitor expenditure to 4.5% of the region's GDP in 2010 from 3.5% in 1999. Increase visitor spend in the region by an average of 1.6% per annum by 2005 and by 2% by 2010.

Twenty Twenty: A Vision for the Future of our Canals and Rivers
British Waterways
http://www.britishwaterways.co.uk/media/documents/BW_2020_A_Vision_for_the_Future.pdf
Objectives: This document briefly explains the position of the waterways today from a strategic perspective. It then sets out a new journey for achieving a more sustainable future for the canals and rivers managed by British Waterways, with particular attention to the three aspects widely acknowledged as making up a sustainable approach: Environment; Society and Economic Value. The document invites debate and explains British Waterways' plans for engaging stakeholders and collecting feedback. British Waterways' strategy includes: Encouraging and facilitating more people to appreciate and enjoy their local built and natural heritage; Managing the many and varied waterway habitats for the benefit of their associated flora and fauna; Becoming increasingly expert in the management of water and maximising the benefits water can deliver through recreation, supply, alleviation of localised floods and droughts, and sustainable energy solutions; and championing the built heritage of the waterways.
Targets: By 2020 British Waterways aims to have a thriving, sustainable waterway network cherished by the public that shares a deep responsibility for its wellbeing. In 200 years' time, British Waterways want the waterways to still play a vital role in the health, wealth and wellbeing of the nations they serve.

Local

Nottingham City Council Conservation Areas
Nottingham City Council
http://www.nottinghamcity.gov.uk/index.aspx?articleid=1285
Objectives: The website provides a list of the 29 conservation areas in Nottingham, with links to maps showing the boundary of each area, and character appraisal and management plans and policy documents for each where available.

Implications for LTP3

- Measures proposed within the LTP should not damage internationally and nationally designated sites and monuments, including their settings.
- Measures proposed within the LTP should avoid any damage to regionally and locally designated sites and monuments, including their settings.
- Measures proposed within the LTP should where possible avoid damage to other sites of cultural heritage interest.
- Where damage is inevitable, the LTP should seek to secure appropriate mitigation to offset the damage. This should include archaeological investigation and recording where appropriate.

N.B. To properly assess the impacts of transport schemes on the historic environment site-specific issues will need to be considered through transport appraisals for major transport schemes.

- The LTP should seek to improve access to cultural activities and destinations for all sectors of the community through the provision safe, affordable and suitable transport options.

Implications for IIA

The IIA Framework will consider the extent to which the LTP3 options create opportunities to enhance buildings, sites, areas and features of historic, archaeological and architectural interest by:

- Promoting less damaging forms of transport;
- Seeking integration with planning policies to reduce the need to travel;
- Seeking imaginative solutions to transport problems;
- Promoting good design which recognises local and regional distinctiveness;
- Encouraging innovative transport management strategies.

The IIA Framework will consider the extent to which the LTP3 options improve access to cultural activities and destinations for all sectors of the community.

N.B. The IIA can only consider the impact of the LTP3 options at a strategic level. To fully assess the impacts of transport schemes on the historic environment site-specific issues will need to be considered through transport appraisals for major transport schemes.

Equality including access to opportunity

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Council Directive 2000/43/EC: Implementing the principle of equal treatment between persons irrespective of racial or ethnic origin – EU directive for a race quality framework (2000)	I					✓								
Accessibility Planning Guidance (DfT, January 2006)	N					✓				✓		✓		
Countryside and Rights of Way (CROW) Act 2000	N		✓			✓		✓						
Diversity and Equality in Planning - A good practice guide (Final, ODPM, 2005)	N					✓								
Homes for the future: more affordable, more sustainable - Housing Green Paper (2007)	N			✓		✓			✓	✓				✓
Making the Connections: Final Report on Transport and Social Exclusion (Social Exclusion Unit, February 2003)	N					✓						✓		
Our Towns and Cities: The Future - Delivering an Urban Renaissance (The Urban White Paper, 2000)	N					✓		✓		✓				
Planning Policy Statement 4: Planning for Sustainable Economic Growth	N					✓		✓		✓				

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
(DCLG, 2009)														
Planning Policy Statement 3 - Housing (Final, DETR, 2006) Department for Communities and Local Government	N					✓				✓				
Planning Policy Statement 6 - Planning for Town Centres (Final, ODPM, 2005)	N					✓		✓						
Sustainable Communities: Homes for All (Final, ODPM, 2005)	N				✓	✓		✓		✓				
UK Equality Act (2006)	N					✓								
Walking and Cycling: an action plan (DfT, June2004)	N					✓	✓					✓		
Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)	SN		✓	✓	✓	✓	✓			✓				
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
East Midlands tourism strategy 2003-2010	SN				✓	✓								
East Midlands Urban Action Plan 2005 - 2011 (Final, EMDA)	SN					✓				✓				

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Health, Access to Greenspace and Informal Outdoor Recreation in the Greenwood Community Forest and Nottingham City (Final, Countryside Agency/ Greenwood Community Forest, May 2004)	SN		✓			✓	✓	✓						
Regional Economic Strategy 2006-20 (East Midlands)	SN			✓		✓			✓	✓				
Regional Housing Strategy / 3 Cities Action Plan (Final, East Midlands Regional Housing Board, 2004)	SN		✓			✓		✓		✓				
Regional Transport Strategy	SN			✓		✓						✓		
SMART Growth: The Midlands Way (Consultation document, Advantage West Midlands, 2005)	SN									✓				
Breathing Space - A Strategic Framework for the Management of Nottingham's Open and Green Spaces 2008 - 2017	L		✓			✓	✓	✓						
Building Schools for the Future (BSF) - Nottingham City Education Vision (Final, January 2006)	L					✓								
Greater Nottingham Retail Study 2007	L					✓				✓				
Nottingham Local Area Agreement 2006-2009 - Final Submission	L					✓				✓				

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Nottinghamshire and Nottingham Joint Structure Plan (Final, February 2006)	L		✓		✓	✓		✓						
One Nottingham - One Plan, The Community Plan 2006 -09	L					✓				✓				
Rights of Way Improvement Plan (November 2007)	L					✓		✓						
The Development Strategy for Greater Nottingham (Final, Greater Nottingham Partnership, 2004)	L					✓								

European

Council Directive 2000/43/EC: Implementing the principle of equal treatment between persons irrespective of racial or ethnic origin – EU directive for a race quality framework (2000)
Council of European Communities
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32000L0078:EN:HTML
Objectives: The directive presents a framework to tackle discrimination based on racial or ethnic identity within the EU by putting into effect the principle of equal treatment. Reasserting racial and ethnic equality as fundamental values of the EU, it confirms that this legislation applies in all areas of employment, education, provision of healthcare and access to all other provision of goods or services. It also outlines social dialogue and dialogue with non-governmental organisations to encourage the use of equal treatment in these areas. The key principles of the directive include: • Defining discrimination based on racial or ethnic identity; • Establishing a legal framework to tackle such discrimination; and • Methods to foster the use of equal treatment in the scope areas.

National

Accessibility Planning Guidance (DfT, January 2006)
Department for Transport
http://www.dft.gov.uk/pgr/regional/ltp/accessibility/guidance/gap/accessibilityplanningguidanc3633
Objectives: This guidance document seeks to ensure that accessibility is embedded in all decisions affecting the provision, location, design and delivery of services. It provides advice on the principles and approaches that can guide local transport authorities when undertaking accessibility planning. Objectives: For accessibility to be considered in the widest possible context, and in particular how it should be incorporated into subsequent LTPs. Promote social inclusion by tackling the accessibility problems experienced by those in disadvantaged groups and areas. To help to meet the health, education, and welfare to work agendas. To help to promote sustainable development, regeneration, neighbourhood renewal, and improve opportunities in rural areas. To tackle crime and fear of crime that affect people's willingness to travel to access the jobs and key services that they need.

Diversity and Equality in Planning - A good practice guide (Final, ODPM, 2005)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/324051.pdf
Objectives: This good practice guide shows how planners can take account of the planning needs of a diverse population in their policies and practices, and in particular to help planning officers understand how to relate spatial planning to diversity issues. Objectives: To tackle disadvantage by reviving the most deprived neighbourhoods, reducing social exclusion, and supporting society's most vulnerable groups. To create sustainable communities by delivery of equality of opportunity, and of inclusive high quality services. To recognise that different people and groups of people have different needs, and to effectively engage with all customers of the planning service. To encourage Local Authorities to understand the make up of the communities they serve, and to monitor the effectiveness of their policies.

Making the Connections: Final Report on Transport and Social Exclusion (Social Exclusion Unit, February 2003)
Social Exclusion Task Force
http://www.cabinetoffice.gov.uk/media/cabinetoffice/social_exclusion_task_force/assets/publications_1997_to_2006/making_transport_2003.pdf
Objectives: This report examines the link between social exclusion, transport and the location of services. Objectives: Land-use planning and accessibility planning (as part of LTPs) to ensure that services are accessible to residents. Improve accessibility to jobs, education and learning, healthcare and healthy affordable food. Reduce social exclusion by improving transport services particularly for people living in areas of deprivation. Make streets safer by reducing crime and the fear of crime in and around public transport, reducing road casualties, and by taking into account walking and cycling environments.

Planning Policy Statement 6 - Planning for Town Centres (Final, ODPM, 2005)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/147399.pdf
PPS6 sets out the Government's policy on planning for the future of town centres. **Objectives include:** Promote the vitality and viability of town centres by planning for the growth and development of existing centres; and promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all; Enhance consumer choice by making provision for a range of shopping, leisure and local services, which allow genuine choice to meet the needs of the entire community, and particularly socially-excluded groups; Improve accessibility, ensuring that existing or new development is, or will be, accessible and well-served by a choice of means of transport; Promote sustainable patterns of development that encourage economic growth, create additional employment, promote social inclusion and regenerate deprived areas.

UK Equality Act (2006)
HMSO
http://www.opsi.gov.uk/acts/acts2006/pdf/ukpga_20060003_en.pdf
Objectives: This act outlines measures to establish the Commission for Equality and Human Rights and dissolve the Equal Opportunities Commission, Commission for Racial Equality and the Disability Rights Commission. It confirms the role of the new commission and outlines the importance of encouraging and understanding of equality, diversity and rights, enforcing equality enactments, and eliminating unlawful discrimination and harassment. The act also reasserts the importance for the respect of human rights within the UK. The key principles of the act include: Outlining the role of the new Commission for Equality and Human Rights; Clarifying when discrimination is unlawful; and Clarifying discrimination based on sexual orientation, disability, race, religion and belief.

Local

Building Schools for the Future (BSF) - Nottingham City Education Vision (Final, January 2006)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=1567&p=0
Objectives: BSF is a 10-15 year programme aimed at re-building and renewing school facilities so that every secondary school in England has 21st Century facilities. Objectives: To close, merge, renew and

rebuild schools where necessary to provide quality educational facilities. Provide facilities where young people and where adults can learn to improve the educational attainment of all. Raised standards achieved by young people from schools will fulfil the demands for a bigger and more skilled workforce and bring further inward investment to Nottingham
Targets: Surplus places to be minimised to less than 10%.

Fair and Just Nottingham - Nottingham City Council's Equality Scheme for 2009 – 2012
Nottingham City Council
http://www.nottinghamcity.gov.uk/index.aspx?articleid=5036
Objectives: To make Nottingham a great place for everybody to visit, work, live, and grow up in everyone needs an equal chance to enjoy their life, without being treated unfairly on the grounds of their race, gender, disability, religion or belief, sexual orientation or age. The City Council's equality scheme sets out what the City Council will do to make a difference, and how every Council department, employee and resident can play their part. It aims to: make Nottingham a welcoming place for everyone; make City Council services easier to access; provide fair treatment that meets individual needs; and make Nottingham a place where everyone can achieve their potential;
Targets: The priority objectives for 2009 - 2012 are to: Reduce the hate crime and harassment experienced by people in Nottingham; Improve the way the City Council provides information for disabled, ethnic minority, younger and older residents; Make sure the City Council's procurement policy and practices comply with the latest Equality and Human Rights Commission guidance; Make sure that the City Council's employees feel supported as a member of staff based on their ethnicity, disability, gender, age, sexuality, religion or belief. Other objectives for 2009 – 2012 include: Increase satisfaction with local bus services for disabled users; Reduce the proportion of young people in vulnerable groups who are not in education, employment or training.

Implications for LTP3

The LTP3 should meet the DaSTS goal of Improving Opportunity for All by:

- Improving access to jobs and key services for those without access to a car;
- Addressing barriers to accessibility in terms of geographical accessibility, physical accessibility, affordability, safety and security and provision of information;
- Considering the specific travel needs of different communities in Nottingham including Ethic communities; Disabled people; Women; Older people; Young people, LGBG community and Faith communities;
- Identifying which transport schemes in the programme require an EqIA: An EqIA has already been completed for NET Phase 2; EqIAs are programmed for the Ring Road Major; Nottingham Station Hub for publication by 31st March 2010.

Implications for IIA

The IIA Framework will assess the extent to which the LTP3 strategic options:

- Improve access to jobs and key services for those without access to car;
- Address geographical travel barriers for different sectors of the community;
- Address physical travel barriers for different sectors of the community;

- Address cost of travel barriers for different sectors of the community;
- Address safety of travel barriers including fear of crime for different sectors of the community;
- Provide appropriate information about travel options in formats suitable for different sectors of the community;
- Meet the specific travel needs of Ethic communities; Disabled people; Women; Older people; Young people, the LGBG community and Faith communities.

Human health

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Be active, be healthy: a plan for getting the nation moving (2009)	N						✓							
CG43: Obesity: the prevention, identification, assessment and management of overweight and obesity in adults and children (Dec 2006)	N						✓							
Choosing activity: a physical activity action plan (2005)	N						✓							
Choosing Health: Making Healthy Choices Easier, (2004)	N						✓							
Commissioning Framework for Health and Wellbeing, 2007	N						✓							
Delivering Choosing Health	N						✓							
Independent Inquiry into Inequalities in Health Report, Sir Donald Acheson, 1998	N						✓							
Investment for Health (2003)	N						✓							
Our Health, Our Care, Our Say: A New Direction for Community Services (2006)	N						✓							
PH8: Guidance on the promotion and creation of physical environments that support increased levels of physical activity (Jan 2008)	N						✓							

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
PH13: Intervention guidance on workplace health promotion with reference to physical activity (May 2008)	N						✓							
PH17: Promoting physical activity, active play and sport for pre-school and school-age children and young people in family, pre-school, school and community settings (Jan 2009)	N						✓							
Planning Policy Guidance 24 (PPG24): Planning and Noise (1994)	N						✓							
Planning Policy Guidance Note 17 - Planning for Open Space, Sport and Recreation - (Final, ODPM, 2002)	N	✓	✓				✓			✓				
Planning Policy Statement 23 - Planning and Pollution Control (Final, ODPM, June 2004)	N	✓					✓				✓			✓
Tackling Health Inequalities: 2003-05 update for the national 2010 PSA Target, 2006	N						✓					✓		
Tackling Health Inequalities: A Programme for Action, 2003	N						✓							
Tackling Health Inequalities: Status Report on the Programme for Action – 2006 Update of Headline Indicators, 2006	N						✓							

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Walking and Cycling: an action plan (DfT, June2004)	N					✓	✓					✓		
Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)	SN		✓	✓	✓	✓	✓	✓		✓				
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
Equity in Health: The GOEM Action Plan to Tackle Health Inequalities (2003?)	SN						✓							
Health, Access to Greenspace and Informal Outdoor Recreation in the Greenwood Community Forest and Nottingham City (2004)	SN		✓			✓	✓	✓						
Investment for Health (2003)	SN						✓							
The East Midlands Food and Health Action Plan (2006)	SN						✓							
A Breath of Fresh Air for Nottinghamshire (April 2008)	L	✓					✓							
A Physical Activity, PE and Sport Strategy for Children and Young People in Nottingham 2010-2013	L						✓							
Breathing Space - A Strategic Framework for the Management of Nottingham's	L		✓			✓	✓	✓						

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Open and Green Spaces 2008 - 2017 (Nottingham City Council, 2008)														
Healthy Nottingham Detailed Strategic Priority Action Plan 2010-2014 (Draft Dec 2009)	L						✓							
Joint Strategic Needs Assessment 2009/10	L						✓							
Local Air Quality Management Detailed Assessment Consultation Document (May 2008, supplementary report October 2009 and consolidated report January 2010)	L	✓					✓							
Nottingham City Child Obesity Strategy (2008)	L						✓							
World Class Commissioning Five Year Strategy 2009 – 2014	L						✓							

National

Be active, be healthy: a plan for getting the nation moving (2009)
Department of Health
http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_094358
Objectives: Be active, be healthy establishes a new framework for the delivery of physical activity alongside sport for the period leading up to the London 2012 Olympic Games, Paralympic Games and beyond. Programmes outlined in the plan will contribute to Government's ambition of getting 2 million more people active by 2012 and have been designed to leave a lasting legacy from the Games.

CG43: Obesity: the prevention, identification, assessment and management of overweight and obesity in adults and children (Dec 2006)
NICE
http://www.nice.org.uk/guidance/index.jsp?action=byID&o=11000
Objectives: The NICE clinical guideline on the prevention, identification, assessment and management of overweight and obesity in adults and children covers: • how staff in GP surgeries and hospitals should assess whether people are overweight or obese • what staff in GP surgeries and hospitals should do to help people lose weight • care for people whose weight puts their health at risk. • how people can make sure they and their children stay at a healthy weight • how health professionals, local authorities and communities, childcare providers, schools and employers should make it easier for people to improve their diet and become more active.

Choosing Health: Making Healthy Choices Easier, (2004)
Department of Health
http://www.empho.org.uk/THEMES/HI/hi1.aspx
Objectives: **Choosing Health: Making Healthy Choices Easier** acknowledges that despite overall improvements [in health], there remain big – and in some communities increasing – differences in health between those at the top and bottom ends of the social scale. It goes on to recognise that in order to close the gap, improvements in health must be greatest for the most excluded groups and areas in society. The document sets out how the government will work in partnership with a variety of organisations to promote physical activity. It makes the link between increasing physical activity and improving health; especially tackling obesity and the associated health risks. The document describes the government's aims to remove real and perceived barriers to physical activity, such as reducing the cost of participating in sport, improving access to high quality green spaces, encouraging cycling and walking as a mode of transport. **Also see associated documents:** • Delivering Choosing Health, 2005 • Choosing Physical Activity: A Physical Activity Action Plan, 2005 • **Health Challenge England - Next Steps for Choosing Health** sets out how the government has been developing a new approach to public health, which aims to ensure that all sectors of society can contribute to the nation's health. It is aimed at policy makers across the public, business, voluntary and community sectors and aims to invigorate and consolidate work already in train on tackling health inequalities and improving health.

Choosing activity: a physical activity action plan (2005)
Department of Health
http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_4105354

Objectives:
Choosing Activity: a physical activity action plan sets out Government's plans to encourage and co-ordinate the action of a range of departments and organisations to promote increased participation in physical activity across England. It is a summary of how we will deliver the commitments on physical activity presented in the public health white paper Choosing Health: making healthier choices easier. It brings together all the commitments relating to physical activity in Choosing Health as well as other action across government, which will contribute to increasing levels of physical activity. These include school PE and sport and local action to encourage activity through sport, transport plans, the use of green spaces and by the NHS providing advice to individuals on increasing activity through the use of pedometers.

Commissioning Framework for Health and Wellbeing, 2007

Department of Health

http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_072604

Objectives:
This framework builds on the White Paper, *Our Health, Our Care, Our Say*, which promised to help people stay healthy and independent, to give people choice in their care services, to deliver services closer to home and to tackle inequalities. Commissioning for health and well-being means involving the local community to provide services that meet their needs, beyond just treating them when they are ill, but also keeping them healthy and independent. One aim of the framework is to enable commissioners to focus more strongly on commissioning the services and interventions that will achieve better health, across health and local government, with everyone working together to promote inclusion and tackle health inequalities.

Delivering Choosing Health

Department of Health

http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_4105355

Objectives:
Delivering Choosing Health highlights how the Department of Health and the NHS, within the framework of government policies, will help more people make more healthy choices and reduce health inequalities. It outlines the priorities for delivery at national, regional and local levels and what will be done by whom and when. It brings into one place all of the actions on the White Paper commitments, alongside related Public Service Agreements and local targets to improve health. It describes how Government will drive forward delivery through:

- Government targets to improve health
- New partnerships between industry, the voluntary sector and professional groups
- New services delivered by local authorities and the NHS

Pages 26-28 of the document set out *Priority C: Tackling Obesity*, including physical activity as a means of reducing the prevalence of obesity
Pages 35-38 set out *Priority G: Helping Children & Young People to Lead Healthy Lives*, including plans to increase sporting opportunities for young people
Pages 39-40 set out *Priority H: Promoting Healthy & Active Life Amongst Older People*
The document is backed up by two further action plans: Choosing a Better Diet: a Food and Health Action Plan and Choosing activity: a Physical Activity Action Plan.

Independent Inquiry into Inequalities in Health Report, Sir Donald Acheson, 1998

Department of Health

http://www.archive.official-documents.co.uk/document/doh/ih/ih.htm

Objectives:

This inquiry reviewed information on health inequalities with the following aims:

- To summarise the evidence of inequalities in health and expectation of life in England
- To identify trends in health inequalities
- To identify priority areas for future policy development aimed at tackling health inequalities

It demonstrates the existence of health inequalities by socio-economic group, ethnic group and gender across a wide range of measures of health and wider determinants of health, and goes on to recommend future policy developments including (but not limited to):

- Routine consideration of health inequalities as part of all Health Impact Assessment
- Establishment of mechanisms to monitor health inequalities and to evaluate the effectiveness of interventions
- Recommendations to reduce inequalities in specific areas (poverty, income, tax and benefits; education; employment; housing and environment; mobility, transport and pollution; nutrition and the common agricultural policy)

Recommendations to reduce health inequalities in specific groups (mothers, children and families; young people and adults of working age; older people; minority ethnic groups)

Our Health, Our Care, Our Say: A New Direction for Community Services (2006)

Department of Health

http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_4127453

Objectives:

The White Paper, **Our Health, Our Care, Our Say: A New Direction for Community Services,** published in January 2006, set a new direction for the health and social care system. It confirms the vision set out in the Department of Health Green Paper, **Independence, Well-being and Choice** and proposes there will be a shift in the way in which services are delivered, ensuring that they are more personalised and fit into people's busy lives. It explains in detail the improvements the Government is going to make to health and social care services, why it feels these changes are necessary and the steps it is taking to make sure they happen.

The White Paper aims to achieve four main goals:

- better prevention services with earlier intervention
- people to have more choice and a louder voice
- more to be done to tackle inequalities and improve access to community services
- more support for people with long-term needs

Physical activity is mentioned in Chapter 2 'Helping people look after their own health and wellbeing', tying in with Government targets to reduce obesity and improve mental health. It is also part of Chapter 3 'Shifting the system towards prevention' and Chapter 4 'Social prescribing' describes new additions to the NHS such as exercise referral schemes.

PH8: Guidance on the promotion and creation of physical environments that support increased levels of physical activity (Jan 2008)

NICE

http://guidance.nice.org.uk/PH8

Objectives:

This guidance for NHS and other professionals who have responsibility for the built or natural environment offers the first evidence-based recommendations on how to improve the physical environment to encourage physical activity. The seven recommendations cover strategy, policy and plans, transport, public open spaces, buildings and schools including:

- Ensure planning applications for new developments always prioritise the need for people (including those whose mobility is impaired) to be physically active as a routine part of their daily life.

- Ensure pedestrians, cyclists and users of other modes of transport that involve physical activity are given the highest priority when developing or maintaining streets and roads.
- Plan and provide a comprehensive network of routes for walking, cycling and using other modes of transport involving physical activity.
- Ensure public open spaces and public paths can be reached on foot, by bicycle and using other modes of transport involving physical activity.

PH17: Promoting physical activity, active play and sport for pre-school and school-age children and young people in family, pre-school, school and community settings (Jan 2009)

NICE

http://guidance.nice.org.uk/PH17

Objectives:

The guidance is for all those who are involved in promoting physical activity among children and young people, including parents and carers.

The NICE recommendations give advice on:

- how to promote the benefits of physical activity and encourage participation
- high level strategic planning
- the importance of consultation with children and young people and how to set about it
- planning and providing spaces, facilities and opportunities
- training people to run programmes and activities
- how to promote physically active travel such as cycling and walking.

The guidance is specifically aimed at a number of organisations including local authorities (leisure and related services, transport and planning, regeneration).

PH13: Intervention guidance on workplace health promotion with reference to physical activity (May 2008)

NICE

http://guidance.nice.org.uk/PH13

Objectives:

This guidance is for employers and professionals in small, medium and large organisations, especially those working in human resources or occupational health. It will also be of interest to employees, trades union representatives and members of the public.

Recommendations for employers include:

- Develop an organisation-wide plan and introduce and monitor an organisation-wide, multi-component programme to encourage and support employees to be more physically active. (This could be part of a broader programme to improve health.)
- Encourage employees to walk, cycle or use another mode of transport involving physical activity to travel part or all of the way to and from work (for example, by developing a travel plan).
- Help employees to be physically active during the working day, for example, by encouraging them to take the stairs or walk to external meetings.

The guidance complements and supports, but does not replace, NICE guidance on: physical activity and the environment, workplace smoking and obesity.

Planning Policy Guidance 24 (PPG24): Planning and Noise (1994)
Objectives: This planning policy guidance informs local authorities on how planning powers can be used to minimise the adverse impacts of noise without placing unreasonable restrictions on development or adding unduly to the costs and administrative burdens of business. It highlights the aspects of planning applications which must be taken into account when assessing the applications of both noise sensitive developments and developments which generate noise. It establishes various categories and thresholds for the recommended appropriate levels of exposure to noise. The guidance document also provides advice on the use of conditions to minimise the impact of noise.

Tackling Health Inequalities: A Programme for Action, 2003 *and related publications:* Tackling Health Inequalities: Status Report on the Programme for Action – 2006 Update of Headline Indicators, 2006 Tackling Health Inequalities: 2003-05 update for the national 2010 PSA Target, 2006
Department of Health
http://www.empho.org.uk/THEMES/HI/hi1.aspx
Objectives: **Tackling Health Inequalities: A Programme for Action** sets out plans to tackle health inequalities and establishes the foundations required to achieve the challenging national targets for 2010 to reduce the gap in infant mortality across social groups, and raise life expectancy in the most disadvantaged groups faster than elsewhere. The Programme is organised around four themes: • Supporting families mothers and children • Engaging communities and individuals • Preventing illness and providing effective treatment and care • Addressing the underlying determinants of health The Programme for Action defines 12 headline indicators to allow monitoring of progress in areas where programmes, policies and interventions are expected to make an impact. The **Status Report on the Programme for Action – 2006 Update of Headline Indicators** provides national level data with respect to these 12 indicators and reports on progress towards the 2010 targets. The **Update for the National PSA Target** provides 2003-05 data on the national health inequalities PSA targets for life expectancy and infant mortality. It provides a comprehensive analysis of data for spearhead / non-spearhead areas including the status of each spearhead area in relation to the life expectancy and infant mortality targets. Also included are figures representing the diseases that contribute to the life expectancy gap between spearhead areas and England and the impact that various interventions may have on closing that gap.

Sub-national

Equity in Health: The GOEM Action Plan to Tackle Health Inequalities (2003?)
GOEM
http://www.goem.gov.uk/497296/docs/237588/equityinhealth
Objectives: This document, produced in response to the Department of Health document, **Tackling Health Inequalities: A Programme for Action**, sets out recommendations for GO-EM to tackle health inequalities over 5 years to 2010. It documents how recommended actions will be delivered across the broad range of GO-EM activity in order to achieve the 2010 health inequalities PSA target. Appendices provide health profiles for each East Midlands county/UA.

Health, Access to Greenspace and Informal Outdoor Recreation in the Greenwood Community Forest and Nottingham City (Final, Countryside Agency/ Greenwood Community Forest, May 2004)
Greenwood Community Forest Partnership and The Countryside Agency
http://p1.countryside.gov.uk/Images/Greenwood%20Community%20Forest%20Health_tcm2-21279.pdf
This study investigated the links between health, and access to green space and participation in informal outdoor recreation within Nottingham City and the Greenwood Community Forest. Outcomes: Identifiable link between physical activity and health. Identifies the socio-economic groups least likely to participate in recreational physical activity. Identifies barriers to open and green spaces. Recommends that there should be a range of types of open space and facilities. Examines issues of social inclusion, safety and perceived safety. Recommends the implementation of a range of educational programmes to encourage user participation.

Investment for Health (2003)
East Midlands Regional Assembly
http://www.emra.gov.uk/publications/regional-communities-policy/public-health/investment-for-health-a-public-health-strategy-for-the-east-midlands
Objectives: The East Midlands Regional Assembly produced the public health strategy Investment for Health. This sets out five main policy priorities for improving the health of the East Midlands' population, and physical activity has been identified as one of these. Objective 4 of the document states the aim to "Increase the physical activity levels of East Midlands residents". The strategy identifies the key priorities for the Region to: • Establish baseline data collection and systems to monitor trends in physical activity levels within the region • Build the evidence base for physical activity interventions and establish dissemination networks to facilitate the sharing of good practice and develop the infrastructure to deliver this agenda • Improve partnership working and performance management arrangements to support the inclusion of sport and physical activity in strategic planning, nationally, regionally and locally • Advocate for the inclusion of physical activity in the core training and continued professional development of health, leisure and fitness professionals • Ensure that physical activity is included in the health impact assessment of regional planning guidance.

The East Midlands Food and Health Action Plan (2006)
GOEM - Regional Director of Public Health
http://www.emphasisnetwork.org.uk/networks/food/rfhahap.htm
Objectives: The **East Midlands Food and Health Action Plan, (FAHAP**) sets out a framework in which everyone with an influence on what we eat - from food producers and processors to the NHS, local authorities, schools, caterers, retailers, the media and, of course, consumers themselves can work together to bring about improvements in diet and food safety in the East Midlands. From the outset. a cross-section of key national and regional stakeholders were involved in the development of the action plan. The aims of the East Midlands Food and Health Action Plan include ensuring that all residents within the East Midlands have easy access to affordable healthy food.

Local

A Physical Activity, PE and Sport Strategy for Children and Young People in Nottingham 2010-2013
Nottingham City Council
Objectives The Strategy sets out a new way of working, to ensure greater coordination, communication and partnership delivery for the benefit of all children and young people. It seeks to inspire all children and young people to lead more active, healthier and successful lives, through lifelong participation and achievement in physical activity, physical education and sport. Three strategic aims have been identified by partners for this Strategy: **1) Inspire** To inspire more children and young people to become active, providing high quality physical activity, PE and sport opportunities; 2) **Sustain** To develop, increase and sustain the involvement of children and young people in physical activity, PE and sport, promoting lifelong participation; and **3) Achieve** To help children and young people to achieve their potential through raising standards of performance and developing pathways to success. Cross-cutting themes include **Facilities**: Develop more and improved places for physical activity, PE and sport activities, and seek to maximise use of existing facilities in order that they are available to a wider range of groups for a greater period of time, with the emphasis on local area delivery:
Targets: A number of desired outcomes have been identified for children and young people by 2013 including: • 68,400 children and young people to have access to five hours of physical activity, PE and / or sport per week. • To increase the quantity, quality and accessibility of outdoor sports facilities in line with the recommendations within the PPG17 Open Space, Sport and Recreation Strategy and Playing Pitch Strategy; • To increase the quantity, range of equipment, quality and accessibility of play facilities, parks and open spaces for children and young people (with their input) in line with the recommendations within the PPG17 Open Space, Sport and Recreation Strategy and Playing Pitch Strategy

Healthy Nottingham Detailed Strategic Priority Action Plan 2010-2014 (Draft Dec 2009)
One Nottingham Health and Wellbeing Partnership
Objectives: The draft Action Plan sets out detailed 5 year programme for One Nottingham partners to meet the SCS 2020 Strategic Priority for a Healthy Nottingham. Actions include: Develop existing Physical Activity Partnership as strategic lead for physical activity and sport (for both children and adults); Develop a high profile social marketing campaign to promote healthy living aimed directly at CVD lifestyle risk factors including obesity and physical activity targets; Deliver a coordinated programme of community based health improvement services to assist clients from priority groups make behavioural changes to improve their health, specifically around diet, physical activity and smoking cessation; Develop a Joint Food Strategy for Nottingham City including developing and implementing new polices to promote locally sourced food; Continue to deliver detailed actions in Physical Activity and Sports Strategy 2008-12 action plan; Increase family-based physical activity opportunities through the Active Families Programme; and promote physical activity as part of daily life including promotion of walking and cycling for transportation and leisure. The Action Plan also identifies actions for period 2014 – 2020 including: Reviewing and develop local environmental and planning policies on transport and food supply and outlets to ensure that the built environment has a positive impact on obesity.
Targets • Reduce the Health Inequality gap between Nottingham city and England by 70% by 2020 • Reduce the proportion of overweight and obese adults to the 2000 average levels for England (actions to reduce CVD and increase physical activity also contribute to this target) • Increase levels of physical activity to 32% of adults participating in 3x30mins moderate physical activity per week

Joint Strategic Needs Assessment 2009/10

NHS Nottingham City and Nottingham City Council

http://www.nottinghaminsight.org.uk/insight/jsna/jsna-home.aspx

Objectives

A Joint Strategic Needs Assessment (JSNA) is a 'means by which PCTs and local authorities will describe the future of health and wellbeing needs of local populations and the strategic direction of service delivery to meet these needs' (Commissioning for Health and Wellbeing 2007). The production of the JSNA is the responsibility of the Director of Adult Service, Housing and Health, Director of Children's Services and the Director of Public Health. The reason for doing a JSNA, is to develop the whole health and social care response which more closely meets the wants and needs of local people to ensure that: Local service systems are delivered in a way that is shaped by local communities ('voice'); Inequalities are reduced and social inclusion is increased; and Health outcomes are maximised at minimum cost. It is aimed at commissioners and will allow them to commission services and interventions that are based on need and will in turn achieve better health and wellbeing outcomes and reduce inequalities. By providing analysis of data to show the health and wellbeing status of local communities, defining where inequalities exist and using local knowledge alongside evidence of effectiveness of interventions, the JSNA informs more effective commissioning for health and wellbeing in both the short and long term. This is Nottingham's third completed round of JSNA and builds on the first and second JSNA, completed in April 2008 and 2009.

Nottingham City Child Obesity Strategy (2008)

NHS Nottingham City

http://www.nottinghamcity.nhs.uk/-healthy-living-/child-obesity.html

Objectives:

The primary aim of the Nottingham Child Obesity Strategy is to halt the rise and then reduce the prevalence of child obesity in Nottingham. In line with the 2008 national guidance Healthy Weight, Healthy Lives, the Strategy pulls together a range of partnership work aimed at preventing obesity and promoting healthy lifestyles. Key elements of the strategy include: a jointly developed plan and strategy for child obesity for the city of Nottingham with clear indicators of success to support management of programme implementation by a strategic partnership group; promotion of physical exercise as part of the schools' core offer to deliver the national curriculum, *Healthy Schools*, extended schools, the Nottingham City Council *Sport and Physical Activity Strategy*, the *Active Play* strategy, implementation of school travel plans and initiatives such as *Active Schools;* environmental approaches to improve accessibility and safety of recreational areas through the *Sport and Physical Activity Strategy* and to improve access to healthy fruit and vegetables through the city and county Food Initiatives Group; use of *Change 4 Life* social marketing research to promote effectiveness of interventions and improve reach to target groups; and evaluation of key interventions to refine delivery and improve commissioning. The strategy is translated into action through a high level action plan and detailed action plans developed with partners.

Targets:

Targets are set within the Local Operational Plan to halt the rise in child obesity by 2010 and to return to the 1998 level by 2020 in line with the national strategy and guidance. The Year 6 target is also a shared Local Area Agreement target.

Targets within the Nottingham Child Obesity High Level Action Plan 2009 – 2011 include:

- 3o. Recommend that consideration is given to the contribution that the green/open space network can make to an integrated approach to encouraging healthy and active lifestyles, e.g. linking open spaces to safe walking and cycling routes and introducing healthy food options.
- 5g. Targets to increase walking and cycling to be included in Local Transport Plan 3. Consideration should be given to developing existing infrastructure to support an increase in active travel, particularly cycling.

World Class Commissioning Five Year Strategy 2009 – 2014
NHS Nottingham City
http://www.nomadplus.org.uk/secure/Intelligence/Health%20and%20social%20care/Healthier%20Communities/Key%20Strategies%20and%20Plans/5%20yr%20Strategy%20Exec%20Summary%20V5%202009_14.pdf
Objectives NHS Nottingham City's (the PCT) seeks to end health inequalities in Nottingham City by reducing the 10 year gap in life expectancy between the most and least deprived areas in the City by 0.8 years in men and 1.7 years in women and increase life expectancy to 76.5 years for men and 81.4 years for women by 2013/14. To achieve this, the World Class Commissioning Strategy targets the causes of death which contribute most to the three year gap in life expectancy between the City and the England average. The goals and outcomes have been chosen based on the health needs identified in the Joint Strategic Needs Assessment (JSNA), an analysis of where the PCT need to focus effort to achieve its vision, and the views of patients, the public and clinicians and considers short, medium and long term health outcomes.
Targets: The strategy sets 4 goals for the plan period: • To reduce premature cardiovascular and cancer mortality, especially reducing CVD mortality by 30% • To improve outcomes for people with long term conditions, especially increasing the % of people with diabetes with a HbA1C <7% by 22% • To improve mental health and wellbeing of the population, especially reducing the rate of reduce alcohol-related admissions by 11% • To improve infant health by increasing breast feeding by 22%

Implications for LTP3

The LTP should maximise opportunities to

- Increase physical activity by prioritising low-carbon, local transport and improving the supply and integration of public transport;
- Improve road safety by reducing traffic speed and danger from traffic, especially in urban areas,
- Lower greenhouse gas emissions and improve air quality by reducing the need to travel in general, and levels of private motorised road traffic in particular.
- Increase the proportion of journeys made by walking, cycling and on public transport;
- Improve access to activities and destinations that support active lifestyles;
- Improve access to healthcare facilities.

The transport authority should

- Explore opportunities for further joint working with health partners on common goals e.g. promoting active travel to increase physical activity; reducing avoidable injury from road traffic; improving access to healthcare;
- Work in partnership with planning to improve access to healthy affordable food;
- Consider health impact of all major transport schemes,

Implications for IIA

The IIA Framework will assess the extent to which the LTP3 strategic options will:

- Increase the proportion of journeys made by walking, cycling and on public transport;
- Increase opportunities for physical activity by prioritising low-carbon active travel options;
- Improve road safety by reducing traffic speed and danger from traffic;
- Lower greenhouse gas emissions by reducing the need to travel in general, and levels of private motorised road traffic in particular;
- Improve air quality;
- Improve access to services, facilities and destinations that support healthy lifestyles eg health food outlets, sports and leisure destinations; healthcare facilities.

Landscape and townscape

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
European Landscape Convention (ELC) 2007	I							✓						
Countryside and Rights of Way (CROW) Act 2000	N		✓			✓		✓						
Manual for Streets (DfT/DCLG March 2007)	N							✓				✓		
Manual for Streets 2 - Wider Application of the Principles (CIHT, September 2010)	N							✓				✓		
Our Towns and Cities: The Future - Delivering an Urban Renaissance (The Urban White Paper, 2000)	N					✓		✓		✓				
Planning Policy Statement 1: Delivering Sustainable Development (DCLG, 2005)	N							✓		✓				
Planning Policy Guidance 2: Green belts (2001)	N							✓						
Planning Policy Statement 4: Planning for Sustainable Economic Growth (DCLG, 2009)	N					✓		✓		✓				
Planning Policy Statement 5: Planning for the Historic Environment (DCLG, 2010)	N				✓			✓						
Sustainable Communities: Homes for All (Final, ODPM, 2005)	N				✓	✓		✓		✓				
Transport and the Historic Environment (2004)	N				✓			✓				✓		

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)	SN		✓	✓	✓	✓	✓	✓		✓				
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
Health, Access to Greenspace and Informal Outdoor Recreation in the Greenwood Community Forest and Nottingham City (Final, Countryside Agency/ Greenwood Community Forest, May 2004)	SN		✓			✓	✓	✓						
Regional Housing Strategy / 3 Cities Action Plan (Final, East Midlands Regional Housing Board, 2004)	SN		✓			✓		✓		✓				
River Trent Fluvial Strategy (Final, Environment Agency, March 2005)	SN		✓		✓			✓						✓
6Cs Green Infrastructure Strategy (6Cs Partnership, July 2010)	SN							✓						
Breathing Space - A Strategic Framework for the Management of Nottingham's Open and Green Spaces 2008 - 2017 (Nottingham City Council, 2008)	L		✓			✓	✓	✓						
Nottingham City Council Conservation Areas	L				✓			✓						

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Nottingham City Centre Masterplan 2005 - 2015	L				✓			✓						
Nottingham City Centre Urban Design Guide (May 2009	L				✓			✓						
Nottinghamshire and Nottingham Joint Structure Plan (Final, February 2006)	L		✓		✓	✓		✓						
Streetscape Design Manual Nottingham City Centre (Oct 2006)	L							✓	✓					

European

European Landscape Convention (ELC), March 2007
http://www.naturalengland.org.uk/ourwork/landscape/protection/europeanconvention/default.aspx
Objectives: The European Landscape Convention (ELC) is the first international convention to focus specifically on landscape. Created by the Council of Europe, the convention promotes landscape protection, management and planning, and European co-operation on landscape issues. Signed by the UK Government in February 2006, the ELC became binding from March 2007. It applies to all landscapes, towns and villages, as well as open countryside; the coast and inland areas; and ordinary or even degraded landscapes, as well as those that are afforded protection. The ELC defines landscape as: "An area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors." (Council of Europe 2000). It highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation. Natural England is leading the implementation of the ELC in England and has worked with Defra and English Heritage to produce European Landscape Convention: A Framework for Implementation in England, published in October 2007. This framework seeks to further strengthen the protection, management and planning of England's landscapes, by providing a structure for action plans that will be prepared by any interested partners and stakeholders. It underpins a wide range of activities which, through public engagement and stakeholder involvement, will lead to wider understanding and appreciation of landscapes, improved knowledge and care, as well as a sense of inspiration, well-being and connection between people and place.

National

Manual for Streets (March 2007)
DfT/DCLG
http://www.dft.gov.uk/pgr/sustainable/manforstreets/
Objectives: Manual for Streets provides guidance for practitioners involved in the planning, design, provision and approval of new residential streets, and modifications to existing ones. It emphasises that streets should be places in which people want to live and spend time in, and are not just transport corridors. In particular, it aims to reduce the impact of vehicles on residential streets by asking practitioners to plan street design intelligently and proactively, and gives a high priority to the needs of pedestrians, cyclists and users of public transport. The Manual is aimed at any organisation or discipline with an interest in residential streets, ranging from access officers to the emergency services. The importance of joint working among practitioners is a key feature of the Manual. Its scope is limited to residential and other lightly trafficked streets, although some of its principles may be applied to other road types where appropriate. It is not, however, meant to be used for trunk routes of any description, as these roads are covered by the Highways Agency's *Design Manual for Roads and Bridges.* The key recommendation of the Manual is that increased consideration should be given to the 'place' function of streets. This function is essentially what distinguishes a street from a road, where the main purpose is to facilitate movement. The Manual introduces a user hierarchy in which pedestrians are considered first in the design process to ensure that all the user groups are properly considered at an early stage.

Manual for Streets 2 - Wider Application of the Principles (September 2010)
Chartered Institution of Highways and Transportation (CIHT)
http://www.ciht.org.uk/en/publications/index.cfm/manual-for-streets-2--wider-application-of-the-principles-2010
Objectives: Manual for Streets 2 builds on the philosophies set out in Manual for Streets and demonstrates through guidance and case studies how they can be extended beyond residential streets to encompass both urban and rural situations. It fills the perceived gap in design advice that lies between Manual for Streets and the design standards for trunk roads as set out in the Design Manual for Roads and Bridges. It is designed to help everyone involved in the planning, construction and improvement of our streets to deliver more contextually sensitive designs. The aim of the document is to extend the advantages of good design to streets and roads outside residential areas and to provide an environment that improves the quality of life. By rethinking the way high streets and non-trunk roads are designed, the fabric of public spaces and the way people behave can be changed. It means embracing a new approach to design and breaking away from inflexible standards and traditional engineering solutions. The new guide does not supersede Manual for Streets; rather it explains how the principles of the first document can be applied more widely. The guide further integrates the fundamentals of "Link and Place", allowing designers to set the right design strategy for the particular nuances of busier streets. It also outlines a process to deliver the Governments new de-cluttering agenda.

Planning Policy Guidance Note 2 Green Belts (1995) (Amended 2001)
Department for Communities and Local Government
http://www.communities.gov.uk/publications/planningandbuilding/ppg2
PPG2 describes the history and spatial extent of Green Belts in England and explains the reasoning behind their provision. It describes how Green Belts are designated and how their land is protected against development pressures. PPG2 details the intentions of Green Belt Policy, notably its contribution to sustainable development. The principle aim of Green Belt policy is to prevent urban sprawl and to maintain permanently open lands. Green Belts have a significant influence on the shape and pattern or urban development at sub-regional and regional scales. Therefore, when drawing Green Belt boundaries attention should be paid to the need to promote sustainable patterns of development. In addition to detailing the possible uses of Green Belt land PPG2 also lists five key purposes for including lands in Green Belts: To check the unrestricted sprawl of large built-up areas; To prevent neighbouring towns from merging into one another; To assist in safeguarding the countryside from encroachment; To preserve the setting and special character of historic towns; and To assist in urban regeneration, by encouraging the recycling of derelict and other urban land. PPG2 was amended in 2001 to be consistent with PPG13 and outlines circumstances when it would be appropriate to locate Park and Ride sites within greenbelt land (paras 3.17 – 3.20).

Sub-national

6Cs Green Infrastructure Strategy (July 2010)
6Cs Partnership (Derby City Council, Derbyshire County Council, Derbyshire Wildlife Trust, East Midlands Regional Assembly, English Heritage, Environment Agency, Forestry Commission, Government Office for the East Midlands, Groundwork Trusts, Leicestershire County Council, Leicester City Council, Leicestershire Wildlife Trust, Natural England, Nottingham City Council, Nottinghamshire County Council, Nottinghamshire Wildlife Trust, The National Forest)
http://www.rivernene regionalpark.org/default.asp?PageID=192
Objectives: The Strategy sets out a long term vision and strategic framework for delivery of green

infrastructure across the 6Cs Growth Point. The Strategy aims to protect, enhance and extend networks of green spaces and natural elements in and around the three cities, connecting with their surrounding towns and villages. The Strategy also aims to facilitate a major step-change in the scale, quality and connectivity of green infrastructure assets across the 6Cs area, to match the scale of new growth proposed and provide a focus for attracting and retaining sustainable development and investment. This will be achieved by protecting and enhancing existing assets and creating extensive new green infrastructure, and finding suitably resourced mechanisms for the long term management of both.

Local

Breathing Space - A Strategic Framework for the Management of Nottingham's Open and Green Spaces 2008 - 2017 (Nottingham City Council, 2008)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=7922&p=0
Objectives: This framework sets out the importance that the Council places on open and green spaces and how it intends to protect and develop them. Objectives: To provide quality open and green spaces that raise citizens' quality of life by acting as community focal points, providing opportunities for educational and physical activities. Work with local people and communities so they have involvement in the planning and development of open and green spaces. Ensure that open and green space requirements are incorporated into the planning process. Protect and enhance open and green spaces to ensure a sustainable environmental that is able to face the challenges of climate change. Support and protect wildlife, habitats and biodiversity.
Targets: Within 300m (5 minutes walk): All residents of the City should have access to a good quality green space from where they live with safe convenient crossing points over any roads. Within 500m (10-15 minutes walk): All residents of the City should have access to a Neighbourhood 'Park and Garden' or a 'Natural and Semi Natural site' from where they live with safe convenient crossing points over any roads. Within 1km: All residents of the City should have access a City 'Park and Garden' or a 'Natural and Semi Natural site' of where they live. Within 5km: All residents of the City should have access to a Destination 'Park and Garden' or a 'Natural and Semi Natural site' of where they live. Quantity: Increase current provision in the city of accessible 'Parks and Garden' or a 'Natural and Semi Natural sites' by 4% through realignment and reorganisation of land. Quality: To set a 70% baseline quality score for 'Parks and Garden' or a 'Natural and Semi Natural sites'.

Nottingham City Centre Masterplan 2005 - 2015
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=7137&p=0
Objectives: The Masterplan sets out a physical framework for the city centre between 2005 and 2015 alongside strategic proposals planned for the Eastside and Waterside regeneration areas and is intended as an inspirational guide to investors, developers and architects. The plan is a non-statutory document which is designed as a prospectus for Nottingham and illustrates the integration of the different proposals for the city centre. It is not designed for use in the development control process. The document contains plans for the public realm; transport; development; views and conservation and outlines proposals for key areas of the City in terms of transport improvements and new development. The Masterplan recognises the importance of responding to the historic context by managing change in conservation areas in a sensitive and informed way, by protecting key viewpoints and proposes the creation of 12 new public squares over the plan period to complement the network of pedestrianised streets.

Nottingham City Centre Urban Design Guide (May 2009)
Nottingham City Council, Nottingham Regeneration Ltd, URBED
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=7138&p=0
Objectives: The Urban Design Guide has been published by Nottingham City Council to promote a high standard of urban design and architecture in Nottingham City Centre. The design guide has been developed from a careful analysis of the city centre and the characteristics that make it work and make it special. These are developed into a series of rules to guide development in the city centre. The rules are not considered to be a blueprint and are intended to be used to promote good design for urban form; public realm; massing; activity; sustainability; and design. The Urban Design Guide also complements, and should be read in conjunction with the Nottingham Streetscape Design Manual published in 2006 which specifies materials and design criteria to be used on the streets and public spaces of the city. The Urban Design Guide is targeted at all developers, landowners and their advisors in the city centre. The guide is also aimed at the community of Nottingham and the businesses in the city centre so that they can share the vision of the city. The guide has been endorsed as planning guidance by the City Council and is an amplification of the existing policies for the city centre in the emerging Local Development Framework. The guide is used as a development control tool and as a checklist when considering applications in the city centre.

Streetscape Design Manual Nottingham City Centre (Oct 2006)
Nottingham City Centre
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=7140&p=0
Objectives: The Manual is a formal statement of council policy which covers all aspects of design and management of the streets in the city centre. The Manual supersedes the 1997 Streetscape Code of Practice for Conservation Areas and was reviewed in May 2006. The Manual is in three parts: Part A Principles & Vision sets out streetscape design principles in relation to four generic types of street; Part B Design Process sets out guidance on several processes that can deliver higher quality streets; Part C Streetscape Components considers design and maintenance for highway alignment, footway surfaces, carriageway surfaces, street furniture, signage and planting. Although the Manual applies to the city centre, the general principles and many of the design solutions are relevant to the rest of the city and especially district centres with a high pedestrian footfall. As well as contributing to an inclusive urban environment which supports sustainable travel options, the Manual highlights some specific areas where selection of materials can contribute to environmental sustainability: Obtaining street products from local suppliers supports local employment and reduces the environmental impact of transporting; Materials should be salvaged and reused on a scheme to reduce expenditure on new materials and the environmental impact of disposal and sourcing of new materials; Good design reduces the future maintenance burden by selecting materials on the basis of whole life costing.

Implications for LTP3

- There are no National Parks or Areas of Outstanding Natural Beauty in Nottingham. The LTP should however seek to minimise damage to Mature Landscape Areas.
- The LTP should exploit opportunities to enhance landscape character and quality.
- The LTP should not compromise the open character of green belt - NET Phase 2 needs to meet the conditions set out in PPG2 and PPG13 regarding provision of Park & Ride sites within the green belt.
- The LTP should seek to avoid damage to the character of Conservation Areas in particular (see also Cultural Heritage section).
- In all urban areas any damage caused by transport measures should be minimised by good design, and mitigated wherever possible.
- The LTP should seek to improve access to green and open spaces through the provision safe, affordable and suitable transport options.

Implications for IIA

The IIA Framework will assess the extent to which the strategic options for LTP3:

- Provide opportunities to enhance the urban environment with particular regard to preserving the character of historic and designated conservation areas;
- Provide opportunities to protect and enhance landscape character and quality;
- Protect the green belt;
- Supports access to and enjoyment of the green and open spaces.

Material assets

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Future Water - Water strategy for England (Feb 2008) & Hidden infrastructure - The pressures on environmental infrastructure	N			✓					✓		✓			✓
Homes for the future: more affordable, more sustainable - Housing Green Paper (2007)	N			✓		✓			✓	✓				✓
Planning Policy Statement 22 - Renewable Energy (Final, ODPM, 2004)	N			✓					✓					
Planning Policy Statement 9 - Biodiversity and Geological Conservation (Final, ODPM 2005)	N		✓						✓					
Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1	N		✓	✓					✓					
The Oil Crunch – a wake up call for the UK economy (Feb 2010)	N								✓					
The Oil Crunch: Securing the UK's energy future (2008)	N								✓					
UK Climate Change Programme 2006	N			✓					✓					
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
East Midlands Regional Plan - March 2009 (Final)	SN				✓				✓	✓				✓

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Regional Economic Strategy 2006-20 (East Midlands)	SN			✓		✓			✓	✓				
Three Cities Sub Area Strategy (EMRA, Draft September 2006)	SN		✓	✓					✓	✓				
Streetscape Design Manual Nottingham City Centre (Oct 2006)	L							✓	✓					

National

Planning Policy Statement 22 - Renewable Energy (Final, ODPM, 2004)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/147444.pdf
Objectives: PPS22 sets out the Government's policy on renewable energy. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass. Objectives: Reduce carbon dioxide emissions. To facilitate the delivery of the Government's commitment on climate change and renewable energy, and to contribute to the Government's sustainable development strategy. Ensure that local development documents contain policies to encourage the development of renewable energy sources.
Targets: Does not contain targets, but echoes targets from 'Our energy future - creating a low carbon economy' include: Reduce carbon dioxide emissions by 60% by 2050 (from 2003). Generate 10% of UK electricity from renewable energy sources by 2010, and 20% by 2020.

The Oil Crunch – a wake up call for the UK economy (Feb 2010)
UK Industry Task-Force on Peak Oil and Energy Security (ITPOES).
http://peakoiltaskforce.net/wp-content/uploads/2010/02/final-report-uk-itpoes_report_the-oil-crunch_feb20101.pdf
Objectives: UK Industry Task-Force on Peak Oil and Energy Security (ITPOES)'s second report warns that oil shortages, insecurity of supply and price volatility will destabilise economic, political and social activity within five years and that policies to address Peak Oil must be a priority for the new government formed after the 2010 election. Passenger and freight transport are central to our economy. A mix of technological solutions and policies to incentivise behavioural change and modal shift from the car to public transport are identified as key priorities. Maintaining government investment in public transport is crucial and a long-term view should be taken of its wider economic, social and environmental benefits. The report also highlights the need to lay foundations for alternative sources of motive power (e.g. vehicle electrification) and associated infrastructure. The power generation and distribution sector is likely to see a significant change in its demand patterns if there is a significant move in the direction of road vehicle electrification. The introduction of Smart Grid technology may alleviate some of this, but the ground needs to be prepared for the introduction of such technology and all the economic and social implications of flexible pricing that are enabled in this scenario.

The Oil Crunch: Securing the UK's energy future (2008)
UK Industry Task-Force on Peak Oil and Energy Security (ITPOES).
http://peakoiltaskforce.net/wp-content/uploads/2008/10/oil-report-final.pdf
Objectives: UK Industry Task-Force on Peak Oil and Energy Security (ITPOES) comprises six UK companies - Arup, Foster + Partners, Scottish and Southern Energy, Solarcentury, Stagecoach Group and Virgin. This, their first report, aimed to engage government more proactively on the peak oil threat, alert the public to the problem and encourage collaborative contingency planning by government, industry, and communities on measures that can be taken to accelerate independent energy supply within the UK. The report considers three related questions: How big is the risk from peak oil? How big is the alternative-energy opportunity? How do the two conflate? In response to this the report sets out a call to action for the UK government, and other companies operating in the UK market to join forces to appraise the risk from premature peak oil, and plan proactive and reactive local and national strategies for facing up to the problem and identifies the need for a UK national energy plan to deal with the peak-oil threat needs to have four core themes: exploration for and production of conventional oil and gas needs to be

expanded; energy conservation and energy efficiency need to be maximised; investment in renewable energy and sustainable renewable fuels must be accelerated; and a national skills programme is needed to address the dangerous shortfalls in skills and manpower evident in all areas of the energy industry. The report stressed that there is no time to wait in drawing up and implementing a new national energy mobilisation plan. The policy measures in a national energy plan should include, amongst others, the development and implementation of a long term sustainable transport policy, with renewable transport at its heart. This should include measures to increase transport fuelled by sustainable bio-liquids and electricity, and measures to reduce the amount of fossil-fuel-based road transport. To significantly reduce oil consumption, the current measures being proposed in the renewable transport arena must be just the start, and measures well in excess of those proposed will be required.

Implications for LTP3

- The LTP should seek to reduce the use of **fossil fuels** by reducing drive-alone journeys through the provision and promotion of sustainable alternatives (public transport, cycling and walking).
- The LTP should support appropriate selection of **materials** including:
  - Obtaining street products from local suppliers to support local employment and reduce the environmental impact of transporting;
  - Promoting the use of street furniture and other products which use recycled materials;
  - Reusing salvaged materials reduces expenditure on new materials and the environmental impact of disposal and sourcing of new materials;
  - Minimising use of primary aggregates and promoting the use of recycled aggregates wherever possible.
  - Selecting materials on the basis of whole life costing to reduce the future maintenance burden.
- The LTP must seek to reduce **waste** by minimising the **waste** arising from transport projects. Such projects should be designed so that waste is recycled on site wherever possible.

Implications for IIA

The IIA will assess the extent to which the LTP3 strategic options:

- Reduces the use of fossil fuels by reducing drive alone journeys and supporting use of bio-fuel sources
- Support sustainable sourcing of products and construction materials including using local supply chains, recycled products and reclaimed materials
- Minimise waste from construction

Population and economy

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Accessibility Planning Guidance (DfT, January 2006)	N					✓				✓		✓		
Good Practice Guide on Planning for Tourism	N									✓				
Homes for the future: more affordable, more sustainable - Housing Green Paper (2007)	N			✓		✓			✓	✓				✓
Our Towns and Cities: The Future - Delivering an Urban Renaissance (The Urban White Paper, 2000)	N					✓		✓		✓				
Planning Policy Guidance Note 13 - Transport (Final, DETR, 2001)	N			✓		✓				✓		✓		
Planning Policy Guidance Note 17 - Planning for Open Space, Sport and Recreation - (Final, ODPM, 2002)	N	✓	✓				✓			✓				
Planning Policy Statement 1: Delivering Sustainable Development (DCLG, 2005)	N							✓		✓				
Planning Policy Statement 3 - Housing (Final, DETR, 2006) Department for Communities and Local Government	N					✓				✓				
Planning Policy Statement 4: Planning for Sustainable Economic Growth (DCLG, 2009)	N					✓		✓		✓				

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Sustainable Communities: Homes for All (Final, ODPM, 2005)	N				✓	✓		✓		✓				
The Future of Transport: a network for 2030 (Dft, July 2004)	N									✓		✓		
UK Sustainable Development Strategy - Securing the Future (Final, HM Government, 2005)	N			✓						✓				
Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)	SN		✓	✓	✓	✓	✓	✓		✓				
East Midlands Integrated Regional Strategy Framework (Refreshed 2008)	SN		✓	✓	✓	✓	✓	✓	✓	✓				
East Midlands Regional Plan - March 2009 (Final)	SN				✓				✓	✓				✓
East Midlands Urban Action Plan 2005 - 2011 (Final, EMDA)	SN					✓				✓				
Regional Economic Strategy 2006-20 (East Midlands)	SN			✓		✓			✓	✓				
Regional Housing Strategy / 3 Cities Action Plan (Final, East Midlands Regional Housing Board, 2004)	SN		✓			✓		✓		✓				
SMART Growth: The Midlands Way (Consultation document, Advantage West Midlands, 2005)	SN									✓				

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Three Cities Sub Area Strategy (EMRA, Draft September 2006)	SN		✓	✓					✓	✓				
Appraisal of Sustainable Urban Extensions - Nottingham Core HMA (June 2008)	L									✓				
Central Nottingham Housing Market Analysis (2007)	L									✓				
Greater Nottingham Retail Study 2007	L					✓				✓				
Nottingham Core Strategic Housing Land Availability Assessment 2008 - 2009 (Nottingham City)	L									✓				
Nottingham Core Strategic Housing Market Assessment 2006/7 (Final, B. Line Housing Information and Three Dragons, April 2007)	L									✓				
Council Plan 2009-2012 and Council Plan 2009-2012 Measuring Our Success	L									✓				
Nottingham Local Area Agreement 2008-2011 - Final Submission	L					✓				✓				
Nottingham Plan to 2020 (Sustainable Community Strategy)	L					✓				✓				
Social Need in Nottinghamshire 2004 (Nottinghamshire County Council and Nottingham City Council)	L									✓				

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
The Development Strategy for Greater Nottingham (Final, Greater Nottingham Partnership, 2004)	L					✓				✓				

National:

Good Practice Guide on Planning for Tourism
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/151753.pdf
Objectives: This Good Practice Guidance sets out how sustainable development can be achieved in tourism. Objectives: To ensure that tourism is taken into consideration in the development plan process and when making planning decisions to ensure that maximum economic benefit is gained from tourism. To ensure that the tourism industry understands the principles of planning policy as they apply to tourism. To ensure that planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism developments in a sustainable way. The Guidance sets out approaches to maximise the accessibility of tourism locations by ▪ locating the development close to public transport interchanges and bus routes which will not only help to reduce travel by car but also enable a wider range of people to visit the attraction; ▪ producing a travel plan for larger schemes where there may be scope to reduce private car travel by providing dedicated bus services or greater access by walking or cycling. Park-and-ride provision can be an element of this, as can schemes which provide discounts for those arriving by public transport; and ▪ establishing a visitor management programme for those attractions and/or their surroundings which are subject to or the cause of congestion.
Targets: Increase the national value of tourism to £100bn by 2010
Implications for LTP3: LTP3 will seek to maximise access to tourism destinations by sustainable modes of transport, minimise any congestion that a tourism development might give rise to, and work in partnership with planners to ensure that new tourism developments are as sustainable as possible in transport terms.

Homes for the future: more affordable, more sustainable - Housing Green Paper (2007)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/housing/pdf/439986.pdf
Objectives: The Housing Green Paper sets out the Governments proposals to increase the supply of housing, to provide well designed and greener homes that are supported by infrastructure and to provide more affordable homes to buy or rent. Their vision is for everyone to have access to a decent home at a price they can afford, in a place where they want to live and work close to schools, healthcare and transport links. New settlements should be attractive places with good quality neighbourhoods and green public space that help create healthy communities. They must provide good local infrastructure – transport, schools and healthcare. Delivering the necessary infrastructure is critical to delivering housing. Roads unlock sites and make developments viable. Successful communities require access to schools, health care, roads, public transport, water, energy sources and public spaces. New housing needs to be planned in a way which manages or reduces demand, for example by identifying locations which are more likely to become self-sustaining centres rather than simply a source of long distance commuting. The Paper introduces the concept of the Community Infrastructure Fund (CIF) to complement mainstream transport funding, uniquely linking the provision of funding for transport infrastructure to the delivery of housing by funding the type of schemes that are vital locally to unlocking large housing development sites or enabling development of housing to be brought forward, but might not be prioritised for funding under the DfT's main programmes.
Targets: 2 million new homes by 2016 and a further 1 million new homes by 2020. By 2016 every new home built in England should be zero carbon.

Planning Policy Statement 1: Delivering Sustainable Development (2005)
DCLG
http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement1
Objectives: Planning Policy Statement 1 (PPS1) sets out the Government's overarching planning policies on the delivery of sustainable development through the planning system. This replaces Planning Policy Guidance 1: General Policies and Principles (PPG1), which was published in February 1997. The policies set out in this PPS will need to be taken into account by local planning authorities in the preparation of local development documents. They may also be material to decisions on individual planning applications. Planning has a key role to play in the creation of sustainable communities: communities that will stand the test of time, where people want to live, and which will enable people to meet their aspirations and potential. PPS 1 sets out a number of principles to ensure that the planning process from plan making through to development management helps to deliver sustainable development including: Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by: • Making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life; • Contributing to sustainable economic development; • Protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities; • Ensuring high quality development through good and inclusive design, and the efficient use of resources; and, • Ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community. Plans should be drawn up with community involvement and present a shared vision and strategy of how the area should develop to achieve more sustainable patterns of development.

Planning Policy Statement 3 - Housing (Final, DETR, 2006)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf
Objectives: PPS3 underpins the delivery of the Government's strategic housing policy objectives and the goal to ensure that everyone has the opportunity to live in a decent home, which they can afford in a community where they want to live. PPS3 requires local authorities to consider if residential developments are: "Easily accessible and well-connected to public transport and community facilities and services, and are well laid out so that all the space is used efficiently, is safe, accessible and user-friendly" and to use "a design-led approach to the provision of car-parking space, that is well-integrated with a high quality public realm and streets that are pedestrian, cycle and vehicle friendly"

Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)
DCLG
http://www.communities.gov.uk/publications/planningandbuilding/planningpolicystatement4
Objectives: Planning Policy Statement 4 (PPS4) sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas. This replaces PPG4 Industrial, Commercial Development and Small Firms (1992) and PPG5: Simplified Planning

Zones (1992); PPS6: Planning for Town Centres (2005); and the economic development sections of PPS 7: Sustainable Development in Rural Areas (2004).

The development plan making policies in this PPS must be taken into account by local planning authorities in the preparation of local development documents. The policies in this PPS are a material consideration which must be taken into account in development management decisions, where relevant. Therefore the development management policies in the PPS can be applied directly by the decision-maker when determining whether development should proceed.

For the purposes of the policies in this PPS, economic development includes development within the B Use Classes5, public and community uses and main town centre uses. The policies also apply to other development which achieves at least one of the following objectives:

- Provides employment opportunities;
- Generates wealth; or
- Produces or generates an economic output or product.

These policies do not apply to housing development.

The main uses to which the town centre policies in this PPS apply are:

- Retail development (including warehouse clubs and factory outlet centres)
- Leisure, entertainment facilities, and the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls)
- Offices, and
- Arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities)

References to town centres or centres apply to all types of centre defined in Annex B to PPS4 which are identified in development plans. Unless they are identified as centres in regional spatial strategies or in development plan documents, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres for the purposes of this statement.

Sustainable Communities: Homes for All (Final, ODPM, 2005)

Department for Communities and Local Government

http://www.westminsteronline.org/housingcommission/downloads/FiveYearStrategyODPM.pdf

Objectives:
The Sustainable Communities: Homes for All is the Government's 5 year plan to offer greater choice and opportunity in housing in England. Objectives include:
Create sustainable, mixed communities in both rural and urban areas, with the jobs, services and infrastructure they need to thrive.; Protect and enhance the environment, our historic towns and cities and the countryside.

UK Sustainable Development Strategy - Securing the Future (Final, HM Government, 2005)

Department for Environment, Food and Rural Affairs

http://www.defra.gov.uk/sustainable/government/publications/uk-strategy/index.htm

Objectives:
The goal of sustainable development is to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life, without compromising the quality of life of future generations. Objectives include: Reducing the impacts on climate change by reducing the amounts of greenhouse gasses released during energy production and other human activity. Ensure a decent environment for everyone by implementing environmental protection, enhancement and recovery. Create sustainable communities that embody the principles of sustainable development at the local level.

Sub-national

Delivering Sustainable Communities in the East Midlands - Embedding Sustainable Design in Local Development Frameworks (Draft, EMRA, 2005)
East Midlands Regional Assembly
http://www.emra.gov.uk/regionalplan/documents/DraftEastMidlandsSustainableConstructionGuide.pdf
Objectives: This document is designed to support planning policy development throughout the East Midlands. It contains examples of good practice from across the region and signposts to helpful tools and guidance. The aim is to ensure the delivery of sustainable design and construction in the East Midlands. Objectives: A design led approach, taking account of local natural and historic character. Design and construction that minimises resource use, and lessens the negative impact on the environment and climate change. Architectural design that is functional, but respects its local setting. Housing that meets the needs of the people, at increased densities. Access by sustainable modes of transport. Design that reduces crime, improves safety and provides a quality public space. Design that protects and where possible provides for increases in biodiversity.

East Midlands Integrated Regional Strategy Framework (Refreshed 2008)
East Midlands Regional Assembly
http://www.emra.gov.uk/files/irs_-_report_08.pdf
Objectives: The East Midlands Integrated Regional Strategy provides a framework by which the agreed priorities for the region can be achieved. The 5 agreed priorities for the Region are: 1. Reduce inequalities in the region. 2. Conserve and enhance the natural environment. 3. Create sustainable and healthy communities throughout the region. 4. Improve economic performance and competitiveness. 5. Reduce the impacts on and of climate change and use natural resources more efficiently. There are 17 objectives to address the priorities including: 2. To improve health and reduce health inequalities by promoting healthy lifestyles, protecting health and providing health services; 3. To provide better opportunities for people to value and enjoy the region's heritage and participate in cultural and recreational activities; 6. To protect, enhance and manage the rich diversity of the natural, cultural and built environmental and archaeological assets of the region; 7. To enhance and conserve the environmental quality of the region by increasing the environmental infrastructure; 8. To manage prudently the natural resources of the region including water, air quality, soil and minerals; 9. To minimise energy usage and to develop the region's renewable energy resource, reducing dependency on non-renewable resources; 10. To involve people, through changes to lifestyle and at work, in preventing and minimising adverse local, regional and global environmental impacts; 13. To provide the physical conditions for a modern economic structure, including infrastructure to support the use of new technologies; 14. To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel; 17. To improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.

East Midlands Regional Plan - March 2009 (Final)
East Midlands Regional Assembly
http://www.gos.gov.uk/497296/docs/229865/East_Midlands_Regional_Plan2.pdf
Objectives: The East Midlands Regional Plan (RSS8) provides a broad development strategy for the East Midlands up to 2026. It also represents the spatial element of the East Midlands Integrated Regional Strategy (IRS). It outlines the Regional Core Objectives that establish the context for the delivery of sustainable development, and the regional priorities for rural and urban communities.

The RSS sets out priorities for: Housing - housing provision figures, targets for affordable housing, development on brownfield land, and provision for gypsies and travellers. Economy and regeneration - demand for land for employment use, town centres, casino development. Natural and cultural resources - biodiversity, the promotion of a Green Infrastructure, protection and enhancement of natural and historic environments, waste reduction and management, renewable energy and energy efficiency, managing flood risk, and mineral extraction. **The Regional Transport Strategy aims to reduce the need to travel, reduce the rate of traffic growth, and improve public transport.**
Targets: Housing provision (2002 - 2026) Ashfield: 11,200 (at least 530 per annum within or adjoining Hucknall, including SUEs where necessary) Broxtowe: 6,800 (at least 180 per annum within or adjoining the Nottingham PUA, including SUEs where necessary) Gedling: 8,000 (at least 230 per annum within or adjoining the Nottingham PUA, including SUEs where necessary) Nottingham: 20,000 Rushcliffe: 15,000 (at least 530 per annum within or adjoining the Nottingham PUA, including SUEs where necessary) Affordable housing targets per HMA (2006 - 2026)

East Midlands Urban Action Plan 2005 - 2011 (Final, EMDA)
East Midlands Development Agency
http://www.emda.org.uk/uploaddocuments/UAP_bro.pdf
Objectives: The UAP sets out the framework for urban renaissance in the East Midlands and focuses on places of opportunity rather than areas of need and deprivation. It has five main themes - land supply; public realm; skills and business development; **transport;** and tourism, culture and sport. Objectives: Vibrant and competitive centres. Quality of life and wellbeing for all.

Regional Economic Strategy 2006-20 (East Midlands)
East Midlands Development Agency
http://www.emda.org.uk/res/docs/RESflourishingFINALA4.pdf
Objectives: The Regional Economic Strategy sets out the Regional Development Agency's vision and aspirations to 2020. The Strategy focuses on the key economic drivers of the region: - Skills - Innovation - Enterprise - Investment. The vision for the RES is underpinned by three main themes; raising productivity, ensuring sustainability and achieving equality. The strategic priorities in the RES include: Transport and logistics: To improve the quality of regional infrastructure to enable better connectivity within and outside the region. Cohesive communities: To increase life chances for all leading to stronger and more cohesive communities, a dynamic society and stronger economy. Economic inclusion: To help overcome the barriers, or market failures, that prevent people from participating fully in the regional and local economy.
Targets: Include increasing the proportion of the East Midlands workforce travelling to work by public transport, walking or cycling to 23% by 2009. (Autumn, 2004 East Midlands: 20.5%. Great Britain: 27.2%). Move towards the national average in total CO2 emissions per Â£ million GVA produced by 2009. (2003 Total CO2 emissions per Â£ million GVA in East Midlands: 181.2 tonnes carbon equivalent; England: 149.8 tonnes carbon equivalent.)

Regional Housing Strategy / 3 Cities Action Plan (Final, East Midlands Regional Housing Board, 2004)
East Midlands Regional Housing Board
http://www.gos.gov.uk/497296/docs/191913/232488/288818/strategy
Objectives:

This strategy supports the Integrated Regional Strategy's vision for housing in the East Midlands 'to ensure that the existing and future housing stock is appropriate to meet the housing needs of all parts of the community.' Objectives: Help create neighbourhoods where people want to live. Reflect the need for balanced mixed tenure communities. Prioritise the use of previously developed land and buildings. Provide high quality housing which incorporates sustainable construction and design (see Appendix One). Enhance the quality of the local environment and support community safety. I**mprove accessibility to jobs, recreation and services and reduces the need to travel. Contribute to environmental infrastructure (The concept of environmental infrastructure is being developed regionally. It includes a network of multifunctional green spaces, sustainable construction and drainage systems and environmental work in rural areas).**

SMART Growth: The Midlands Way (Consultation document, Advantage West Midlands, 2005)
Advantage West Midlands
http://www.emda.org.uk/midlandsway/mwaydocs/MidsWayFINALFeb05.pdf
Objectives: This document sets out how the Midlands can help its own communities, whilst also contributing to the delivery of national targets and objectives. Objectives: Joint working across West and East Midlands to compete for common benefit. Enable sustained economic growth, increased productivity and employment, and sustainable communities. Proposals**: Raise productivity through smart use of technology and knowledge. Develop gateways and linkages - transport, communications, community and events.** Renaissance - create conditions for choice and growth.

Three Cities Sub Area Strategy (EMRA, Draft September 2006)
East Midlands Regional Assembly
http://www.emra.gov.uk/files/file1019.pdf
Objectives: This strategy sets out to provide direction and guidance to issues that cross strategic planning boundaries in the Three Cities Sub-area. In particular it aims to set out a context for the sustainable regeneration and growth of the sub-area. Objectives: To ensure adequate open space that increases biodiversity and has easy access. **Reduce the need to travel by integrating land use and transport planning to provide adequate range of homes and employment including the use of previously developed land**. Regeneration of communities to ensure balanced communities and reduce social exclusion by providing social and environmental infrastructure to address current deficits and meet future demands. To manage and reduce the demand for resources and to encourage the use of renewable energy. To protect, enhance and increase the stock of environmental and cultural assets.

Local

Appraisal of Sustainable Urban Extensions - Nottingham Core HMA (June 2008)
Ashfield District Council, Broxtowe Borough Council, Erewash Borough Council, Gedling Borough Council, Nottingham City Council, Rushcliffe Borough Council
http://www.nottinghamshire.gov.uk/appraisalofsustainableurbanexts.pdf
Objectives: This report represents the final assessment in the supplementary work (Assessment of Sustainable Urban Extensions) for the Nottingham Core Housing Market's Strategic Housing Land Availability Assessment (SHLAA). It accepts that it is not possible for the amount of new housing required by the RSS to be built on brownfield land and that a proportion will need to be built on greenfield land. It provides the local planning authorities with a technical evidence base to consider future options for housing allocations, and suggests the density of housing that sites could accommodate.

Central Nottingham Housing Market Analysis (2007)
Nottingham City Council and Nottingham Regeneration Ltd.
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=5435&p=0
Objectives: This detailed housing market assessment of central Nottingham (Nottingham City Centre and the Eastside, Southside and Waterside regeneration zones) explores current and projected supply, demand and market performance dynamics within the central Nottingham market, with the aim of assessing future market sustainability, trends and opportunities. Findings: The demand for housing is mainly from young childless singles and couples, both professional occupants and students resulting in a narrow range of socio-economic groups. The previously high demand is falling. The majority of the housing stock in the city centre comprises one and two bedroomed self contained apartments. The large privately rented population may indicate a fairly transient population and this may make it difficult to estimate how many units the market could sustain. Families and older adults are disinclined to live in the city centre. The range of socio-economic groups could be broadened if the housing offer had greater diversity. Developers interviewed for this survey indicated a willingness to consider product diversification, particularly in the regeneration zones.

Greater Nottingham Retail Study 2007
Nottingham City Council
http://www.nottinghamcity.gov.uk/index.aspx?articleid=702
Objectives: The study examines the need for new retail development in the sub-region. It also provides information on the vitality and viability of town centres within the study area and makes recommendations about what type of retail development could be accommodated or restricted at various locations in the area, in line with PPS6.

Council Plan 2009-2012 and **Council Plan 2009-2012 Measuring Our Success**
Nottingham City Council
http://www.nottinghamcity.gov.uk/index.aspx?articleid=8348
Objectives: The refreshed Council Plan covering the period 2009-2012 was published in autumn 2009 to fully align with the Nottingham Plan to 2020 (Sustainable Community Strategy). To support the Council Plan detailed delivery plans have been created and captured in the new Measuring Our Success document which was published in November 2009. The delivery plans show the key milestones and measures for each Council Plan priority. Measuring Our Success will be refreshed annually with the first refresh due to be published in spring 2010. The Vision for Nottingham is a city that is safe, clean, ambitious and proud. The Plan has five aims which align with the Sustainable Community Strategy: • World Class Nottingham which aims to develop Nottingham's international standing for science and innovation, sports and culture, underpinned by a sustainable, low carbon environment; • Family Nottingham which will ensure that all children and young people thrive and achieve in education, training and employment; • Safer Nottingham which commits to making Nottingham a safer city. We will work with partners to reduce crime and disorder to improve the quality of life for our citizens; • Neighbourhood Nottingham - the Council and its partners are committed to transforming Nottingham's neighbourhoods. Radical change is needed to deliver improvements in the quality of life for people in some of our most deprived wards; • Work in Nottingham which aims to break the cycle of poverty and deprivation by helping more adults into work, raising aspiration and building a stronger culture of work and responsibility in a new generation and

- Healthy Nottingham which commits to improving the health and wellbeing of all people, physically, mentally and socially and to reducing the health inequalities within the city.

There are also three cross-cutting aims: Being environmentally sustainable; Raising aspirations; and Achieving fairness and equality of opportunity.

Nottingham Core Strategic Housing Land Availability Assessment 2008 - 2009 (Nottingham City)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=5079&p=0
Objectives: These assessments are the result of a comprehensive process which examines sites to establish their suitability, availability and achievability. This document contains details of the analysis of each site in the Nottingham Core SHLAA in Nottingham City.

Nottingham Core Strategic Housing Market Assessment 2006/7 (Final, B. Line Housing Information and Three Dragons, April 2007)
Ashfield District Council, Broxtowe Borough Council, Erewash District Council, Gedling Borough Council, Nottingham City Council, Rushcliffe Borough Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=3873&p=0
Objectives: This assessment is to help inform decision making by local planning authorities to achieve the Government's mixed and balanced communities agenda, and to provide for housing needs of communities in the Nottingham Core Housing Market Area. Findings: Describes household composition, tenure and house prices. Housing need and affordability. Household projections and associated economic factors. Reasons for, and consequences of, imbalances in the housing market. Why people move and where they move to. Rural issues, services and affordability.

Nottingham Local Area Agreement 2008-2011 - Final Submission
One Nottingham
http://www.nottinghamcity.gov.uk/onenottingham/CHttpHandler.ashx?id=9781&p=0
Objectives: The Local Area Agreement (LAA) is an agreement between central Government, the Local Strategic Partnership One Nottingham and Nottingham City Council setting out how the strategic partners will work together to improve Nottingham. The Local Area Agreement has three prime purposes: to promote dialogue between the City of Nottingham and central government and secure alignment of local needs and priorities with national objectives and standards; to identify means of using resources more efficiently and flexibly, to improve local outcomes and performance; to encourage the rationalisation of non-mainstream funding and the reduction of bureaucracy and the assumption of greater responsibility by community leaders and local partners. Nottingham's Local Area Agreement sets targets under five priority areas. Active and Healthy Nottingham; Choose Nottingham ; Transforming Nottingham's Neighbourhoods; Young Nottingham ; Respect for Nottingham.
Targets: NI 167 Congestion - average journey time/mile during the morning peak NI 47 People killed or seriously injured in road traffic accidents NI 186 Per Capita CO^2 emissions in the Local Authority area NI 188 Adapting to climate change (local Indicator) NI 195 Improved street and environmental cleanliness – levels of graffiti, litter, detritus and fly posting NI 56 Obesity among primary school age children in Year 6 NI 117 16-18 year olds who are Not in Education, Employment and NI 121 Mortality rate from all circulatory diseases under age 75 NI 8 Adult participation in sport

Nottingham Plan to 2020 (Sustainable Community Strategy)
One Nottingham (LSP)
http://www.nottinghaminsight.org.uk/insight/scs/scs-home.aspx
Objectives The Sustainable Community Strategy sets the overall strategic direction and long-term vision for the economic, social and environmental wellbeing of the City of Nottingham. To deliver One Nottingham's vision, the strategic partners have agreed a set of strategic priorities and cross-cutting aims to achieve by 2020: World Class Nottingham Develop Nottingham's international standing for science and innovation, sports and culture; Family Nottingham Ensure that children and young people thrive and achieve; Safer Nottingham Reduce crime, the fear of crime, substance misuse and anti-social behaviour; Neighbourhood Nottingham Transform Nottingham's Neighbourhoods; Working Nottingham Tackle poverty and deprivation by getting more local people into good jobs; and Healthy Nottingham Improve health and wellbeing. There are also three cross-cutting aims: Being environmentally sustainable; Raising aspirations; and Achieving fairness and equality of opportunity.
Targets relating to transport are: • Tackle congestion by achieving no more than a 10.5% increase in person journey times on the monitored transport network • Reduce the city's carbon emissions by 26% of 2005 levels by 2020 • Increase use of public transport by 2m trips to 58m trips per year by 2020 (defined as bus passenger journeys originating in Nottingham City • Reduce the proportion of overweight and obese adults to the 2000 average levels for England, 60%. • Increase levels of physical activity to 32% of adults participating in 3 x 30 mins moderate physical activity per week • Reduce the health inequality gap between Nottingham City and England by 70% by 2020

Social Need in Nottinghamshire 2004 (Nottinghamshire County Council and Nottingham City Council)
Nottinghamshire County Council and Nottingham City Council
http://www.nottinghamshire.gov.uk/socialneedstudy2004lessmaps.pdf
Objectives: Social Need in Nottinghamshire 2004 has been prepared in order to assess the distribution of social need across the geographic county of Nottinghamshire. The Study should be seen as complementary to the Government's Indices of Deprivation, providing a more local perspective.

The Development Strategy for Greater Nottingham (Final, Greater Nottingham Partnership, 2004)
Greater Nottingham Partnership
http://www.gnpartnership.org.uk/gnds
Objectives: The Greater Nottingham Development Strategy, draws together the views, ambitions and strategies of key local stakeholders and partners to create a shared vision for the Greater Nottingham conurbation. The vision is that by 2010 Nottingham will be recognised as a leading UK city. Objectives: Improve strategic capacity. Increase economic diversity. Improve connections. Enhance the quality of life - social, cultural and environmental. Bring about physical regeneration.

Soil

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Future Water - Water strategy for England (Feb 2008) & Hidden infrastructure - The pressures on environmental infrastructure	N			✓					✓		✓			✓
Planning Policy Statement 23 - Planning and Pollution Control (Final, ODPM, June 2004)	N	✓					✓				✓			✓

The documents listed under this category are covered under other themes i.e Air Quality and Water

Transport

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Accessibility Planning Guidance (DfT, January 2006)	N					✓				✓		✓		
Building sustainable transport into new developments (2008)	N											✓		
Carbon Pathways Analysis, Department for Transport (2008)	N			✓								✓		
Delivering a Sustainable Transport System (2008)	N											✓		
Eddington Transport Study – Advice to the UK Government (2006)	N											✓		
Low Carbon Transport: A Greener Future (July 2009)	N											✓		
LTP and ROWIP Integration; A Good Practice Notes (2009)	N											✓		
Making the Connections: Final Report on Transport and Social Exclusion (Social Exclusion Unit, February 2003)	N					✓						✓		
Manual for Streets (DfT/DCLG March 2007)	N							✓				✓		
Manual for Streets 2 - Wider Application of the Principles (CIHT, September 2010)	N							✓				✓		
Planning Policy Guidance Note 13 - Transport (Final, DETR, 2001)	N			✓		✓				✓		✓		

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Providing Transport in Partnership (Feb 2010)	N						✓					✓		
The Future of Air Transport (DfT, December 2003)	N											✓		
The Future of Transport: a network for 2030 (Dft, July 2004)	N									✓		✓		
Transport and the Historic Environment (2004)	N				✓			✓				✓		
Walking and Cycling: an action plan (DfT, June2004)	N					✓	✓					✓		
East Midlands Route Utilisation Strategy (RUS) Draft for Consultation (2009)	SN											✓		
Nottingham East Midlands Airport Masterplan 2006 – 2030 (November 2005)	SN											✓		
Regional Freight Strategy 2005 (East Midlands)	SN			✓								✓		
Regional Transport Strategy	SN			✓		✓						✓		
Rights of Way Improvement Plan (November 2007)	L					✓		✓				✓		

National

Building sustainable transport into new developments, Department for Transport (2008)
Objectives: In conjunction with other Government reports on Eco-towns and New Growth Points, this document sets out advice on how to build effective sustainable transport in new housing developments, from the planning to the implementation stage. It recommends a variety of transport options to integrate and adopt according to the location and needs of the individual development. It recognises that it is essential to capture the needs of new communities through consultation and planning before infrastructure is put in place, and suggests a number of key practices that will achieve the implementation of sustainable transport policies. • Promote the attractiveness of walking and cycling; • Reduce car use and dependency; and • Provide better access to public transport.

Delivering a Sustainable Transport System (2008)
Department for Transport
http://www.dft.gov.uk/pgr/regional/strategy/databook/
Objectives: The Government's proposed approach to long-term transport planning was outlined in Towards a Sustainable Transport System which was published in 2007, in response to the Eddington Study and the Stern Review. The Delivering a Sustainable Transport System document explains how this approach is being put into action in a way that both tackles the immediate problems and also shapes the transport system to meet the longer term challenges. The document outlines five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions. It outlines the key components of national infrastructure. It discusses the difficulties of planning over the long term in the context of uncertain future demand and describes the substantial investments being made to tackle congestion and crowding on transport networks. It sets out how the Government is approaching this through the new National Networks Strategy Group. Finally it covers the Government's approach domestically and internationally to tackling greenhouse gas emissions from transport and future plans for investment to 2014 and beyond. The goals outlined take full account of transport's wider impact on climate change, health, quality of life and the natural environment. These include: Support national economic competitiveness and growth, by delivering reliable and efficient transport networks; Reducing transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change; Contributing to better safety and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health; Promoting greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and Improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

Eddington Transport Study – Advice to the UK Government (2006)
http://www.dft.gov.uk/about/strategy/transportsrategy/eddingtonstudy/
Objectives: This report gives advice to the Government on the long term links between transport and the UK's economic growth, productivity and sustainability. Emphasising the great need for improvements to the transport network to sustain productivity and competitiveness, the report urges the government to shape transport policy around the structural and economic changes that are determining current transport needs. It also highlights the key role which the transport sector must play across the economy efforts to reduce carbon emissions. The report includes 3 strategic priorities to meet current and future challenges:

- Support successful agglomerated urban areas and their catchments;
- Maintain and improve international gateways; and
- Focus on the key inter-urban areas between these places.

Low Carbon Transport: A Greener Future (July 2009)
Department for Transport
http://www.dft.gov.uk/pgr/sustainable/carbonreduction/
Objectives: The strategy recognises that transport accounts for around 21% of UK domestic greenhouse gas emissions and that decarbonising of transport is a vital if the Climate Change Act's target of an 80% reduction in emissions by 2050 is to be achieved. The report acknowledges the scale of the challenge and that decarbonisation of transport will require a fundamentally different transport system by 2050. The strategy sets out the actions that are required to deliver cuts in emissions in line with carbon budget obligations to 2022, and outlines the building blocks that are being put into place for longer term change up to 2050. The strategy includes various actions and mechanisms to support a shift to new technologies and fuels for all modes of transport, including cars, vans, road freight, buses, rail, aviation and shipping, and to promote lower carbon choices by providing lower carbon public transport, promoting the integration of transport modes, promoting other sustainable modes, working with local and regional partners, promoting change through better information, reducing CO2 from business-related travel and the distribution of goods, and reducing the need to travel. The strategy also sets out how market mechanisms can be used to encourage a shift to lower carbon transport, including the use of trading systems to reduce emissions in aviation and shipping, sending price signals through fiscal measures (eg incentivising fuel-efficient vehicle purchases), and making public transport affordable.

LTP and ROWIP Integration; A Good Practice Notes (2009)
Natural England
http://www.naturalengland.org.uk/publications
Objectives: The Local Transport Act 2008 requires all transport authorities to have a new LTP in place by April 2011. The CROW Act 2000 requires a review and a new assessment of a ROWIP not more than ten years after it is first published. Linking statutory rights of way improvement plans to local transport plans will promote a shift to active travel, a more interesting and connected transport network and help lever funding for implementation schemes that meet several joint objectives. This good practice note gives advice on how to achieve these outcomes and make efficient use of funding through joined up working by improving local authorities' understanding about how the two documents relate to each other- their common themes, objectives and how the new LTP flexibilities enable pragmatic integration measures in the new plans and projects; and by providing examples of good practice that cement the relationship between the LTP and ROWIP and in particular new ways of packaging rights of way schemes that meet national transport goals in both urban and rural areas that can contribute to sustainable tourism and recreation in addition to linking local communities to employment, key services and facilities. In urban/unitary authorities there is often an inherent focus placed on primary objectives of reducing congestion, air quality and road safety. Rights of Way are perceived as an integrated part of these transport objectives. They can also contribute to improved access to the natural environment and for recreation purposes.

Planning Policy Guidance Note 13 - Transport (Final, DETR, 2001)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/155634.pdf
PPG13 set out to integrate planning and transport at the national, regional, strategic and local level and addresses how and why journeys are undertaken and how accessible places are. **Objectives:** Promote more sustainable transport choices for both people and for moving freight.

Promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. Reduce the need to travel, especially by car. Addresses where it is appropriate to change the emphasis and priorities in provision between different transport modes. Ensure the planning process provides the structure for sustainable development so that consideration is given to the location of facilities, services and homes, and that due consideration is given to support sustainable transport.

Providing Transport in Partnership (Feb 2010)
Department for Transport
http://www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportsplans/policies/communitytransport/transportinpartnership/pdf/guidance.pdf
Objectives: This document provides advice to local authorities and NHS agencies on the benefits of integrating the organisation and procurement of transport provided for patients and clients across various sectors. It complements and develops the advice provided by the Department of Health Inequalities Unit in its 'Guidance on Accessibility Planning' of September 2004 which can be found at: www.dft.gov.uk/pgr/regional/ltp/accessibility/guidance/departmentofhealthguidanceon3632 The advice in this document extends to the creation and operation of partnerships and brokerage arrangements encompassing in- house fleet, commercial sector and third (voluntary/community) sector operations. Three, key, strategic recommendations have emerged from this work. (1) **Local Authorities and NHS Agencies** Should recognise the benefits, especially in terms of financial savings, of an integrated approach to passenger transport planning procurement and provision, and should establish partnerships to facilitate this approach.; (**2) Government Departments** Should recognise that this is a cross-sector issue to be addressed at a local level, but which requires a joint view at government level. The respective government departments should actively encourage and support local authority/NHS agency partnerships, with pump-priming funding where necessary; (**3) Commercial and Third Sector** Providers should recognise the need for brokerage schemes. In particular, suppliers of the essential IT software should ensure that their products can interface with partnership arrangements and with other, relevant, public authority support systems.

The Future of Air Transport (DfT, December 2003)
Department for Transport
http://www.dft.gov.uk/about/strategy/whitepapers/air/
Objectives: This White Paper sets out strategic framework for the development of air travel that enables the benefits from the economic and social advantages of air travel, but that also deals with the impacts of increasing air transport on the environment. Objectives: Minimise the need for airport development in new locations by making best use of existing capacity where possible. Reduce and minimise the impacts of airports on those who live nearby, and on the natural environment. Flexibility to be able to meet future demands for air travel. To support the economic benefits that airports bring in terms of tourism, freight, and associated and ancillary employment

The Future of Transport: a network for 2030 (DfT, July 2004)
Department for Transport
http://www.thepep.org/ClearingHouse/docfiles/The.Future.of.Transport.pdf
Objectives: This paper sets out how the Government will meet the rising demands to travel, while safeguarding our economic and social well being and our environment. Objectives: To make our existing transport networks work more efficiently and in a more environmentally friendly way, reducing the risk of harm to health and the environment. To reduce car use by promoting and increasing the range of alternatives available. Reduce congestion and make journeys faster, greener and more reliable.

Walking and Cycling: an action plan (DfT, June2004)
Department for Transport
http://www.dft.gov.uk/pgr/sustainable/walking/actionplan/ingandcyclingdocumentinp5802.pdf
Objectives: This is the Government's action plan for increasing levels of walking and cycling in England. Objectives: Improved health. Reduce pressure on roads by reducing congestion and making public transport more accessible. Increased liveability and vibrancy of neighbourhoods. Promote social inclusion by reducing sense of isolation when travelling by car. Economic benefits and increased tourism. Create more places where people can cycle and walk, and make sure they are safe.

Sub-national

East Midlands Route Utilisation Strategy (RUS) Draft for Consultation (2009)
Network Rail
http://www.networkrail.co.uk/browseDirectory.aspx?root=%5CRUS%20Documents%5CRoute%20Utilisation%20Strategies&pageid=4449&dir=%5CRUS%20Documents%5CRoute%20Utilisation%20Strategies%5CEast%20Midlands
Objectives: The RUS represents the first step in establishing a strategy for accommodating the growing demands on the railway over the next 10 years and sets out the emerging vision for the route over the longer term. The RUS covers the geographical area from London Blackfriars and London St Pancras International via Leicester, Derby and Nottingham to Chesterfield and other lines in the East Midlands that are not covered by other RUS's. The RUS considers the interventions required to address the gap between current rail provision and anticipated future demand over short (2009-14), medium (2014-19) and long term (30 year) time horizons for all passenger and freight services that use these routes for part or all of their journeys. Total passenger demand in the East Midlands is expected to grow by 28% between 2009 and 2019. Above average growth in peak passenger demand is forecast to occur at Leicester, Nottingham and Derby where growth across the three-hour peak is expected to be in excess of 30% over the next 10 years. The RUS sets out proposals for addressing peak crowding and growth on routes into major cities; all day crowding and growth; freight capacity and improving regional connectivity; improving performance; and improved access to the network for customers. The long term 30 year vision considers approaches to accommodate a doubling of passenger and freight traffic nationally.

Nottingham East Midlands Airport Masterplan 2006 – 2030 (November 2005)
East Midlands Airport
http://www.eastmidlandsairport.com/emaweb.nsf/Content/OurMasterplan
Objectives: The masterplan sets out the vision for the airport until 2030 in response to the Government's White Paper on Aviation 'The Future of Air Transport'. Forecasts for the growth of the airport up until 2016 indicate: • Passengers numbers will grow from 4.5m to 9.2m per annum • Cargo handled will increase from 280,000 tonnes to 1.2m tonnes per annum • Car parking provision will increase from 7,500 spaces for passengers and 3,300 spaces for employees to 13,800 and 6,900 spaces respectively • 10% of passengers will be arriving by non-car modes • 30% of employees will be arriving by means other than single occupancy cars The masterplan includes a surface access strategy which includes provision for: • A shuttle bus between the new Parkway rail station and the airport

• Incremental improvements to the bus service to Nottingham Develop a demand responsive transport system in the Gotham and East Leake areas
Implications for LTP3: The LTP will seek to improve the accessibility of the airport, which forms an important source of employment. This will primarily be through identifying improvements to, and promotion of, the Skylink bus service.

Regional Freight Strategy 2005 (East Midlands)
East Midlands Regional Assembly
http://www.emra.gov.uk/files/file780.pdf
Objectives: This Regional Freight Strategy sets out the key issues that must be addressed and seeks to provide a robust framework to allow the Region to move towards more efficient and sustainable freight movements. The strategy builds on the land-use and transport planning principles and priorities as set out in Regional Spatial Strategy (RSS8) and the Regional Transport Strategy for the East Midlands. Objectives: Reduce the amount of freight transported by road, and increase the amount transported by rail, water and pipeline. Improve the provision of intermodal freight terminals in the heart of the Region, particularly in the Three Cities area. Investigate the prospects for an inland port on the Trent at Nottingham. Protect the environment from the damaging effects of all forms of transportation, including air transport .
Targets: By 2010 the tonnage of freight carried on all inland waterways in the Region should be doubled over 2000 levels, mirroring British Waterways' national target. By 2015 the tonnage per annum carried by freight trains originating or terminating in the region should increase by 4.5 million tonnes over 2005 levels, represented by an extra 30 trains per day. Increase volume and modal share of total regional freight transported by pipeline.

Regional Transport Strategy
Government Office for the East Midlands
http://www.gos.gov.uk/497296/docs/229865/East_Midlands_Regional_Plan2.pdf
Objectives: The Regional Transport Strategy aims to integrate land-use planning and transport planning to steer new development into more sustainable locations, reduce the need to travel and enable journeys to be made by more sustainable modes of transport. Objectives: Reduce the need to travel and traffic growth. Promote a 'step change' in the level of public transport. Only deliver highway capacity when all other measures have been exhausted. Objectives for Three Cities Sub Area: 1. Promote sustainable travel patterns in urban extensions and other major developments, in particular public transport, and walking and cycling. 2. Improving the M1 and other regionally important trunk roads. 3. Properly evaluate new developments such as SUEs to ensure accessible and sustainable land use patterns, and embed accessibility planning to ensure access to jobs, training, education, health, food stores and leisure facilities to improve economic performance, reduce the need to **travel by car and improve social inclusion.**

River Trent Water Freight Feasibility Study Current and Future Prospects (2009)
British Waterways; East Midlands Development Agency; East Midlands Regional Assembly
http://www.britishwaterways.co.uk/east-midlands/freight/water-freight-study
Objectives: This study considers the potential for freight traffic on the River Trent and concludes that the river is an under-utilised transport artery within the East Midlands Region. In the short term freight volumes on the River Trent could be more than doubled with an extra million tonnes of freight per annum being carried. The main opportunities are for the movement of dry bulks and waste. Local

and regional planning authorities need to promote freight transport on the river including encouraging suitable riverside developments. There are several wharves available which can be used to handle more freight traffic and these should be protected against unsuitable development. However capacity is constrained by the bridges in Newark so the river is not navigable between Newark and Nottingham by container services. A bypass is not felt to be a viable proposition unless the economics of transport change significantly in future. Therefore the best location to develop a major inland freight interchange would be in the Newark area. The existing wharves at Colwick have potential to be used by barges to serve businesses in the nearby area. In the longer term major increases of freight on the river would require some navigational improvements such as lock improvements.
Targets: This study demonstrates the freight carrying potential of the River Trent and has shown that the Trent can play a part in British Waterways' plan to move 3.5% of road carried freight onto the waterways.

Local

Rights of Way Improvement Plan (November 2007)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=2330&p=0
Objectives: In accordance with the Countryside and Rights of Way (CROW) Act 2000 the ROWIP sets out the City Council's actions for improving, maintaining and promoting the "local rights of way" network which will be evaluated and reviewed every five years. The local rights of way network includes; footpaths, cycleways, bridleways, canal towpaths, riverside walkways, greenways and any other path or track that is an off road route and is not part of a vehicular carriageway. The ROWIP sets out 19 policies including: The objectives of the Rights of Way Improvement Plan (ROWIP) will be linked to the objectives of LTP2; The City Council will continue to meet all statutory obligations for signing and waymarking; survey and identify all unrecorded paths and record them on the definitive map and statement where evidence shows they are public rights of way; and continue to undertake inspection and maintenance of all adopted urban public paths; The City Council will seek to formalise an inspection and maintenance programme for all off-road public paths and all permissive paths; The City Council will take into account the potential affect of any proposed Rights of Way Improvement schemes on the crime, disorder or antisocial behaviour in the area; The City Council will provide a safe and user friendly environment to encourage more people to walk and cycle to their destination and will continue to improve existing paths and create new paths wherever possible; The City Council will continue to consult people with limited mobility the blind and partially sighted and where possible ensure all paths are accessible by all. The City Council will support the work of the Primary Care Trust and other partners to develop health walks and other health initiatives using the path network. To guide this work the City Council coordinates a Local Access Forum (LAF) to advise upon strategic access and recreation issues within the City and act as an advisory body for the Highway Authority and Natural England to assist in the improvement of public access to land for the purpose of open-air recreation and the enjoyment of the area.

Implications for LTP3

The LTP should

- The transport authority will need to consider the extent to which the Rights of Way Improvement Plan (ROWIP) can be integrated within LTP3 – see Transport section for more details about ROWIP .

Implications for IIA

The IIA Framework will take into account

- The IIA Framework will need to balance the conflicting demands to protect species and habitats against the demand to improve access to green and open space including the creation of walking and cycling corridors.

Waste

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Waste Strategy for England 2007	N												✓	
Nottinghamshire and Nottingham Waste Local Plan (Adopted, Nottinghamshire County/Nottingham City Council, January 2002)	L												✓	

National

Waste Strategy for England 2007
Department for Environment, Food and Rural Affairs
http://www.defra.gov.uk/environment/waste/strategy/strategy07/pdf/waste07-strategy.pdf
Objectives: This strategy seeks to tackle the unsustainable use of natural materials, and the large volumes of waste taken to landfill. Objectives: Reduce waste by making products with fewer natural resources. Break the link between economic growth and waste growth. Re-use products or recycle the material from which they are made. Recover energy from other wastes where possible.

Local

Nottinghamshire and Nottingham Waste Local Plan (Adopted, Nottinghamshire County/Nottingham City Council, January 2002)
Nottinghamshire County Council and Nottingham City Council
http://www.nottinghamshire.gov.uk/large-static/wastelocalplan/wastelocalplan.pdf
Objectives: The plan sets out the broad land use framework for future waste management in Nottinghamshire and covers all forms of waste including household, commercial, industrial and construction wastes. The plan identifies potential future sites for new facilities such as waste transfer, recycling, composting, energy recovery and landfill. It also sets out the detailed environmental and other criteria against which all applications for waste management will be judged. Objectives: Reduce the dependency on disposal as a waste management option. Increase the amount of waste that is recycled, incinerated and composted. Protect the environment by directing harmful development away from sensitive areas, and minimising the effect on the surrounding environment and people. Minimising the consumption of material and energy. Minimising environmental pollution. Ensure the proper reclamation of disposal sites, and their after uses.

Water

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Water Framework Directive 2000/60/EC	I													✓
Environmental Infrastructure Policy Brief & Hidden infrastructure - The pressures on environmental infrastructure	N			✓					✓		✓			✓
Future Water - Water strategy for England (Feb 2008)														✓
Homes for the future: more affordable, more sustainable - Housing Green Paper (2007)	N			✓		✓			✓	✓				✓
Planning Policy Statement 23 - Planning and Pollution Control (Final, ODPM, June 2004)	N	✓					✓				✓			✓
Planning Policy Statement 25 - Development and Flood Risk (Final, CLG, 2006)	N													✓
Water for Life and Livelihoods: A Strategy for River Basin Planning (Environment Agency, 2006)	N		✓											✓
East Midlands Regional Plan - March 2009 (Final)	SN				✓				✓	✓				✓
Greater Nottingham Strategic Flood Risk Assessment - Non-Technical Report	SN													✓

Title	Level	Air Quality	Biodiversity	Climate/CO_2	Cultural Heritage	Equality incl access to opportunity	Human Health	Landscape/ townscape	Material assets	Population/ economy	Soil	Transport	Waste	Water
Humber River Basin Management Plan (Environment Agency, 2009)	SN													✓
Nottingham principal urban area strategic housing land availability assessment (2007)	SN													✓
Regional Strategic River Corridors Initiatives (Final, EMRA, February 2004)	SN		✓		✓									✓
River Trent Fluvial Strategy (Final, Environment Agency, March 2005)	SN		✓		✓			✓						✓
Nottingham City Council Planning Guidance for New Developments - Incorporating Sustainable Drainage Systems (SuDS) (2008)	L													✓
Strategic Flood Risk Assessment - River Leen and Day Brook (2008)	L													✓

European

Water Framework Directive 2000/60/EC
The Council of European Communities
http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2000:327:0001:0072:EN:PDF
Objectives: This Directive deals with the management of large bodies of water: inland surface waters, transitional waters, coastal waters and ground water. Objectives: Enhance the status and prevent further deterioration of aquatic ecosystems and associated wetlands - there is a requirement for nearly all inland and coastal waters to achieve 'good status' by 2015. Promote the sustainable use of water. Reduce pollution of water, especially by 'priority' and 'priority hazardous' substances. Lessen the effects of floods and droughts. Rationalise and update existing water legislation and introduce a co-ordinated approach to water management based on the concept of river basin planning.
Targets: Inland water bodies to achieve 'good ecological status' by 2015.

National

Environment Agency Policy Brief - Environmental Infrastructure *and* **Hidden infrastructure - The pressures on environmental infrastructure**
Environment Agency
http://publications.environment-agency.gov.uk/pdf/GEHO0307BMEJ-e-e.pdf http://publications.environment-agency.gov.uk/pdf/GEHO0307BMCD-E-E.pdf
Environmental Infrastructure policy brief explores the possible policy responses to the pressures that the environmental infrastructure is now under. It acknowledges the increasing demand for housing and the consequential effects that will bring in terms of demand for water, drainage and sewerage treatment. It also addresses climate change, the potential for increased flooding, water quality, the ageing established environmental infrastructure and the need to change the way waste is dealt with. **Objectives**: Manage and reduce the risk of flooding by considering where housing, and other infrastructure (telecommunications, emergency services, etc.) is built, with special consideration to the likely effects of climate change. Develop a sustainable approach to drainage to protect water quality, biodiversity, amenity space and assist with flood management. Protect water resources that are already at or approaching environmental limits by reducing water demand. To ensure a long term planning framework exists for all types of environmental infrastructure. Reduce amount of waste produced, and increase the amount re-used, recycled and recovered. **'Hidden infrastructure'** is the evidence that supports this paper and presents the EA's new ideas to make sure growth in England and Wales is sustainable and has the environmental services it needs.

Future Water - Water strategy for England (February 2008)
Department for Environment, Food and Rural Affairs
http://www.defra.gov.uk/environment/water/strategy/pdf/future-water.pdf
This strategy is a vision for sustainable delivery of secure water supplies and an improved and protected water environment. It sets out how the Government wants the water sector to look by 2030 and some of the steps required to get there. **Objectives:** Minimise amount of water wasted, and minimise leakages. Increase water efficiency in homes, communities, industry and agriculture. Ensure future demand for water is met. Increase rainwater harvesting. Ensure high quality water in rivers, lakes and estuaries. Tackle discharges into watercourses from sewers and direct pollution from nutrients from agriculture. Manage surface water in order to protect water courses from pollution and to reduce flooding. Increase the

use of Sustainable Urban Drainage Systems. Manage the effects of climate change - both from drought and from flooding**.**

Planning Policy Statement 25 - Development and Flood Risk (Final, CLG, 2006)
Department for Communities and Local Government
http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement25.pdf
PPS25 sets out Government policy on development and flood risk. It's aims are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. Objectives: Appraisal of the risk of flooding and the preparation of Regional Flood Risk Appraisals (RFRAs) or Strategic Flood Risk Assessments (SFRAs). Manage risk by developing policies that avoid flood risk to people and property where possible. Reduce the risk of flooding by safeguarding land used to mange flood water, incorporating appropriate measures to minimise the risk into new developments and the implementation of Sustainable Drainage Systems where appropriate.

Water for Life and Livelihoods: A Strategy for River Basin Planning (Environment Agency, 2006)
Environment Agency
http://publications.environment-agency.gov.uk/pdf/GEHO0506BKVX-e-e.pdf?lang=_e
This document set out the Environment Agency's strategy to implement the European Water Framework Directive (WFD) by managing water based on river basin planning. Objectives: Reduce pollution, prevent deterioration and improve the condition of aquatic ecosystems including wetlands. Promote the sustainable use of water. Help reduce the effects of floods and droughts. Address other challenges such as climate change, sustainable development and other water-based activities in a more strategic and integrated manner. To make the planning and decision making process transparent and fair, and to encourage all stakeholders to contribute.

Sub-national

Greater Nottingham Strategic Flood Risk Assessment - Non-Technical Report
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=4804&p=0
A Strategic Flood Risk Assessment (SFRA) is a planning tool which helps local authorities steer new developments away from high flood risk areas. This is the Non-Technical Report for the Greater Nottingham SFRA and comprises a summary of key findings. A Technical Report is also available.

Humber River Basin Management Plan (December 2009)
Environment Agency
http://www.environment-agency.gov.uk/research/planning/124803.aspx
Objectives: The Humber River Basin Management Plan is about the pressures facing the water environment in this river basin district, and the actions that will address them. The plan has been prepared under the Water Framework Directive (WFD), which requires all countries throughout the European Union to manage the water environment to consistent standards. It has been prepared in consultation with a wide range of organisations and individuals and is the first of a series of six-year planning cycles.

This plan focuses on the protection, improvement and sustainable use of the water environment. It describes the river basin district, and the pressures that the water environment faces. It shows what this means for the current state of the water environment, and what actions will be taken to address the pressures. It sets out what improvements are possible by 2015 and how the actions will make a difference to the local environment – the catchments, the estuaries and coasts, and the groundwater.

The Humber River Basin District faces a range of challenges including:
• Point source pollution from water industry sewage works;
• Diffuse pollution from agricultural activities;
• Diffuse pollution from urban sources;
• Physical modification of water bodies;
• Disused mines, point and /or diffuse pollution source.

At present, because of these pressures, and the higher environmental standards required by the Water Framework Directive, only 18% of surface waters are currently classified as good or better ecological status/potential. 27% of assessed surface water bodies are at good or better biological status now, although this is expected to change to 24% when all the water bodies have been assessed.

The Plan aims to achieve the following improvements by 2015:

- 14% of surface waters (rivers, lakes, estuaries and coastal waters) in this river basin district are going to improve for at least one biological, chemical or physical element, measured as part of an assessment of good status according to the Water Framework Directive. This includes an improvement of 2,258 km of the river network in relation to fish, phosphate, specific pollutants and other elements.
- 19% of surface waters will be at good or better ecological status/potential and 32% of groundwater bodies will be at good status. In combination 19% of all water bodies will be at good or better status.
- The Environment Agency wants to go further and achieve an additional 2% improvement to surface waters across England and Wales.
- The biological parts of how the water environment is assessed – the plant and animal communities – are key indicators. At least 29% of assessed surface waters will be at good or better biological status.

Regional Strategic River Corridors Initiatives (Final, EMRA, February 2004)

East Midlands Regional Assembly

http://www.emra.gov.uk/files/file452.pdf

The aim of the initiative is to promote an integrated spatial development strategy for the management and enhancement of the natural, cultural and historic environment of river corridors. The Strategic River Corridors initiative is an integral part of IRS. Objectives: To raise awareness of the benefits river corridors can bring to the general health and quality of life for people. To restore or maintain river wetland environments. To protect flora and fauna that rely on seasonal aquatic habitats and to create new habitats. To protect and enhance the historic environment of the river corridors, including historic buildings and structures, landscapes and archaeological deposits. To conserve and enhance the unique landscape character of river corridors. To re-establish natural processes within river corridors, such as flood storage areas. **To promote tourism, improve access to and recreational use of river corridors.** To promote the economic and physical regeneration of areas adjacent to rivers. To raise awareness of the contribution river corridors can make to the well-being of local communities and to the education of local persons.

River Trent Fluvial Strategy (Final, Environment Agency, March 2005)
Environment Agency
file://H:\Intelligence\Environment\Planning\Fluvial Trent Strategy.pdf
The Fluvial Trent Strategy sets out to identify approaches to sustainably manage flood risk along the Trent corridor over the next 50 years. The study considers flood risk from the River Trent between the head of main river at Stoke-on-Trent, to the tidal limit at Cromwell Weir at Newark (approximately 200km). It reviews the condition, performance and level of protection provided by the existing flood defences, and identifies existing and possible future flooding problem areas. An outcome from the study is the production and maintenance of floodmaps for use by planning authorities implementing the requirements of PPG25. **Objectives**: Reduce flood risk in a sustainable and cost effective manner. Reduce damage to property and the economy associated with flooding. Maintain and improve water quality, the environment, landscape quality, biodiversity and fisheries. Conserve features of archaeological and historic interest. Protect existing uses and future needs and demands for informal recreation.

Local

Nottingham City Council Planning Guidance for New Developments - Incorporating Sustainable Drainage Systems (SuDS) (2008)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=6563&p=0
Objectives: This planning guidance seeks to ensure that new development is sustainable, and that surface water is drained in a more sustainable way than conventional systems. Objectives: Decrease the quantity of surface water run-off. Increase the quality of surface water run-off. Reduce pollution. Enhance conservation and biodiversity.

Strategic Flood Risk Assessment - River Leen and Day Brook (2008)
Nottingham City Council
http://www.nottinghamcity.gov.uk/CHttpHandler.ashx?id=4806&p=0
The aim of the SFRA is to provide a map-based planning tool that can be used by planning officers at Nottingham City Council to inform the Local Development Framework (LDF) process and individual planning applications. Objectives: Help steer development away from areas of highest risk. Maximise development on brownfield land in accordance with national planning policy. Investigate solutions to flood risk at a strategic level.

Implications for LTP3

The LTP should

- The LTP should increase the use of Sustainable Urban Drainage Systems to ensure that run off from existing and new roads and paths is managed to reduce flooding risks and protect water courses from pollution and improve the quality of surface water run-off.
- The LTP should ensure that resilience to cope with extreme weather conditions i.e. flood and drought is a factor in the design of new transport infrastructure by
  - Steering development away from areas of highest risk; and
  - Use of appropriate choices of materials and construction techniques.
- The LTP should seek opportunities to improve access to and recreational use of river corridors.

Implications for IIA

The IIA will assess the extent to which the LTP3 strategic options:

- Manage and improve water quality;
- Reducing the impact of flooding;
- Resilience to extreme weather conditions ie flood and drought;
- Improve access to and recreational use of river corridors.