

## Annex D – Review of Other Plans and Strategies with Potential for Cumulative Effects



Overall aim or purpose of the document	Potential contribution to cumulative effects
National level plans	
The Aviation White Paper 'the Future of Air Transport' (2003)	
<p>Sets out a strategic framework for the development of airport capacity in the United Kingdom over the next 30 years, against the wider context of the air transport sector</p> <p>In the West Midlands, there is an opportunity to claw back traffic leaking outside the region and reduce the journeys made, mainly by car. However, this will bring pressure for new runway capacity to be provided. The White Paper supports the proposal for new runway capacity at BIA, but accompanied by stringent measures to keep people's noise exposure within acceptable limits, to meet air quality standards and to improve road and rail access. Traffic levels are forecast to be 32-40mppa by 2030. Noise impacts could be large with possibly 81,000 people living within 57 dBA noise contour in 2020. Emissions modelling predicts that NO2 levels will be within 40 µg/m3 annual limits. 25% long term target for share of public transport in surface access. The ATWP proposes to keep under review the proposal for a new runway at East Midlands Airport (on the M1 about 10 miles east of Burton)</p> <p>Wolverhampton Business Airport should continue its role of serving business and general aviation. The airport could be capable of delivering commercial services on a limited scale, but should do so only in line with regional planning and transport priorities,</p> <p>Coventry Airport can continue to perform its specialist role within existing constraints. There is a planning application for a terminal development, and no significant further development is envisaged beyond the level of passenger throughput in the current application.</p> <p>RAF Cosford has potential for commercial use, but it would be for local and regional planning bodies in the first instance to decide on the appropriate scale of development.</p>	<p>Increased noise and air emissions, including CO2, from increased flights. CO2 emissions could rise from an estimated 1.5m tonnes to an estimated 5m tonnes from flights to/from the region.</p>
The Future of Transport, White Paper, DfT, 2004	
<p>The White Paper recognises the need for a transport network that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve environmental objectives. This means coherent transport networks with:</p> <ul style="list-style-type: none"> <li>• the road network providing a more reliable and freer-flowing service, with better traffic management to ease congestion on the road network, with addition of capacity where it makes economic and environmental sense.</li> <li>• the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas;</li> <li>• bus services that are reliable, flexible, convenient and tailored to local needs;</li> <li>• making walking and cycling a real alternative for local trips; and</li> <li>• ports and airports providing improved international and domestic links.</li> </ul>	<p>The White Paper does not identify specific schemes and therefore of itself is not likely to give rise to cumulative effects. However, it sets a strategic direction for transport and a context for transport policies and schemes in the West Midlands including for the RSS.</p>

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<p>The strategy builds on the progress since the implementation of the 10 Year Plan for transport. Investment plans have been extended out to 2014-15 but the strategy also looks further ahead at the challenges for the next 20 to 30 years.</p>	
<p>Energy White Paper: Meeting the Energy Challenge, DTi, May 2007</p>	
<p>Sets out the Government’s international and domestic energy strategy to respond to changing circumstances, address the long-term energy challenges we face and deliver its energy policy goals. Identifies the need to: save energy; develop cleaner energy supplies; and secure reliable energy supplies at prices set in competitive markets. Key elements of the strategy include the promotion of:</p> <ul style="list-style-type: none"> <li>• energy saving by businesses, households and transport</li> <li>• Heat and distributed energy</li> <li>• Cleaner large scale electricity generation</li> <li>• Renewable electricity</li> <li>• Fossil fuel electricity generation and carbon capture and storage</li> <li>• Nuclear power</li> <li>• Low carbon transport</li> <li>• Research, development and demonstration of new low carbon technologies</li> </ul> <p>Also seeks to improve security of supply and address fuel poverty, with a goal of ensuring every home is adequately and affordably heated.</p>	<p>The White Paper does not identify specific schemes and therefore of itself is not likely to give rise to cumulative effects. However, it sets a strategic direction and context for energy and carbon management in the West Midlands including for the RSS.</p>
<p>Our Energy Challenge: Power from the People, DTi, March 2006</p>	
<p>The objective is to create conditions under which microgeneration becomes a realistic alternative or supplementary energy generation source for the householder, for the community and for small businesses. Local authorities have a key role to play in relation to microgeneration, particularly with respect to planning permission for new developments and for the installation of some microgeneration technologies on existing buildings. The government aims to increase the contribution from bioenergy and at the same time ensure that biomass production from energy crops or forestry is sustainable. Appropriate safeguards for biodiversity, the historic environment and other environmental factors need to be in place. DTI and DfES will work with industry and other key stakeholders to develop a scheme for installing microgeneration technologies in schools.</p>	<p>The White Paper does not identify specific schemes and therefore of itself is not likely to give rise to cumulative effects. However, it sets a strategic direction and context for increasing the deployment of microgeneration and gives impetus to actions at regional level including for the RSS.</p>

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<p>The UK Renewable Energy Strategy, DECC, July 2009</p> <p>The strategy seeks drive delivery and clear away barriers for increasing renewable energy generation, including through stronger supply chains and through the planning system, quicker grid connections and more sustainable bioenergy supplies. The government aims to increase investment in emerging technologies and pursue new sources of supply, and give greater support for wave and tidal generation, offshore wind and biofuels. It will put in place the mechanisms to provide financial support for renewable electricity and heat.</p> <p>The strategy also aims to create new opportunities for individuals, communities and business to harness renewable energy. This will include support for investment in small-scale renewable heat and electricity generation, and guidance for developers to share the benefits of large-scale projects with local communities. It also seeks to encourage greater adoption of renewables in central Government and the wider public sector.</p>	<p>The strategy is likely to add impetus to the implementation of large and small-scale renewable energy generation schemes. This will encourage reduced CO<sub>2</sub> emissions, but increased take-up of renewables could have the potential for adverse effects, for example:</p> <ul style="list-style-type: none"> <li>• from construction of new wind farms or hydro installations leading to land take, disturbance, fragmentation or changes to the hydrological regime</li> <li>• from changes to land management practices through the introduction of biomass/biofuel production.</li> <li>• from air emissions from the construction of biomass fuelled power stations or CHP schemes.</li> </ul> <p>The likelihood and significance of any impacts depends location and detailed plans for implementation.</p>
<p>Climate Change the UK Programme 2006, Defra, March 2006</p> <p>The Programme sets out policies and priorities for action in the UK and internationally. It sets a target to reduce carbon dioxide emissions by 20% below 1990 levels by 2010 and aims to ensure progress by 2020 towards the long-term goal of 60% reduction by about 2050. The package of existing and new policy measures in the Programme are projected to reduce carbon dioxide emissions to 15-18% below 1990 levels saving 12 million tonnes of carbon by 2010. Overall emissions of greenhouse gas emissions are projected to be 23-25% below 1990 levels in 2010. The strategy identifies a number of specific aims including:</p> <ul style="list-style-type: none"> <li>• continue to support electricity from renewables and address barriers to take-up;</li> <li>• increase business energy efficiency</li> <li>• increase the take up of renewable transport fuels</li> <li>• improving vehicle fuel efficiency and emissions</li> <li>• increase domestic energy efficiency</li> </ul>	<p>Reduction of CO<sub>2</sub> emissions should lead to positive effects by reducing the potential for climate change impacts. Increased take-up of renewables could have the potential for adverse effects, for example:</p> <ul style="list-style-type: none"> <li>• from construction of new wind farms or hydro installations leading to land take, disturbance, fragmentation or changes to the hydrological regime</li> <li>• from changes to land management practices through the introduction of biomass/biofuel production.</li> <li>• from air emissions from the construction of</li> </ul>

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	<p>biomass fuelled power stations or CHP schemes.</p> <p>The likelihood and significance of any impacts depends location and detailed plans for implementation which are set out at regional level.</p>
Delivering a Sustainable Transport System, DfT, November 2008	
<p>Seeks to promote: improved carbon efficiency of all modes of transport; modal shift for people and freight; reduced need to travel; lower-emission transport; further progress on road and rail electrification; decarbonisation of electricity generation.</p> <p>Improved reliability and reduced congestion will be a priority. On infrastructure, the focus is on maintaining and improving the connectivity of national strategic infrastructure. The priority to 2014 is making better use of the existing network, combined with a targeted programme of improvements to improve capacity, reliability and safety in the most congested areas.</p>	<p>Does not identify specific schemes and therefore will not of itself give rise to cumulative effects, but gives impetus to the strategic direction for transport schemes in the region, including those identified in the RSS and future schemes. Will give encouragement to reduced CO<sub>2</sub> emissions from transport, may help to reduce overall transport demand, and will support increased reliability and reduced congestion on the road network. It is uncertain to what extent any effects arising are additional to those arising from RSS, although this may be small.</p>
Low Carbon Transport: A Greener Future, A Carbon Reduction Strategy for Transport, DfT, July 2009	
<p>The strategy supports a shift to new technologies and fuels, covering cars, vans, HGVs, buses, rail and air, promoting increased engine/fuel efficiency, lower emission technologies and use of biofuels through legislation and research.</p> <p>Seeks to make public transport an accessible, attractive, low carbon and easy-to-use option for individuals and business, particularly focusing on rail and buses and promoting better coordination and integration of different services. Also aims to work with the bus, freight and logistics industries, to help lower their emissions and operating costs, and providing targeted support to enable companies to transfer freight from road to rail or water.</p> <p>The government would like to see action to reduce carbon emissions being further prioritised in the next round of Local Area Agreements, expected to be in place by April 2011.</p>	<p>Stronger impetus from central Government to reduce emissions from transport. May lead to improved attractiveness of public transport through schemes to coordinate and integrate services, encouraging more transport energy efficiency and reduced CO<sub>2</sub> emissions. May also lead to increased movement of freight by rail and potentially also water.</p>
Towards a Sustainable Transport System, Department for Transport, October 2007	
<p>Identifies goals to:</p> <ul style="list-style-type: none"> <li>improve the performance of the existing transport network, focusing on the most unreliable, congested and crowded sections in order to improve predictable journey time, by making best use of existing networks,</li> </ul>	<p>Does not identify specific schemes and therefore of itself is not likely to give rise to cumulative effects. However, it sets a strategic direction and</p>

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<p>securing new infrastructure investment and delivering better bus services</p> <ul style="list-style-type: none"> <li>cut emissions of greenhouse gases, including by encouraging innovation in low carbon technologies, promoting greener alternatives, provision of good public transport and better urban design.</li> <li>protect people's safety, security and health, including by promoting safe travel, addressing the negative impacts of transport on people's health and promoting the health benefits of cycling and walking.</li> <li>improve quality of life, including through a healthy natural environment, by minimising negative impacts of noise and vibration and on biodiversity and landscape, and by promoting positive benefits of transport and travel.</li> </ul> <p>Seeks to encourage modal-shift and reduce people's need to travel.</p>	<p>context for the regional transport strategy and gives added impetus to its objectives and policies.</p>
<p>UK's National Strategy for Climate and Energy: Transition to a Low Carbon Society, DECC, 2009</p>	
<p>Sets out the Government's transition plan for becoming a low carbon country. The plan seeks to:</p> <ul style="list-style-type: none"> <li>support the development and use of low carbon technologies such as offshore wind, marine energy, low carbon construction and ultra-low carbon vehicles.</li> <li>Help households become more energy efficient</li> <li>support electric cars and promote renewable transport energy.</li> </ul> <p>tackle emissions from farming Adopts a minimum standard for new homes of 125 l/p/d across England and Wales. Proposes to investigate the scope for setting a standard or range of standards for non-residential buildings as part of the Communities and Local Government led work of the Green Commercial Buildings Task Group. Seeks to meet Government's broader objective of raising the sustainability of water use in buildings by:</p> <ul style="list-style-type: none"> <li>transforming the market in water using fittings, encouraging innovation in design and performance;</li> <li>helping to remove uncertainty and risk for manufacturers and increase demand;</li> <li>securing long term savings in water consumption by discouraging the replacement of water efficient fittings installed in new homes with ones that use more water;</li> <li>addressing water use across a wider range of non-domestic buildings than could be achieved through setting whole building standards and ensuring equity of treatment between building users; and</li> <li>gradually improving water efficiency in existing buildings through refurbishment and replacement of fittings at the end of life with ones that are more efficient.</li> <li>Reduce landfill of waste</li> <li>Encourage private funding for woodland creation.</li> </ul>	<p>Does not identify specific schemes and therefore of itself is not likely to give rise to cumulative effects. However, it sets a strategic direction for future government action and indicates a transition to low carbon energy generation and greater energy efficiency. This is likely to help reduce CO<sub>2</sub> emissions. It also indicates a growth in low carbon industries, reduced landfill of waste and a possible increase in woodland cover.</p>
<p>Water Efficiency in New Buildings Policy Statement, Defra and DCLG, July 2007</p>	
<p>Adopts a minimum standard for new homes of 125 l/p/d across England and Wales. Seeks to raise the sustainability of water use in buildings by reducing use in water fittings. Proposes to investigate the scope for</p>	<p>Is likely to improve the development, marketing and use of water efficient fittings, helping to</p>

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<p>setting a standard or range of standards for non-residential buildings and addressing water use across a wider range of non-domestic buildings.</p>	<p>reduce levels of domestic and non-domestic water consumption in buildings. Reduced per capita demand for water, but set within a context of increasing household and population in the region.</p>
<p>The UK Low Carbon Industrial Strategy, DBIS and DECC, July 2009</p>	
<p>Identifies investment priorities for offshore wind, wave and tidal power, civil nuclear power, ultralow-carbon vehicles, renewable construction materials, renewable chemicals and low carbon manufacturing.</p> <p>Promotes greater energy efficiency, low carbon procurement and the construction or retrofit of low carbon buildings. Commits Government to wider actions including measures to encourage organisations to take advantage of greater resource efficiency and energy savings, investment in the refurbishment of the UK's energy infrastructure to handle renewable technologies, including micro-generation, and providing consumers with information and incentives to encourage them to choose lower carbon options.</p>	<p>May create opportunities for West Midlands businesses in design, manufacture and installation of renewable and low carbon technologies. Will give impetus for low-carbon construction and refurbishment and greater energy efficiency, helping to reduce CO<sub>2</sub> emissions.</p>
<p>Regional level plans</p>	
<p>West Midlands Regional Climate Change Action Plan</p>	
<p>Actions include:</p> <ul style="list-style-type: none"> <li>• Raise design and environmental standards for new build</li> <li>• Work with local authorities to promote development schemes that are exemplars of sustainable development and construction</li> <li>• Identify strategic sites for decentralised energy production/district heating</li> <li>• Help regional businesses improve resource efficiency and diversify into low-carbon products and services</li> <li>• supporting and encouraging decentralised and sustainable production, lower energy demand through greater energy efficiency, waste minimisation and reprocessing opportunities</li> <li>• encourage new and creative working practices and lifestyle changes which shift the region towards more sustainable patterns of consumption and stimulate demand for low-carbon housing, transport and consumer products;</li> <li>• encourage local markets and local sourcing to support regional supply chains and minimise carbon footprint</li> <li>• help businesses manage the risks of the changing climate for their markets, products, premises, people and logistics</li> <li>• Review own practices to identify and implement potential carbon reductions and appropriate adaptation measures</li> <li>• Encourage and support Local Authorities to sign the Nottingham Declaration or locally-specific sustainability declaration</li> </ul>	<p>Likely to support CO<sub>2</sub> emission reductions, greater energy efficiency, increased renewable energy generation, and growth and development of low carbon industries/technologies.</p>

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<ul style="list-style-type: none"> <li>Review existing regional targets for carbon reductions, achievement of energy efficiency, and for the uptake of renewables</li> <li>climate change targets to be incorporated and reflected in all regional policy</li> </ul>	
Regional Biodiversity Strategy	
<p>Sets objectives of maintaining and improving the condition of habitats, species and ecosystems, and developing an area based approach to restoring wildlife. The aim is to further develop a coordinated and integrated spatial framework, incorporating other aspects such as landscape and historic elements as appropriate. Also aims to integrate action for biodiversity with other environmental, social and economic activity, particularly developing relationships with other sectors, for example exploring brownfield issues with the business sector and exploring economic issues for effective land management. A set of regional habitat targets has been included in the RSS and the West Midlands Biodiversity Partnership is continuing to work with local biodiversity partnerships to further develop these.</p>	<p>Specific impacts are unknown but are likely to be positive for biodiversity.</p>
A Water Resources Strategy for the West Midlands, Environment Agency (no date)	
<p>Underpinning principles are the prudent and sustainable use of natural resources, and to seek the efficient use of water while bringing forward timely proposals for resource development (the 'twin-track' approach). Identifies that water abstraction cut-backs are necessary in some areas to improve the environment.</p> <p>Estimates of reductions in groundwater licences required to achieve sustainable levels of abstraction amount to up to 100 MI/d region-wide.</p> <p>By 2025, the Agency expects to see water savings of up to 140 MI/d compared to the highest growth scenario, in addition to water savings through maintaining current active leakage control targets.</p> <p>It also recognises that there may be a requirement for resource developments of up to 175 MI/d comprising:</p> <ul style="list-style-type: none"> <li>River Trent: A new River Trent abstraction at Little Haywood above the River Tame confluence sized initially at 20 MI/d.</li> <li>River Severn: Commissioning of Shropshire Groundwater Scheme phases 4 and 5 (currently under development), plus review of the Severn Control Rules. This will give greater reliability to existing River Severn licences in a drought year and increase the previously assessed water availability by up to 100 MI/d.</li> <li>River Leam: Review of prescribed flows and operating rules on the Leam to allow increased abstraction during higher flow periods to boost refill of Draycote Reservoirs to increase yield by up to 5 MI/d.</li> <li>Local sources: Local, mainly groundwater options to meet local needs. Most have been included in water companies' water resources plans. Some additional development of conjunctive use of surface and groundwater including new supply links to partly off-set reduction of groundwater licences. The potential for aquifer artificial recharge and recovery schemes will require further investigation.</li> </ul>	<p>Greater efficiency of water use could help to reduce pressure on water resources although levels of growth may increase abstraction even with efficiency improvements. An option of reservoir development on the lower Severn would lead to land take although the potential location is not known.</p>

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Connecting to Success: West Midlands Economic Strategy, AWM and WMRA, December 2007	
<p><u>Business</u></p> <p>The strategy aims to increase business engagement in global markets in order to drive up their competitiveness and provide wider opportunities. The West Midlands must step up its performance in developing new products and services, implementing new processes, generating new businesses, and developing entrepreneurial business leaders. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Develop the region’s priority markets and sectors, building on strengths in manufacturing and services, through a clustering and related market exploitation programme.</li> <li>• Increase the value of international trade, expand the number of businesses succeeding in overseas markets and generate a stronger flow of inward investment to the region.</li> <li>• Drive up the creation, growth &amp; survival of economically sustainable and competitive new businesses (including social enterprise), particularly high-growth companies and new enterprises from under-represented groups and communities.</li> <li>• Respond to the economic opportunities of the low-carbon agenda by exploiting new markets and ways of working, and by responding ambitiously to the challenges of energy and resource efficiency and climate change adaptation.</li> </ul> <p>Businesses will need to improve competitiveness, productivity, market profile and local supply chain linkages so they can take advantage of new product and market opportunities. Regional partners must create the right operating environment which provides access to appropriate financial and human resources as well as customers, suppliers and associated support. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Drive up productivity by boosting levels of process and product effectiveness and innovation, quality design, ICT adoption, supply-chain and inter-firm collaboration and market-facing enterprise.</li> <li>• Increase employer investment in training and skills development</li> </ul> <p>The region must harness and grow the diverse knowledge assets and competitive advantage of its people. The universities are well positioned to support these objectives and must develop an even greater focus on businesses’ commercial needs. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Increase the number of people with graduate-level skills</li> </ul> <p><u>Place</u></p> <p>The region needs to support the ongoing development of Birmingham to ensure that it remains economically competitive, to promote Birmingham in its role as both a regional capital and a global city, and support its desire to be a resource-efficient and low-carbon economy capable of taking advantage of, and resilient to, climate change. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Promote Birmingham to encourage investment and development and improve its competitive standing as a</li> </ul>	<p>Creating the business and employment growth that the strategy aims for will have impacts associated with the land and resources needed, the waste created by new economic activity and the increase in transport levels which will be associated with the increased activity.</p> <p>Investment and activity will be focused on certain parts of the region, specifically growth and investment in Birmingham, the Regeneration Zones and the High Technology Corridors. This is likely to result in higher demand for employment and housing land and transport infrastructure in Birmingham, the Black Country, Solihull, Coventry/Nuneaton, central Warwickshire, central Worcestershire the M54 corridor, North Staffordshire and the rural west of the region.</p> <p>Increased visitor numbers will also have impacts from construction and use of facilities and accommodation and increased transport within the region. Natural assets may be subject to increased visitor pressure.</p> <p>Support for transport infrastructure improvements to increase capacity movements are likely to bring impacts associated with increased land take, noise and increased transport emissions, although increased public transport availability and efforts to change patterns of travel may help to reduce the level of growth in transport demand and need for capacity improvements. The likely consequences for air quality, noise and disturbance are unclear. However, initiatives will increase demand for resources in construction.</p>

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<p>global city and asset for the region as a whole.</p> <p>Provision of transport, housing, land and property, and encouraging the use of technology, must be aligned with the economic needs of the region while recognising the need to meet the growing environmental challenge. More effective management and use of infrastructure, including both transport and ICT, as well as more efficient use of resources including the natural environment, water and energy, is key to ensuring that the region remains a competitive place to visit, live, work and do business. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Enable business and people to access markets, opportunities, jobs and services by improving the efficiency, reliability and capacity of the region’s transport and communication networks. This will mean making the best use of existing networks, increasing the availability of public transport for example, and maximising the use of technology and new infrastructure</li> <li>• Ensure an appropriate supply of employment land and premises which accords with the region’s economic, environmental and spatial priorities as well as meeting the needs of business and communities.</li> <li>• Encourage more efficient use of resources and promote economic growth through the secure development, production and efficient use of our energy infrastructure.</li> </ul> <p>Successful, thriving and growing economies require a network of high-quality sustainable urban and rural communities which attract and retain a diverse and thriving workforce, encourage enterprise, provide access to services and are designed to the highest quality. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Encourage a network of high-quality, attractive and sustainable urban and rural communities</li> <li>• Regenerate and support the sustainable development and growth of our most deprived areas, developing links with economic and employment opportunity and bolstering cohesion.</li> <li>• Accelerate the attraction, relocation and retention of visitors, people and businesses to the region by promoting our high quality of life and strong heritage, natural environment and cultural offer, as well as our tourism and rural assets</li> </ul> <p><u>People</u></p> <p>Changes in patterns of travel, waste production, energy use and overall consumption will encourage businesses to adapt their methods and stimulate the supply of lower-impact goods and services. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Encourage and help people at home and at work to shift choices and patterns of consumption, procurement, and travel and take advantage of goods and services which are sustainable into the long term.</li> </ul> <p>Creating a more positive attitude to work and a stronger culture of life-long learning and continuous development will be driven by the removal of barriers to investment in skills, employment and continuous development leading to a general rise in aspirations and ambitions. Focus for action includes:</p> <ul style="list-style-type: none"> <li>• Create a culture of employment, enterprise and learning throughout the region; remove the barriers that prevent investment in skills; raise aspirations and ambitions for skills, employment and continuous personal development</li> </ul>	

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<ul style="list-style-type: none"> <li>raise the skill levels of all to increase employment opportunities and to meet demand for higher-level skills in the workplace.</li> <li>increase levels of employment in higher value added jobs and reduce economic inactivity – particularly in the region’s most disadvantaged areas</li> </ul> <p>The West Midlands Economic Strategy will target its spatial interventions on three primary areas. These are:</p> <ol style="list-style-type: none"> <li>1. Regeneration Zones;</li> <li>2. Concentrations of knowledge assets including the High Technology Corridors;</li> <li>3. Birmingham.</li> </ol> <p>More limited resources will be focused on a number of other settlements and locations:</p> <ul style="list-style-type: none"> <li>Market towns</li> <li>Locations facing economic change or responding to opportunity.</li> </ul>	
West Midlands Regional Energy Strategy, West Midlands Regional Assembly, Advantage West Midlands and Government Office for the West Midlands, November 2004	
<p>The region has two large power stations, both coal-fired (970 MW at Ironbridge, 1,006 MW at Rugeley). The region’s renewables capacity is mainly landfill gas (36MW) and sewage gas (11MW) with minor contributions from hydropower and biomass.</p> <p>There are currently 95 CHP schemes in the West Midlands. This capacity is dominated by a small number of large schemes, with the 10 largest schemes accounting for 51MW of the total capacity.</p> <p>The West Midlands has five operating municipal waste incinerators, at Coventry, Tyseley (Birmingham), Stoke, Dudley, and Wolverhampton.</p> <p>The strategy aims to:</p> <ul style="list-style-type: none"> <li>Improve energy efficiency, with CO2 reduction targets for 2010 and 2020 for industry, commercial &amp; public sector, domestic and transport sectors, and a CHP target of 1,000 MWe by 2010</li> <li>Increase the use of renewable energy resources with targets for generation and use of heat for 2010 and 2020, and a target for production of liquid biofuels by 2010</li> <li>maximise uptake of business opportunities in supply of low carbon technologies, goods and services.</li> </ul> <p>The strategy states that there are a number of sites in the region where renewable energy schemes using mature and near market technologies (wind, larger run of river hydro, biomass) could be installed, although the sites are not identified.</p> <p>Early actions for increasing the use of renewable energy resources include:</p> <ul style="list-style-type: none"> <li>Local authorities to encourage proposals for the use of renewable energy resources through their Development Plans.</li> <li>Promote the deployment of mature and near market technologies in the region (wind, larger run of river hydro,</li> </ul>	<p>Reduction of CO2 emissions will contribute to reducing the potential for climate change impacts. Large scale production of biomass and biofuels may change agricultural practices. This could affect terrestrial and aquatic habitats in agricultural areas, although the nature of impacts is not known and could potentially be positive depending on what current land management practices will be replaced and what they are replaced with. It may also indirectly lead to increased combustion emissions from new generating capacity.</p> <p>The strategy aims to achieve a reduction in car use which could have benefits by reducing traffic emissions, although it also envisages improving access to BIA and NEC which could increase road transport from a very large catchment area.</p>

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<p>biomass)</p> <ul style="list-style-type: none"> <li>Promote the deployment of renewables in areas off the gas grid (solar thermal, heat pumps, biomass).</li> <li>Promote domestic renewable energy (PV, wind etc).</li> <li>Agree a target for liquid biofuels for transport production and use.</li> </ul> <p>There are significant opportunities to develop biomass as an energy resource, from wood and forestry residues in the forestry sector and from non-food energy crops (miscanthus, short rotation coppice). Landscape character and biodiversity considerations should be taken into account for all of these prospects.</p> <p>To ensure focused and integrated delivery and implementation:</p> <ul style="list-style-type: none"> <li>Apply and implement the goals of the Birmingham multi-modal study to the whole region, to achieve 5% less car trips by 2010, 10% by 2031.</li> <li>Prioritise public transport schemes in urban areas.</li> </ul> <p>The region has prepared a document summarising the region's Transport Priorities:</p> <ul style="list-style-type: none"> <li>Make the best use of the existing regional transport networks.</li> <li>Provide a comprehensive public transport system that serves the urban areas.</li> <li>Improve access to Birmingham International Airport and the National Exhibition Centre.</li> <li>Ensure that the West Midlands is a reliable hub to serve regional, national and international connections.</li> </ul>	
West Midlands Visitor Economy Strategy, Advantage West Midlands, March 2008	
<p>The strategy aims for the region to be a global visitor destination, attracting:</p> <ul style="list-style-type: none"> <li>more visitors from outside the region</li> <li>more overnight visitors</li> <li>more business and high-value leisure visitors</li> <li>more private sector tourism investment.</li> </ul> <p>The focus for the next three years will be:</p> <ul style="list-style-type: none"> <li>To deliver Birmingham as a premier European city break destination and an international leader in the conference and exhibitions sector</li> <li>To capitalise on the region's world-class business tourism venues and fully exploit its location and established high profile as a business destination</li> <li>To use contemporary culture and the cultural heritage of the West Midlands to drive visitors to the region and to grow the short break market, capitalising on the opportunities of the Cultural Olympiad</li> <li>To deliver a high quality food and drink experience and promote shire and market towns</li> <li>To make the West Midlands a region of celebration throughout the year, led by a high profile events and</li> </ul>	<p>Promoting increased visitor numbers, new facilities and increased travel will have implications for land take, disturbance and increased traffic with associated air emissions.</p> <p>The strategy specifically identifies rural areas landscape as assets in developing the visitor economy, which may have consequences from increased recreational use and disturbance for natural assets and biodiversity. Increased use will result in physical and noise disturbance, air pollution and increased CO<sub>2</sub> emissions.</p> <p>The focus on Birmingham will increase activity and travel in the city, as well as economic growth from increased tourist numbers.</p>

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<p>festivals programme that attracts visitors from across Britain.</p> <p>The approach of this strategy is to go for growth and back the WMES by prioritising action that</p> <ul style="list-style-type: none"> <li>• grows the value of the visitor economy</li> <li>• increases competitiveness in UK and international markets</li> <li>• helps to strengthen the image and profile of the region and its appeal as a visitor destination.</li> </ul> <p>If it meets these criteria, it is preferable that in addition it contributes to key crosscutting ambitions including:</p> <ul style="list-style-type: none"> <li>• to supporting inward investment and helping develop business destinations</li> <li>• to contributing to the growth of GVA in the region – by retaining jobs, skilled employees and spend in the region and by sourcing local supplies and services to support economic self-sufficiency</li> <li>• to delivering sustainable communities and future growth.</li> </ul>	
West Midlands Regional Housing Strategy 2005, Regional Housing Board, June 2005	
<p>The core aims of the RHS are: -</p> <ul style="list-style-type: none"> <li>• to create mixed, balanced and inclusive communities,</li> <li>• to assist in the delivery of the WMRSS policies of Urban and Rural renaissance,</li> <li>• to influence the future development of new housing provision to facilitate and enhance the economic development of the Region,</li> <li>• to address the variety of needs across a range of specific sectors of housing circumstances</li> <li>• to work towards the success of the two ODPM sponsored Housing Market Renewal Area Pathfinders in Birmingham /Sandwell and North Staffordshire/Stoke and the Regionally identified housing restructuring areas of East Birmingham /North Solihull and North Black Country/ South Telford,</li> <li>• to see that Government’s Decent Homes standards are met in the municipal, social sectors, and for those in vulnerable circumstances in the private sector</li> <li>• to achieve social and other affordable housing, and</li> <li>• has sustainable access to minimise environmental resource consumption and traffic and improve the quality of the environment</li> </ul> <p>These aims are consistent with and supportive of the vision of the RSS, issued June 2004. The RHS owns for itself the challenging aims set by the RSS and in the regeneration policies contained in the Regional Economic Strategy. It addresses the following housing market areas:</p> <ul style="list-style-type: none"> <li>• The West Midlands Conurbation</li> <li>• Coalfields and the Central commuter belt</li> <li>• Coventry, Nuneaton and Rugby</li> </ul>	<p>Housing development will have a number of impacts, principally from land take, changes to transport patterns and increased demand for resources such as water and construction materials. Energy consumption from households is also likely to rise with potential consequences for climate change effects.</p> <p>However, the RHS is not likely of itself to give rise to effects, but sets the strategic context for the RSS and LDFs which will implement the RHS.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<ul style="list-style-type: none"> <li>• North Staffordshire and Stoke</li> <li>• The South and West of the West Midlands Region</li> </ul> <p>The RHS will seek to achieve its aims within the framework set down within the RSS, with particular priorities including:</p> <ul style="list-style-type: none"> <li>• The linking of employment to housing, including control through planning processes, support for mixed developments and targeted public transport initiatives;</li> <li>• Securing large-scale intervention including actions to address market restructuring and housing market failure;</li> <li>• Ensuring a sufficient pool of skilled labour for the construction industry; and</li> <li>• The provision of housing land to ensure adequate provision and consequent reduction of conflict on land use.</li> </ul>	
Regional Sustainable Development Framework, West Midlands Regional Assembly, January 2005	
<p>The aim of the Framework is to help people that develop, review and implement strategies, policies and plans in the West Midlands to ensure their work contributes towards a sustainable future for the Region. The Framework is designed to support regional delivery of the UK SD Strategy.</p> <p>The Framework sets out a vision, a set of working principles, and a common set of sustainable development objectives for the West Midlands, designed to help the Region move towards a more sustainable future. It also sets out a process by which these principles and objectives can be incorporated into the development, review and implementation of strategies, policies and plans at regional, sub-regional and local level.</p>	<p>The framework should be used to identify and improve the contribution other strategies make to the sustainability of the region and the quality of life of its residents. The framework will not in itself give rise to cumulative effects, but a number of objectives aim to guide the ‘direction of travel’ for other strategies including the RSS for housing, employment and infrastructure development.</p>
Rural Renaissance: Advantage West Midlands’ Rural Framework	
<p>Rural Renaissance sets out AWM’s integrated approach to rural development, demonstrating its role and strategy for implementing the West Midlands Economic Strategy in the rural West Midlands. The rural renaissance chapter of the RSS lays out the spatial and planning development framework for rural areas and has been developed in the light of the WMES. The RSS’s overall approach is to foster sustainable local growth patterns whilst acting to counter the urban-to-rural migration patterns that appear to be undermining viability of the urban centres. This is supported by the Rural Renaissance Framework, which has been developed in consultation with the West Midlands Rural Affairs Forum which the Regional Assembly looks to as its rural policy forum.</p> <p>Its objectives are:</p> <ul style="list-style-type: none"> <li>• To foster the sustainable development and diversification of the rural economy of the West Midlands. To work with partners to develop the business clusters with greatest potential and reach, with a particular focus in the least well performing areas of the region.</li> <li>• To raise skills levels and improve access to skills development opportunities in rural areas, in support of the ten business clusters.</li> <li>• To support restructuring in the West Midlands rural economy through development of an accessible, modern,</li> </ul>	<p>The framework aims at development and diversification of the rural economy, which could give rise to cumulative effects. It may change land management practices although this could have the potential for either positive or negative impacts. Although not specifically highlighted, appropriate rural economic activity may include tourism and recreation which could lead to increased pressure on natural assets.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>social and economic infrastructure and the environmental conditions appropriate to the growth needs of rural areas.</p> <ul style="list-style-type: none"> <li>• To address the region’s most significant rural regeneration needs through a locally targeted approach, which improves social infrastructure and capacity; through improving access to opportunity.</li> <li>• To be an effective champion for the rural West Midlands at regional, national and international levels, ensuring that the West Midlands makes the most of all opportunities.</li> </ul>	
West Midlands Rural Delivery Framework First Iteration, Rural Accord West Midlands, April 2006	
<p>Contains a large number of diverse actions. Key actions with potential for cumulative effects include:</p> <p>Secure and support active management required to maintain and restore environmental assets; integrate sustainable land management principles into farm, forestry and other land managing businesses and organisations.</p> <p>Coordinate targeted support for Biodiversity Enhancement Areas and Strategic River Corridors.</p> <p>Integrate needs of Water Framework Directive into land management schemes. Integrate land management plans into the programme of actions of the River Basin Management Plans and Local Development Documents</p> <p>Targeting and implementation of land management schemes which contribute to the delivery of PSA targets for SSSI condition and farmland birds</p> <p>Improve and develop overall environmental performance of regulated organisations and reduce the risks of damage to key environmental assets and resources in the region</p> <p>Raise environmental performance skills of businesses for energy and water use efficiencies, waste and emissions minimization, and in meeting environmental standards and regulation.</p> <p>Minimise impacts on and &amp; reduce risks to wildlife and habitats from man’s activities and use of natural resources.</p> <p>Reduce risk to the environment from businesses, with greater emphasis on advice on resource efficiency, development of environmental technologies and other business benefits.</p> <p>Promote the sustainable use of natural resources and local procurement</p> <p>Optimise the economic and environmental benefits generated by environmental activities in key business clusters (Food &amp; Drink and Tourism &amp; Leisure)</p> <p>Promote local procurement which gives weight to local sources that have strong environmental performance.</p> <p>Local Transport Plans will address community access priorities through the development of Rights of Way Improvement Plans.</p> <p>Encourage adoption of accessible green space standards by land managers</p> <p>Development and promotion of outdoor areas for visitors, tourism, sport and recreation</p> <p>Ensure landscape industry workforce is appropriately skilled in order to ensure that high quality green space and local environments can be managed, created and sustained</p> <p>Help to reduce risks posed by climate change by taking action both to reduce emissions and to plan for future</p>	<p>The identified actions are likely to lead to:</p> <ul style="list-style-type: none"> <li>• an improvement of land management in rural areas with benefits for water quality and biodiversity;</li> <li>• stronger and more diverse economic activities in rural areas;</li> <li>• increased tourism and leisure activities in rural areas, leading to increased visitor numbers and transport;</li> <li>• improved broadband access leading to improved access to services and information for individuals and businesses;</li> <li>• Improved access to training opportunities;</li> <li>• Increased supply of affordable housing in rural areas.</li> </ul>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>impacts of change on the environment and people in rural areas, including services, business and land management.</p> <p>Implementation of the regional Food and Farming delivery plan</p> <p>Develop a range of West Midlands tourism and recreation products based on high quality landscapes and natural assets which meet sustainable tourism standards.</p> <p>Provide accessible training and continued professional development opportunities to those already in the WM rural industries</p> <p>Support CTB to develop, attract and retain a suitably skilled workforce matching the emerging needs of the sub-region in growing high-technology, high-value-added businesses.</p> <p>To attract and retain graduate level skills, up-skill existing workforce and develop and attract entrepreneurs and leaders to the sub-region.</p> <p>Development of Rural Transport Partnerships' future programmes for implementation from March 06. These are to respond to the service accessibility agenda, whilst core transport service funding is mainstreamed through Local Transport Plans.</p> <p>Support for the Rural Broadband Access Project</p> <p>To successfully implement the Remote Area Broadband Inclusion Trial of alternative methods for providing broadband internet</p> <p>To develop and resource an E-business pilot project that encourages technology adoption across target sectors where current usage is low.</p> <p>Bring forward mixed use developments within the RRZ that increases the stock of affordable housing.</p> <p>Develop the Regional Food Park Network sites throughout the region</p> <p>Consider and implement future options for the Redundant Buildings Grant bringing redundant buildings back in to use for the benefit of the local economy</p> <p>To complete the Market Town Developments and implement the projects, supporting the physical development of market towns across the region.</p> <p>Increase opportunities for sporting and physical activity in rural areas for residents and visitors making the most of the physical assets</p> <p>Develop improved connectivity of people, services and service providers.</p> <p>Develop measures to enable local people in rural areas to be able to find, arrange and secure access to services via phone, broadband internet or face to face within minimum criteria.</p> <p>Increasing the availability of affordable housing and providing access to fit for purpose housing stock</p> <p>To lead the delivery of cleaner, safer and greener and more accessible public spaces and improvement of the quality of the built environment in deprived areas and across the country</p>	

Overall aim or purpose of the document	Potential contribution to cumulative effects
Regional Freight Strategy, West Midlands Regional Assembly, Spring 2007	
<p>Priorities for action include:</p> <p>Support the schemes contained within RSS Policy T12: Priorities for Investment and regard their early implementation as a priority</p> <p>Support improvements to local freight routes in key manufacturing and commercial centres aimed at improving network capacity and journey time reliability for goods vehicles.</p> <p>Develop a lorry routing strategy identifying suitable HGV routes to enable consistency of approach across the Region.</p> <p>Improve the utilisation of road space and capacity to enable increased efficiency and reliability for goods vehicle operations through the implementation of appropriate traffic management measures.</p> <p>Identify land for warehousing / distribution / other logistics purposes from alternative development pressures, particularly sites close to suitable inter-modal freight terminals, rail freight facilities, or roads designed and managed as traffic distributors.</p> <p>Promote modal shift from road to rail, where appropriate, for goods flows to, from and via the West Midlands region.</p> <p>Promote EU and Government initiatives that support an open and competitive market for rail freight service provision in the Region and beyond.</p> <p>Support rail freight schemes identified in the RSS, including upgrading rail freight routes to Felixstowe and Southampton.</p> <p>Support infrastructure improvements to allow longer trains to operate to, from and through the West Midlands.</p> <p>Maintain and, where practical, provide additional freight capacity on a range of primary freight routes through the Region, including the WCML, the South West-North East corridor, and Coventry-Stechford-Bushbury route, recognising the need for the local rail network to also cater for projected passenger growth.</p> <p>Promote and assist an increase in rail freight terminal capacity in appropriate locations.</p> <p>Safeguard former railway lines for freight use, particularly the Stourbridge Junction to Lichfield via Walsall line.</p> <p>Reduce the level of airfreight that has to be transported by road haulage through promoting, in line with the Air Transport White Paper, additional long haul passenger services from Birmingham Airport.</p> <p>Support Coventry Airport's continued freight role, with future growth in the volume of freight traffic carefully managed to limit disturbance to the environment and local people.</p> <p>Promote and support the continued development of express air freight services at Nottingham East Midlands Airport, subject to appropriate environmental and surface access targets approved by the East Midlands Regional Assembly</p> <p>Promote the use of the inland waterway for freight, where practical and in a manner consistent with avoiding</p>	<p>The strategy is likely to support a modal shift from road to rail, and potentially also to water. Freight levels overall are likely to increase, increasing the amount of traffic on roads and rail and increasing the amount of air freight, leading to increased air emissions, noise and disturbance, and potentially increasing congestion on the region's road network, although this is also dependent on capacity improvements and the degree of modal shift achieved. Infrastructure improvements will increase the demand for construction materials. There will be an increasing demand for land for warehousing, distribution and logistics facilities.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects																																				
<p>adverse environmental impact, while recognising the importance of waterways for leisure use within the Region's Tourism Strategy.</p> <p>Preserve and enhance existing wharf facilities and inter-modal freight transfer points in order to encourage their use for water based transport.</p> <p>Examine potential utilisation of the Canal Network or the commercial section of the River Severn for potential freight flows in the West Midlands.</p>																																					
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East Midlands Regional Plan, Government Office for the East Midlands, March 2009																																					
<p>Housing</p> <p>Significant levels of new development will be located in Principal Urban Areas and growth areas including Derby, Leicester, Lincoln, Northampton, Nottingham, Corby, Kettering and Wellingborough. Appropriate development of a lesser scale will be located in Sub-Regional Centres including Chesterfield, Daventry, Coalville, Hinckley, Ilkeston, Loughborough, Market Harborough and Swadlincote.</p> <p>The RSS recognises that Birmingham and Coventry influence the south west of the Three Cities Sub-area and there are close local functional relationships between Ashby, Swadlincote and Burton, and between Hinckley and Nuneaton.</p> <p>Housing targets for areas adjoining the West Midlands:</p> <table border="1" data-bbox="230 831 1328 1396"> <thead> <tr> <th>Housing Market Area</th> <th>Annual</th> <th>Estimate for 2006 to 2026</th> </tr> </thead> <tbody> <tr> <td>Northampton (West Northamptonshire) HMA</td> <td></td> <td>62125 (from 2001)</td> </tr> <tr> <td>Derby HMA:</td> <td>1830</td> <td>36600</td> </tr> <tr> <td>Of which:</td> <td></td> <td></td> </tr> <tr> <td>    Derby</td> <td>720</td> <td>14400</td> </tr> <tr> <td>    Amber Valley</td> <td>510</td> <td>10200</td> </tr> <tr> <td>    S Derbyshire</td> <td>600</td> <td>12000</td> </tr> <tr> <td>Leicester &amp; Leicestershire HMA:</td> <td>4020</td> <td>80400</td> </tr> <tr> <td>Of which:</td> <td></td> <td></td> </tr> <tr> <td>    Leicester</td> <td>1,280</td> <td>25600</td> </tr> <tr> <td>    Blaby</td> <td>380</td> <td>7600</td> </tr> <tr> <td>    Charnwood</td> <td>790</td> <td>15800</td> </tr> </tbody> </table>	Housing Market Area	Annual	Estimate for 2006 to 2026	Northampton (West Northamptonshire) HMA		62125 (from 2001)	Derby HMA:	1830	36600	Of which:			Derby	720	14400	Amber Valley	510	10200	S Derbyshire	600	12000	Leicester & Leicestershire HMA:	4020	80400	Of which:			Leicester	1,280	25600	Blaby	380	7600	Charnwood	790	15800	<p>Main potential effects will arise from economic and housing growth and associated transport from the following:</p> <ul style="list-style-type: none"> <li>• Significant development in Derby, Leicester, Northampton and potentially also Nottingham</li> <li>• lesser development in Daventry, Coalville, Hinckley and Swadlincote</li> </ul> <p>Other effects may arise from the following plans:</p> <ul style="list-style-type: none"> <li>• Strengthening the sub-regional role of Daventry</li> <li>• Groundwater abstraction from Birmingham to support low flow in the Trent.</li> <li>• Combustion emissions from major new or revitalised energy generation in the Trent Valley and Daventry/Northampton.</li> <li>• Improvement of public transport linkages particularly to Birmingham</li> </ul>
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Overall aim or purpose of the document			Potential contribution to cumulative effects
Harborough	350	7000	
Hinckley & Bosworth	450	9000	
Melton	170	3400	
NW Leicestershire	510	10200	
Oadby & Wigston	90	1800	
Newark/Ashfield/Mansfield (Nottingham Outer) HMA	1830	36600	
Northern (Sheffield/Rotherham) HMA	1510	30200	
Peak, Dales & Park HMA	500	10000	
<p><b>Economy and Employment</b></p> <p>The Plan states that the role of Daventry as a sub-regional centre should be significantly strengthened. There are opportunities for distribution development primarily by rail. Supports the regeneration of Swadlincote. Strengthen the sub-regional role of Hinckley and Coalville</p> <p><b>Water</b></p> <p>It is acknowledged that reductions in water usage compared with current trends will be required to ensure that development is sustainable. Planned water resource developments or enhancements over the next 25 years include the River Trent, where the existing abstraction scheme will continue but in the future it will have flow support during low flow periods provided by releases of groundwater from sources developed in the Birmingham area.</p> <p><b>Transport</b></p> <p>Advice from the Highways Agency indicates that over the longer term, the strategic road network will not be capable of accommodating satisfactorily traffic generated by the proposed level of housing growth across the Region as a whole, should current trends in traffic growth continue. The RSS sets out policies and proposals to address traffic growth through behavioural change and demand management measures. Transport priorities include:</p> <ul style="list-style-type: none"> <li>• To develop the transport infrastructure and services needed to support housing and employment growth in MKSM and Northampton.</li> <li>• To improve public transport linkages between Derby, Leicester and Nottingham and to other key national cities such as Birmingham and Manchester.</li> <li>• To improve public transport surface access and rail freight to Nottingham East Midlands Airport in the context of its further operational expansion.</li> </ul> <p><b>Energy</b></p>			

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>The plan identifies that parts of the East Midlands, notably the Trent Valley, have clear locational advantages for major energy installations. Some former power station and colliery sites may be suitable for re-use for new forms of power generation such as clean coal technology or co-firing using mixes of fossil fuels and bio-energy, and for local farmers to produce co-firing biomass. The identified sub-regional opportunities include:</p> <ul style="list-style-type: none"> <li>• The Southern Sub-area (which includes Daventry and Northampton) for biomass and wind;</li> <li>• Three Cities Sub-area (e.g. Derby, Nottingham, Leicester, Swadlincote, Coalville, Hinckley) for CHP, small-scale wind and energy from waste;</li> <li>• Peak Sub-area for small-scale hydro and wind;</li> <li>• Northern Sub-area for coal-mine methane, wind, CHP and biomass.</li> </ul>	
<p>The Draft Revised Regional Spatial Strategy for the South West Incorporating the Secretary of States Proposed Changes, Government Office for the South West, July 2008</p>	
<p>The Strategy identifies that there is a need to plan for continued high economic growth, with adequate housing to support it, to meet the region's growing population. New infrastructure is required to support this growth, with investment in transport, facilities and services, with a move towards more sustainable forms of transport. The strategy plans for significant development at 21 Strategically Significant Cities and Towns (SSCTs), including Cheltenham, Gloucester and Bristol, in order to support their economic and service role and regeneration with transport improvements to tackle congestion and air quality. Bristol, Gloucester and Cheltenham will be encouraged to continue to expand economically and further develop as major service and cultural centres. The RSS plans for smaller scale change outside of those places to achieve more self contained, balanced communities and a better local environment.</p> <p>Gloucester will improve its economic performance and realise greater growth potential, while safeguarding the integrity of environmental and habitat designations, by providing for regeneration of the city centre and docks area to support the delivery of improved retail, cultural and further education facilities.</p> <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> <li>• 13,500 new homes within the existing Gloucester urban area (11,500 in Gloucester and 2,000 at Brockworth (Tewesbury))</li> <li>• 2,000 new homes at Area of Search 3A to the south of Gloucester (Stroud)</li> <li>• 1,500 new homes at Area of Search 3B to the south of Gloucester (Stroud)</li> <li>• 1,500 new homes at Area of Search 3C to the east of Gloucester (Tewkesbury)</li> <li>• 2,500 new homes at Area of Search 3D to the north of Gloucester (Tewkesbury)</li> </ul> <p>Planning for employment will provide for about 11,700 jobs in the Gloucester TTWA including the provision of about 79 ha of employment land.</p> <p>Cheltenham will improve its economic performance and realise its economic potential, while safeguarding the</p>	<p>Main potential effects will arise from economic and housing growth and associated transport from the following:</p> <ul style="list-style-type: none"> <li>• Significant development in Gloucester and Cheltenham, including urban extensions to the north of each settlement.</li> <li>• Significant development in Bristol potentially leading to increased traffic on the M5.</li> </ul> <p>There is also potential for effects on the Severn Estuary cSAC, SPA and Ramsar site, Wye Valley &amp; Forest of Dean Bat Sites SAC and Wye Valley Woodlands SAC, from growth, development and economic activity in various parts of the region.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects																											
<p>integrity of environmental and habitat designations, by providing for:</p> <ul style="list-style-type: none"> <li>• improvements to the town centre, to support its role as a major retail, employment, tourism and cultural centre</li> <li>• land and premises to diversify the economic base, building on existing specialisms such as ICT and advanced engineering.</li> </ul> <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> <li>• 6,500 new homes within the existing Cheltenham urban area (Cheltenham)</li> <li>• 1,300 new homes at Area of Search 3E to the south of Cheltenham (600 in Cheltenham and 700 in Tewkesbury)</li> <li>• 5,000 new homes at Area of Search 3F to the north of Cheltenham (1,000 in Cheltenham and 4,000 in Tewkesbury)</li> <li>• 1,000 new homes at Area of Search 3G to the north of Bishop’s Cleeve (Tewkesbury)</li> </ul> <p>Planning for employment will provide for about 10,750 jobs in the Cheltenham TTWA including the provision of about 39 ha of employment land.</p> <p>Housing targets for areas adjoining the West Midlands:</p> <table border="1" data-bbox="230 671 1319 1094"> <thead> <tr> <th>Housing Market Area</th> <th>Annual</th> <th>Estimate for 2006 to 2026</th> </tr> </thead> <tbody> <tr> <td>Gloucester and Cheltenham</td> <td>2,820</td> <td>56400</td> </tr> <tr> <td>Of which:</td> <td></td> <td></td> </tr> <tr> <td>Cheltenham</td> <td>405</td> <td>8100</td> </tr> <tr> <td>Gloucester</td> <td>575</td> <td>11500</td> </tr> <tr> <td>Tewkesbury</td> <td>730</td> <td>14600</td> </tr> <tr> <td>Cotswold</td> <td>345</td> <td>6900</td> </tr> <tr> <td>Forest of Dean</td> <td>310</td> <td>6200</td> </tr> <tr> <td>Stroud</td> <td>455</td> <td>9100</td> </tr> </tbody> </table> <p>Energy</p> <p>The strategy seeks to promote renewable energy, including solar, biomass and energy from waste.</p> <p>Transport</p> <p>The strategy seeks to improve connectivity between the South West and other regions, and to ensure that infrastructure required to support strategically significant development is secured. A major priority is more resilient and reliable inter-regional transport links. It also promotes demand management and modal shift along corridors including Exeter-Birmingham to reduce the rate of growth in congestion.</p> <p>Biodiversity</p> <p>The HRA identified the Wye Valley &amp; Forest of Dean Bat Sites SAC and Wye Valley Woodlands SAC as being</p>	Housing Market Area	Annual	Estimate for 2006 to 2026	Gloucester and Cheltenham	2,820	56400	Of which:			Cheltenham	405	8100	Gloucester	575	11500	Tewkesbury	730	14600	Cotswold	345	6900	Forest of Dean	310	6200	Stroud	455	9100	
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<p>vulnerable and where further protection measures may be necessary depending on the impacts of new development proposed through LDDs or planning applications. It also identified the Severn Estuary cSAC, SPA and Ramsar site as sensitive to increased levels of water abstraction to serve new homes, and the construction of more water efficient homes may be required in the areas affecting the site. The Severn Estuary could also be affected by mineral extraction.</p>																
<p>The South East Plan, Government Office for the South East, May 2009</p>																
<p>Housing The main locations for development will be Bicester, Didcot, and Wantage and Grove and within the built up area of Oxford. Elsewhere limited development will be permitted to support the social and economic well-being of local communities. Housing targets for areas adjoining the West Midlands:</p> <table border="1" data-bbox="230 603 992 837"> <thead> <tr> <th>Housing Area</th> <th>Annual</th> <th>Estimate for 2006 to 2026</th> </tr> </thead> <tbody> <tr> <td>Central Oxfordshire</td> <td>2034</td> <td>40680</td> </tr> <tr> <td>Of which:</td> <td></td> <td></td> </tr> <tr> <td>    Oxford</td> <td>400</td> <td>8000</td> </tr> <tr> <td>    Bicester</td> <td></td> <td>c.4900</td> </tr> </tbody> </table> <p>Economy and Employment The forecast for the Central Oxfordshire sub-region is for a minimum increase of 18,000 jobs 2006-2016. Banbury is identified as a primary regional town centre, a focus for large scale developments in retail and other services.</p> <p>Transport Access to Oxford from major towns in the sub-region will be a priority. Aim to reduce the need to travel and encourage more sustainable modes. the County, Highways Agency and relevant local authorities will work together to bring forward local solutions to enable the A34, and the network in its vicinity, to fulfil its various local to international roles. This may involve measures or concepts such as active traffic management, intelligent transport systems, real-time information and access management. Similarly the County, Network Rail and others within and beyond Central Oxfordshire will work together, as appropriate, to protect and promote existing and potential new rail routes and/or multi-modal interchanges; for example, with regard to the potential East-West rail link and the South Hampshire-West Midlands freight capability upgrade. Priority should be given to providing enhanced capacity for freight on the Southampton to West Midlands corridor.</p> <p>Water There will be a need for significant investment in water supply and, in certain locations, waste-water treatment. The Plan identifies a potential need to accommodate an Upper Thames Reservoir.</p>	Housing Area	Annual	Estimate for 2006 to 2026	Central Oxfordshire	2034	40680	Of which:			Oxford	400	8000	Bicester		c.4900	<p>Potential effects could arise principally from growth in housing and the economy and associated transport in Central Oxfordshire and particularly Bicester.</p>
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<p><b>Energy</b></p> <p>The Thames Valley and Surrey appear to have good potential for wind, photovoltaics and biomass fuelled electricity generation. The Plan contains a target for the Thames Valley and Surrey of 209 MW of renewable energy by 2016.</p>																
<p>The North West of England Plan Regional Spatial Strategy to 2021, Government Office for the North West, September 2008</p>																
<p>The first priority for growth and development should be the regional centres of Manchester and Liverpool; the second priority should be the inner areas surrounding these regional centres; the third priority should be the towns / cities in the 3 city regions including Crewe and Macclesfield.</p> <p><b>Housing</b></p> <p>Housing targets for areas adjoining the West Midlands:</p> <table border="1" data-bbox="232 523 1205 759"> <thead> <tr> <th>Housing Market Area</th> <th>Annual</th> <th>Estimate for 2006 to 2026</th> </tr> </thead> <tbody> <tr> <td>Congleton</td> <td>300</td> <td>6000</td> </tr> <tr> <td>Macclesfield</td> <td>400</td> <td>8000</td> </tr> <tr> <td>Vale Royal</td> <td>500</td> <td>10,000</td> </tr> <tr> <td>Crewe and Nantwich</td> <td>450</td> <td>9000</td> </tr> </tbody> </table> <p>The Plan notes that development in South Cheshire should take account of the North Staffordshire Housing Market Renewal Pathfinder.</p> <p><b>Economy</b></p> <p>Economic development will build on the region's strengths, particularly the three City Regions of Manchester, Liverpool and Central Lancashire. The RSS identifies a need for 874 ha of employment land for Cheshire and Warrington to 2021, although there is currently an oversupply. Comparison retail facilities will be enhanced and encouraged in Crewe and Macclesfield. Economic growth from sustainable tourism will be promoted in Chester as a heritage city of international renown where tourism is a significant component of the economy</p> <p><b>Transport</b></p> <p>Efforts should be aimed at reducing the proportion of car-borne commuting and education trips made during peak periods and tackling the most congested parts of the motorway network including M6. Priorities include to improve the City Region's internal and external transport links, maintain the role of Manchester Airport as the North of England's key international gateway, develop Crewe as regional public transport gateway</p> <p>Plans and strategies in the southern part of the City Region should sustain and promote economic prosperity, focusing employment development in the towns such as Macclesfield and Congleton in order to support the overall economic growth of the City Region, to meet local needs and regeneration requirements and to address worklessness. It will be essential to optimise the contribution made by the southern parts of the City Region in order to promote the growth in economic performance that The Northern Way seeks to achieve.</p>	Housing Market Area	Annual	Estimate for 2006 to 2026	Congleton	300	6000	Macclesfield	400	8000	Vale Royal	500	10,000	Crewe and Nantwich	450	9000	<p>Potential effects could arise principally from transport and economic activity related to the following developments:</p> <ul style="list-style-type: none"> <li>• Development of Manchester, Liverpool and Central Lancashire, including economic growth from Manchester Airport, potentially affecting inter-regional transport links particularly the M6;</li> <li>• Housing growth in Cheshire, particularly Crewe/Nantwich, Congleton, Macclesfield and Vale Royal;</li> <li>• regeneration and development of Crewe, supporting its role as a transport gateway;</li> <li>• wider development of Cheshire for attracting tourism;</li> <li>• retail development in Crewe and Macclesfield;</li> <li>• new energy generating capacity in Cheshire.</li> </ul>
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<p>Plans and strategies for South Cheshire should support sustainable economic growth in Crewe and promote the role of Crewe as a regional public transport gateway/interchange to the region. They should provide for regeneration to improve the environment, economy and image of Crewe, building on its role as a key regional town and gateway to the region. Plans should continue the protection and enhancement of the historic environment of Nantwich and its contribution to the sub-region's economy, tourism, quality of life and regeneration. Crewe is set to experience significant change up to 2021 with the delivery of the economic development at Basford, the redevelopment of Crewe station and the expansion of Manchester Metropolitan University.</p> <p>Energy</p> <p>Sub-regional targets for energy generation include one thermal waste treatment facility, two biomass CHP schemes and several wind turbines/clusters for Cheshire by 2010.</p>	
<p>People, Places Futures: The Wales Spatial Plan 2008 Update, Welsh Assembly Government, July 2008</p>	
<p>The plan aims to sustain communities by tackling the challenges presented by population and economic change, increasing competitiveness while spreading prosperity to less well-off areas and reducing negative environmental impacts. It aims to enhance the natural and built environment and to sustain Wales's distinctive identity.</p> <p>The plan identifies a series of priorities for different areas. These include the following.</p> <p>North East Wales:</p> <p>Maintaining the competitiveness of the manufacturing sector is of fundamental importance to long-term prosperity. In addition, North Wales Borderlands is highlighted for targeted tourism marketing. For Flintshire, Wrexham and Denbighshire, the cross-border linkages to the wider area of Chester and West Cheshire are crucial. The border area provides opportunities for high-value employment. The strategy for North East Wales aims to bring together distinct elements of the cross-border area of Flintshire, Wrexham and West Cheshire in order to spread opportunities and reduce inequalities. Key elements of the spatial strategy include developing and supporting strategic hubs around Wrexham-Deeside- Chester. In particular, the cross- border area of North East Wales has redeveloped itself very successfully into one based on high value-added manufacturing and services. A number of these sectors are now considered to be of national or international significance: aerospace, automotive manufacturing and financial services. The focus for new investment and development here, in the short-term at least, would largely be on these strategic centres to foster significant long-term benefits in economic, social and environmental terms. Identified regeneration settlements include communities in Wrexham County Borough and Flintshire. Cross-border transport and accessibility is a key priority with an initial focus on improvement of the Wrexham - Bidston railway corridor, which provides a sustainable link between Wrexham and Deeside and also provides connections with the Wirral and the wider Liverpool city region. The Mersey Dee Alliance is currently investigating the potential for the joint management of the River Dee and its estuary including the concept of developing a River Dee Regional Park, which would straddle the border and provide benefits to both. Building on the Dee River Management Plan, the concept could integrate economic development and tourism opportunities with environmental enhancement, protection of internationally designated sites, and the regeneration of</p>	<p>Potential effects could arise principally from an increase in tourism in Central Wales and South East Wales possibly leading to increased traffic on roads in the west and south west of the West Midlands region.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>communities along the River Dee and estuary area.</p> <p>Central Wales:</p> <ul style="list-style-type: none"> <li>Supporting the existing rural economic sectors, including agriculture, non-food and food production and build higher value sustainable tourism.</li> <li>use and enhance the range of the environmental infrastructure to enable the Area to have a crucial role in reducing the risks associated with increased flooding from rivers, sea and heavy rainfall; maintain water resources during periods of shortage; develop renewable energy technologies</li> <li>Central Wales also has important cross-border linkages and dependencies with the West Midlands, North West England and Ireland.</li> </ul> <p>South East Wales:</p> <p>Fourteen key settlements have been agreed, and independently validated, as having a critical role to play in the success of the Capital Region, including Abergavenny and Chepstow. Improvements to the A465 Heads of the Valleys road will improve links to Central Wales and to the West Midlands. The Heads of the Valleys programme will support development of the economy of the mid and upper valleys, including the sustainable tourism and leisure sector, which has the potential to contribute to a much greater extent than is currently the case. Landscapes such as the Usk and Wye valleys have an important role to play in developing sustainable tourism and leisure opportunities. Tourism raises cross-border issues with England, such as the sustainable management of the Wye Valley, and the Severn Estuary.</p>	
<p>The Yorkshire and Humber Plan, Government Office for Yorkshire and the Humber, May 2008</p>	
<p>The Region's cities and sub-regional cities and towns will be the prime focus for housing, jobs and services in the Region, and the majority of new development will be concentrated here. These include Sheffield, Rotherham, Barnsley, Huddersfield, Halifax, Wakefield, Leeds and Bradford. The principal towns will be the main local focus for housing, jobs and services across the Region's rural areas, and sufficient development will enable these places to fulfill their role as service centres. Local service centres and rural and coastal areas will have more limited development to meet local needs for market and affordable housing and economic diversification.</p> <p>Leeds City Region</p> <p>Seeks to develop the role of the Sub Regional City of York, and to develop enhanced and complementary roles for the Sub Regional Cities and Towns of Barnsley, Halifax, Harrogate, Huddersfield, and Wakefield which capitalise on their particular strengths and potential.</p> <p>South Yorkshire</p> <p>Focuses most development on Sheffield and transform the Sub Regional Towns of Barnsley, Doncaster and Rotherham with particular emphasis on city/town centres and inner areas. Supports the continued regeneration of Cudworth, Goldthorpe, Hoyland, Penistone, Wombwell, Mexborough, Thorne, Dinnington, Chapeltown and Stocksbridge, and other towns.</p>	<p>No effects foreseen.</p>

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<p>Housing</p> <p>The Plan aims provide sufficient homes to house the additional households expected to form across the Region, taking account of expected levels of economic growth, increased levels of migration, decreasing household sizes and increases in life expectancy. Over 15,000 new homes will be provided a year up to 2011, rising to over 16,000 a year from 2011 and over 19,000 a year from 2016 to 2021. In particular, Leeds City Region will plan for a high level of growth, supported by significant and targeted investment in transport, social and environmental infrastructure.</p> <p>Housing targets for sub-regional areas:</p> <table border="1" data-bbox="230 459 1059 1070"> <thead> <tr> <th>Sub-Region</th> <th>Annual average 2008-2026</th> </tr> </thead> <tbody> <tr><td>Barnsley</td><td>1015</td></tr> <tr><td>Doncaster</td><td>1230</td></tr> <tr><td>Rotherham</td><td>1160</td></tr> <tr><td>Sheffield</td><td>1425</td></tr> <tr><td>South Yorkshire</td><td>4830</td></tr> <tr><td>Bradford</td><td>2700</td></tr> <tr><td>Calderdale</td><td>670</td></tr> <tr><td>Kirklees</td><td>1700</td></tr> <tr><td>Leeds</td><td>4300</td></tr> <tr><td>Wakefield</td><td>1600</td></tr> <tr><td>West Yorkshire</td><td>10970</td></tr> <tr><td>Yorkshire and Humber</td><td>22260</td></tr> </tbody> </table> <p>Transport</p> <p>Priorities include: improving TransPennine rail services with new rolling stock; improving road and rail access to Humber ports; improving links with Manchester and Manchester airport; improved journey time, capacity and quality between Leeds and Manchester city regions (including Manchester Airport) by all modes.</p> <p>Economy</p> <p>The Plan aims to strengthen the role of existing city and town centres as a key focus of commercial activity by making them the main focus for office, retail, health, education, leisure, cultural, public/business services and other intensive uses. It will promote the role and development of tourism in the Region. Aims to support the roles of Leeds and Bradford as major engines of the regional economy. Plans, strategies, investment decisions and programmes should support key sectors including Financial and Business Services; Tourism; Logistics; and</p>	Sub-Region	Annual average 2008-2026	Barnsley	1015	Doncaster	1230	Rotherham	1160	Sheffield	1425	South Yorkshire	4830	Bradford	2700	Calderdale	670	Kirklees	1700	Leeds	4300	Wakefield	1600	West Yorkshire	10970	Yorkshire and Humber	22260	
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<p>Construction, and regional priority clusters including Advanced Engineering and Metals; Chemicals; Bio-Science; Digital; Food and Drink; Healthcare Technologies; and Environmental Technologies. The Plan also promotes tourism through an approach which recognises the sustainable growth of tourism as an integral contributor to the economy and makes best use of indigenous resources and existing tourism infrastructure.</p> <p>Seeks to spread the benefits of the Leeds economy, particularly to the Sub Regional Cities and Towns and Principal Towns.</p> <table border="1" data-bbox="230 384 875 948"> <thead> <tr> <th></th> <th>Potential annual job growth</th> </tr> </thead> <tbody> <tr> <td>Barnsley</td> <td>1430</td> </tr> <tr> <td>Doncaster</td> <td>1550</td> </tr> <tr> <td>Rotheram</td> <td>1590</td> </tr> <tr> <td>Sheffield</td> <td>4400</td> </tr> <tr> <td>South Yorkshire</td> <td>8970</td> </tr> <tr> <td>Bradford</td> <td>4720</td> </tr> <tr> <td>Calderdale</td> <td>610</td> </tr> <tr> <td>Kirklees</td> <td>1550</td> </tr> <tr> <td>Leeds</td> <td>6030</td> </tr> <tr> <td>Wakefield</td> <td>1140</td> </tr> <tr> <td>West Yorkshire</td> <td>14050</td> </tr> </tbody> </table> <p><b>Water</b></p> <p>The Plan aims to safeguard water resources and maintain high standards of water quality. It recognises that there could be impacts on water quality due to the reduced ability of surface and ground water sources to dilute pollution. There is therefore a need for the Region to avoid water-intensive uses and development (e.g. as food production industries), especially in South Yorkshire. Water and Sewerage Companies will also need to continue to maintain a high level of investment in water supply infrastructure, in particular Yorkshire Water Services' grid system.</p> <p>Authorities should ensure that the rate and location of development is in step with current and planned provision of adequate water supply, sewage and waste water treatment infrastructure capacity and encourage best practice (i.e. Sustainable Drainage Systems, BREEAM and Code for Sustainable Homes).</p> <p><b>Energy</b></p> <p>The Plan aims to increase energy efficiency and increase renewable energy capacity to 708 MW by 2010 and by 1862 MW by 2021. Most of this renewable energy would come from wind turbines and biomass for co-firing in the</p>		Potential annual job growth	Barnsley	1430	Doncaster	1550	Rotheram	1590	Sheffield	4400	South Yorkshire	8970	Bradford	4720	Calderdale	610	Kirklees	1550	Leeds	6030	Wakefield	1140	West Yorkshire	14050	
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power stations to 2010, although no locations or areas of opportunity are identified.	
Water Resources Plans	
Final Water Resources Management Plan, South Staffordshire Water plc, August 2009	
<p>Energy</p> <p>Continue to focus on successful energy management and maintain pumps to the highest efficiency levels in the industry. Continue to review and implement plans where appropriate for renewable energy schemes, and reduce the amount of water treated and pumped on a daily basis through a range of demand management programmes.</p> <p>Levels of service:</p> <p>Existing levels of service will be maintained and a hosepipe ban frequency equivalent to once in every 40 years has been adopted</p> <p>Metering</p> <p>Introduction of change of occupier metering, where new meters will be installed when someone moves house.</p> <p>Supply forecast</p> <p>Forecast of water available for use remains relatively flat across the period of the plan for the dry year annual average and peak week scenarios. Includes a small reduction in water available for use (for the Dry Year scenario) in 2014/15 resulting from a need to address environmental issues at a designated environmental site (Checkhill Bogs, Site of Special Scientific Interest). The expected reduction of 2Ml/d is less than 1% of water available for use. The impacts of climate change on deployable output have also been estimated. A small reduction (less than 1Ml/d) is forecast in the baseline water available for use. The uncertainty around this assessment has also been included in the plan.</p> <p>Demand Forecast</p> <p>The Company's baseline demand forecast for the next 25 years for the dry year annual average scenario is relatively flat, rising less than 2% over the period. The forecast includes impacts due to climate change.</p> <p>Non-household (industrial and commercial) demand has fallen significantly in 2008/9 and 2009/10 due to the economic downturn. This is forecast to remain relatively stable across AMP5 at this lower base, followed by modest growth over the remainder of the 25 year period.</p> <p>Total connected household properties are projected to increase by 120,000 by the year 2034/5. This includes 39,000 household properties identified through the West Midlands Regional Spatial Strategy (RSS).</p> <p>Within the next 25 years it is expected that household water using appliances will become more efficient and the consumption of water per person and per household will be driven down. This will be supported by the adoption of the government's Code for Sustainable Homes in all new housing developments. One of the aims of the code is to reduce household water consumption by the installation of more efficient water appliances. The Company's overall per capita consumption for a normal year is projected to fall from 144 ltrs/head/day in 2007/8 to 126 ltrs/head/day</p>	<p>Increased water efficiency which is likely to lead to lower levels of per capita water consumption, which with housing growth means that overall demand stays relatively flat.</p>

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<p>by 2034/5. The Company forecasts household demand to rise by less than 2% under average conditions.</p> <p>Supply-Demand Balance</p> <p>Using the baseline demand forecast and supply forecast the Company has sufficient resources to meet dry year annual average demand and peak week demand throughout the 25 year plan period.</p> <p>Leakage</p> <p>Leakage is forecast to remain at 74.4Ml/d. this level throughout the forecast period. However, the Company will have to work hard to do this as there will be more mains in the ground, more connections and an ageing mains network.</p>	
Final Water Resources Management Plan, Severn Trent Water	
Final Plan 2009 not yet available	
Final Water Resources Management Plan, Welsh Water	
Final Plan 2009 not yet available	

