

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

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.</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"> • 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. • the rail network providing a fast, reliable and efficient service, particularly for interurban journeys and commuting into large urban areas; • bus services that are reliable, flexible, convenient and tailored to local needs; • making walking and cycling a real alternative for local trips; and • ports and airports providing improved international and domestic links. <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>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>

Overall aim or purpose of the document	Potential contribution to cumulative effects
Climate Change the UK Programme 2006, Defra, March 2006	
<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"> • continue to support electricity from renewables and address barriers to take-up; • increase business energy efficiency • increase the take up of renewable transport fuels • improving vehicle fuel efficiency and emissions • increase domestic energy efficiency 	<p>Reduction of CO₂ 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"> • from construction of new wind farms or hydro installations leading to land take, disturbance, fragmentation or changes to the hydrological regime • from changes to land management practices through the introduction of biomass/biofuel production. • from air emissions from the construction of biomass fuelled power stations or CHP schemes. <p>The likelihood and significance of any impacts depends location and detailed plans for implementation which are set out at regional level.</p>
Regional level plans	
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>	<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>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<ul style="list-style-type: none"> • River Trent: A new River Trent abstraction at Little Haywood above the River Tame confluence sized initially at 20 MI/d. • 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. • 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. • 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. 	
Delivering Advantage: The West Midlands Economic Strategy and Action Plan 2004-2010, Advantage West Midlands and West Midlands Regional Assembly, 2004	
<p>Sets out a Vision for transforming the West Midlands into a world-class region by 2010. An estimated £20 billion of public resources will come into the region for economic development, to be spent by partners across the region. NB £2 billion of Advantage West Midlands and European funding will create 160,000 new jobs, assist 64,000 West Midlands' businesses, provide 90,000 training places, bring 800 hectares of derelict land back into use, and benefit deprived areas with at least £400 million of private sector investment. Realising the Vision will take £20 billion.</p> <p>By 2010, the region will have a diverse and dynamic business base, around the ten Business Clusters. Manufacturing will be modernised and diversified and innovative. High technology businesses will be attracted to the region because of the ease of accessing finance and availability of incubator and grow-on space, together with infrastructure improvements. Facilities such as Malvern Science Park and Birmingham International Airport will play a key role in this new business base. There will be increased opportunities in the Black Country, North Staffordshire and Western Shropshire and Herefordshire.</p> <p>There will be a significant increase in visitor numbers, spend, and longer stays. The potential of renowned venues such as Stratford-upon-Avon, Warwick, Ironbridge and Alton Towers (nr Cheadle) will be maximised; while lesser known attractions, particularly market towns and villages, will be developed. The region will build on Birmingham's reputation for business tourism so that the West Midlands is the premier UK destination for business events.</p> <p>Urban areas will have experienced notable economic, social and environmental improvements. Rural economies will be strengthened and diversified.</p> <p>Partners will seek innovative ways to transform the transport system – to ensure it provides access to opportunity in both urban and rural areas, develop a better ICT infrastructure, deliver good quality development sites and buildings, develop a housing agenda for economic growth and ensure sustainable use of natural resources.</p> <p>Efforts will be focused on:</p> <ul style="list-style-type: none"> • 6 Regeneration Zones - by 2010, over 80,000 jobs should be created in RZs. Each RZ has a Zone Implementation Plan. • 10 Business Clusters - by 2010, focused programmes should create or improve the performance of over 15,000 businesses 	<p>Creating at least 160,000 new jobs by 2010 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>Increased visitor numbers and longer stays 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 inter- and intra-regional movements are likely to bring impacts associated with increased land take, noise and increased transport emissions.</p> <p>Development of environmental assets such as AONBs could have implications although the locations of potential development are unknown (AONBs: Cannock Chase, Cotswolds, Malvern Hills, Shropshire Hills, Wye Valley).</p> <p>The RES aims to encourage increased biomass production which may indirectly lead to more biomass combustion affecting air emissions.</p> <p>A large number of transport improvement schemes are listed, which might have effects on air quality and noise. However, it is unclear whether</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<ul style="list-style-type: none"> • 3 High Technology Corridors - projects already agreed should bring in over £20 million of private sector investment over the next 7 years, and by 2010 HTC's should show an increase in employment and economic activity. Significant new private sector investment should have occurred at key nodes in the corridors. Each HTC has a detailed action plan. <p>The RES aims to further explore the potential to exploit the built environment, for example, the potential of the canal network within the metropolitan area to further act as a catalyst for regeneration and focus for tourism activity. It identifies the following locations for Regional Investment Sites:</p> <ul style="list-style-type: none"> • Birmingham–Worcestershire HTC; • Coventry and Nuneaton RZ; • South Black Country and West Birmingham RZ; and • Additional provision may be required in the Coventry–Solihull–Warwickshire HTC. <p>Two major Investment Sites are needed from:</p> <ul style="list-style-type: none"> • Peddimore (Birmingham); • Wobaston Road (South Staffordshire/Wolverhampton); and • Ansty (Warwickshire). <p>Regional Logistics Sites: priority should be given to sites in North Staffordshire and Telford.</p> <p>The region recognises the key role market towns play in regenerating rural areas. The regional Market Towns Initiative addresses this issue through selecting market towns on the basis of their economic need, combined with their capacity to take advantage of economic, social and employment opportunities.</p> <p>Rural-based actions:</p> <ul style="list-style-type: none"> • Complete the development of an Agricultural Export Centre of Excellence and the Royal Agricultural Society of England's Rural Enterprise Park at Stoneleigh (nr Leamington Spa) • Encourage and support farmers and rural businesses to take advantage of the economic benefits of the England Rural Development Plan. • Develop the economic benefits from the outstanding environmental assets of the region, particularly the AONBs. • Develop projects to take advantage of regional expertise in biomass, from both fuel crops and waste. • Increase awareness among the region's farmers and develop multi-farm schemes to increase the take-up of agri-environment schemes and other opportunities within the England Rural Development Plan. • Encourage farming practices which are biodiversity friendly and protect natural resources. • Support and develop two Urban Regeneration Companies, one in Sandwell and one in Walsall, to coordinate redevelopment and secure new investment in declining urban areas; • Develop potential of the West Midlands canal network for rural development, urban regeneration and tourism. • Seek World Heritage Site status for the Birmingham and Black Country Canal Navigation systems. • Create a coherent tourism and regeneration plan for canal related activity within the Black Country and Birmingham. • Develop and implement a package of regeneration activity for each of the market towns supported by the Market 	<p>improvement schemes might improve air quality if congestion and journey times are reduced, or reduce air quality if schemes encourage increased amounts of travel.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>Towns Initiative</p> <ul style="list-style-type: none"> • Identify at least one key regeneration site in each of the 20 priority towns in the Market Towns Initiative. <p>Sub-regional Economic Partnerships/Local Strategic Partnerships to draw up Action Plans for towns/groups of towns. Deliver the existing Coalfields programme in conjunction with English Partnerships' managers.</p> <p>Transport priorities:</p> <ul style="list-style-type: none"> • A programme of measures to achieve behavioural change, including travel awareness, walking/cycling networks, quality public transport, access to regeneration sites • West Coast Mainline • Upgrading freight routes to Felixstowe and Southampton • M6 Toll • M6 Widening J11a-J19 • M6 East of M6 Toll (J4-M1) • M40 J15 Longbridge Improvement • M42 Active Traffic Management Pilot • M42 Widening J3a-7 • M54 – M6/M6 Toll Link • Active Traffic Management for motorway box • A5 Weeford-Fazeley Improvement • A38 Streethay - A50 Improvements • A45/A46 Tollbar End Improvement • A483 Pant & Llanymynech Bypass • A500 City Road & Stoke Road • Various route management Studies including the A46 • West Midlands Rail Capacity Phase One • West Midlands Rail Study longer term needs • Local congestion charging studies • Birmingham International Airport, development of services and improved surface access, especially by public transport <p>Sub regional economic partnerships/strategies:</p> <ul style="list-style-type: none"> • Birmingham Economic Development Partnership and Solihull Business Partnership/Birmingham and Solihull Economic Review 2002 – A Basis for Decision Making • Black Country Consortium/Looking Forward: The Black Country in 2033, The Black Country Regeneration Framework • Coventry, Solihull and Warwickshire Partnership Ltd/An Engine of Growth: The Economic Regeneration Strategy for 	

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>Coventry, Solihull and Warwickshire Sub-region</p> <ul style="list-style-type: none"> • Herefordshire Partnership/Herefordshire Plan • North Staffordshire Partnership/Forward, Together: North Staffordshire • Shropshire Partnership/Integrated Community Strategy • Southern Staffordshire Partnership/Southern Staffordshire Now! • Telford and Wrekin Strategic Partnership/Telford & Wrekin in the 21st Century: a Community Strategy for Telford & Wrekin • Worcestershire Partnership/Towards Excellence – A Community Strategy for Worcestershire 2003–2013 	
Cultural Life in the West Midlands: A Call for Action, West Midlands Life,	
<p>West Midlands Life will:</p> <ul style="list-style-type: none"> • promote new and existing regional cultural flagships • work with partners in the region to make the most of the cultural potential of the region’s canal and waterway network. • support and encourage realistic proposals for national and international events • encourage transport planners to develop policies that meet the needs of leisure users in both rural and urban areas. • promote good practice guidelines aimed at cultural organisations to encourage sustainable development principles and draw attention to existing guidance. • encourage providers of cultural activities and venues to consider and implement policies for sustainable transport to their venue or event • identify strategic initiatives at a regional and sub-regional level and ensure that they take account of the priorities of the Regional Cultural Strategy 	<p>The strategy aims to promote new and existing ‘cultural flagships’ which may result in an increase in visitors to those sites. No locations or specific sites are identified, although the strategy identifies key regional assets.</p> <p>The Strategy also envisages exploitation of the cultural potential of the waterway network.</p>
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"> • Improve energy efficiency, with CO₂ reduction targets for 2010 and 2020 for industry, commercial & public sector, domestic and transport sectors, and a CHP target of 1,000 MWe by 2010 • 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 • maximise uptake of business opportunities in supply of low carbon technologies, goods and services. 	<p>Reduction of CO₂ emissions will contribute to reducing the potential for climate change impacts.</p> <p>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</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<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"> • Local authorities to encourage proposals for the use of renewable energy resources through their Development Plans. • Promote the deployment of mature and near market technologies in the region (wind, larger run of river hydro, biomass) • Promote the deployment of renewables in areas off the gas grid (solar thermal, heat pumps, biomass). • Promote domestic renewable energy (PV, wind etc). • Agree a target for liquid biofuels for transport production and use. <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"> • 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. • Prioritise public transport schemes in urban areas. <p>The region has prepared a document summarising the region's Transport Priorities:</p> <ul style="list-style-type: none"> • Make the best use of the existing regional transport networks. • Provide a comprehensive public transport system that serves the urban areas. • Improve access to Birmingham International Airport and the National Exhibition Centre. • Ensure that the West Midlands is a reliable hub to serve regional, national and international connections. 	<p>emissions, although it also envisages improving access to BIA and NEC which could increase road transport from a very large catchment area.</p>
The West Midlands Visitor Economy Strategy, Advantage West Midlands, 2004	
<p>The strategy sets out a vision for the sector to 2010 and beyond, and identifies the way this will be achieved. It sets a framework for partnership working among organisations to add value to the visitor economy, enhance places for residents and visitors, and support local businesses and cultural life. A key feature of the Strategy is the need to create successful, sustainable destinations. It identifies the need to focus on key destinations and visitor gateways. It also encourages the development of, and investment in, destinations of the future, particularly through the integration of the visitor economy with the regeneration of places throughout the Region.</p> <p>It aims to:</p> <ul style="list-style-type: none"> ◆ attract more visitors from outside the region, more overnight visitors, more business and high-value leisure visitors, and more private sector tourism investment. ◆ create world-class cultural/sport/leisure facilities as well as jobs and economic benefit. ◆ promote travel for business, sport, education, medical treatment, events, visiting friends and relatives etc - not just 	<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 the countryside and 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 CO₂ emissions.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>leisure tourism</p> <p>Investment is envisaged in creating or sustaining the following as destinations:</p> <ul style="list-style-type: none"> • Birmingham • Stratford/Warwick/Warwick Castle • The Cotswolds (South Worcestershire) • Stoke-on-Trent (The Potteries) • Alton Towers/The Peak District (North Staffordshire) • Ironbridge/Severn Valley, Ludlow/the Marches • Conference/Exhibition Venues: National Exhibition Centre, International Convention Centre, Telford International Centre, Stoneleigh, Coventry Arena • Worcester, Hereford, Lichfield and Shrewsbury • Stoke-on-Trent • Coventry • The Black Country (four centres: West Bromwich, Wolverhampton, Walsall, Dudley Castle Hill) • The rural west of the region: Shropshire, Herefordshire, Worcestershire • Market towns • Peak District National Park, AONBs, National Forest, Rural Regeneration Zone. • Canal network <p>To maximise the benefit to the region from these key destinations, the strategy identifies the need for:</p> <ul style="list-style-type: none"> • Focus on adding value per visit in some areas (e.g. Staffordshire), on greater volume in others (Worcestershire) • Sustainability planning (environmental and economic) • Transport infrastructure and information • Visitor information which encourages future and further visits to other destinations in the region <p>The countryside is also a high priority for investment in developing the regional visitor economy. It is a goal of this strategy to guide regeneration investment in ways that support and develop the product offer for visitors, remembering that the quality of landscape, like the historic built environment, is a significant visitor attractor.</p> <p>Some priority issues for destination areas:</p> <ul style="list-style-type: none"> • Stratford/Warwick: dispersal to Cotswolds, Worcestershire, Worcester, Birmingham, Coventry, rural Warwickshire • Ironbridge/Severn Valley, Ludlow/the Marches: improve transport access, joint working with Wales and Herefordshire • Worcester, Hereford, Lichfield, Shrewsbury: establish as gateways to the countryside and towns/attractions • Stoke-on-Trent: support visitor attractions in and around Stoke-on-Trent (e.g. Peak District National Park, Wedgwood) • The Countryside/Market Towns: sustainable tourism and diversification of rural economy. 	

Overall aim or purpose of the document	Potential contribution to cumulative effects
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"> • to create mixed, balanced and inclusive communities, • to assist in the delivery of the WMRSS policies of Urban and Rural renaissance, • to influence the future development of new housing provision to facilitate and enhance the economic development of the Region, • to address the variety of needs across a range of specific sectors of housing circumstances • 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, • 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 • to achieve social and other affordable housing, and • has sustainable access to minimise environmental resource consumption and traffic and improve the quality of the environment <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"> • The West Midlands Conurbation • Coalfields and the Central commuter belt • Coventry, Nuneaton and Rugby • North Staffordshire and Stoke • The South and West of the West Midlands Region <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"> • The linking of employment to housing, including control through planning processes, support for mixed developments and targeted public transport initiatives; • Securing large-scale intervention including actions to address market restructuring and housing market failure; • Ensuring a sufficient pool of skilled labour for the construction industry; and • The provision of housing land to ensure adequate provision and consequent reduction of conflict on land use. 	<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>
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</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</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects						
<p>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>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"> • 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. • To raise skills levels and improve access to skills development opportunities in rural areas, in support of the ten business clusters. • To support restructuring in the West Midlands rural economy through development of an accessible, modern, social and economic infrastructure and the environmental conditions appropriate to the growth needs of rural areas. • 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. • 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. 	<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>						
Adjoining Regions							
Draft East Midlands Regional Plan, East Midlands Regional Assembly							
<p>Housing</p> <p>Significant levels of new development will be located in Principal Urban Areas and growth areas including Derby, Leicester, 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 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="190 1334 1317 1399"> <thead> <tr> <th data-bbox="190 1334 788 1362">Housing Market Area</th> <th data-bbox="788 1334 958 1362">Annual</th> <th data-bbox="958 1334 1317 1362">Estimate for 2006 to 2026</th> </tr> </thead> <tbody> <tr> <td data-bbox="190 1362 788 1399">Northampton (West Northamptonshire) HMA</td> <td data-bbox="788 1362 958 1399">2,480</td> <td data-bbox="958 1362 1317 1399">49600</td> </tr> </tbody> </table>	Housing Market Area	Annual	Estimate for 2006 to 2026	Northampton (West Northamptonshire) HMA	2,480	49600	<p>Main potential effects will arise from economic and housing growth and associated transport from the following:</p> <ul style="list-style-type: none"> • Significant development in Derby, Leicester, Northampton and potentially also Nottingham • lesser development in Daventry, Coalville, Hinckley and Swadlincote <p>Other effects may arise from the following plans:</p> <ul style="list-style-type: none"> • Strengthening the sub-regional role of Daventry
Housing Market Area	Annual	Estimate for 2006 to 2026					
Northampton (West Northamptonshire) HMA	2,480	49600					

Overall aim or purpose of the document			Potential contribution to cumulative effects
Derby HMA:	1770	35400	<ul style="list-style-type: none"> • Groundwater abstraction from Birmingham to support low flow in the Trent. • Combustion emissions from major new or revitalised energy generation in the Trent Valley and Daventry/Northampton. • Improvement of public transport linkages particularly to Birmingham
Of which:			
Derby	700	14000	
Amber Valley	465	9300	
S Derbyshire	605	12100	
Leicester & Leicestershire HMA:	3780	75600	
Of which:			
Leicester	1,180	23600	
Blaby	340	6800	
Charnwood	760	15200	
Harborough	345	6900	
Hinckley & Bosworth	460	9200	
Melton	160	3200	
NW Leicestershire	480	9600	
Oadby & Wigston	55	1100	
Newark/Ashfield/Mansfield (Nottingham Outer) HMA	1465	29300	
Northern (Sheffield/Rotherham) HMA	1370	27400	
Peak, Dales & Park HMA	420	8400	
<p>Economy and Employment</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.</p> <p>Water</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>Transport</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"> • To develop the transport infrastructure and services needed to support housing and employment growth in MKSM and Northampton. • To improve public transport linkages between Derby, Leicester and Nottingham and to other key national cities such as Birmingham and Manchester. • To improve public transport surface access and rail freight to Nottingham East Midlands Airport in the context of its further operational expansion. 			

Overall aim or purpose of the document	Potential contribution to cumulative effects																								
<p>Energy</p> <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"> • The Southern Sub-area (which includes Daventry and Northampton) for biomass; • Three Cities Sub-area (e.g. Derby, Nottingham, Leicester, Swadlincote, Coalville, Hinckley) for CHP and energy from waste; • Peak Sub-area for small-scale hydro and wind; • Northern Sub-area for coal-mine methane, wind, CHP and biomass. 																									
<p>South West Draft Regional Spatial Strategy, South West Regional Assembly, June 2006</p>																									
<p>The Strategy identifies that there is a need to plan for economic growth at or above the current rate, 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 step change 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 infrastructure 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>Housing</p> <p>In the Gloucester TTWA, provision should be made for an average of about 875 dwellings per annum with a strategic urban extension north of the City for 2000 dwellings.</p> <p>In the Cheltenham TTWA, provision should be made for an average of about 625 dwellings per annum within and adjoining Cheltenham's urban area over the plan period. The Cheltenham urban area will accommodate about 6,500 dwellings within the existing Cheltenham urban area with a release of green belt land to the north west of Cheltenham for 4,000 dwellings.</p> <p>The future development of Stroud and Tewkesbury should be employment-led through an increase in the provision of jobs.</p> <p>Housing targets for areas adjoining the West Midlands:</p> <table border="1" data-bbox="190 1136 1305 1391"> <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>2,430</td> <td>48600</td> </tr> <tr> <td>Of which:</td> <td></td> <td></td> </tr> <tr> <td> Cheltenham</td> <td>425</td> <td>8500</td> </tr> <tr> <td> Gloucester</td> <td>575</td> <td>11500</td> </tr> <tr> <td> Tewkesbury</td> <td>525</td> <td>10500</td> </tr> <tr> <td> Cotswold</td> <td>300</td> <td>6000</td> </tr> <tr> <td> Forest of Dean</td> <td>270</td> <td>5400</td> </tr> </tbody> </table>	Housing Market Area	Annual	Estimate for 2006 to 2026	Gloucester and Cheltenham	2,430	48600	Of which:			Cheltenham	425	8500	Gloucester	575	11500	Tewkesbury	525	10500	Cotswold	300	6000	Forest of Dean	270	5400	<p>Main potential effects will arise from economic and housing growth and associated transport from the following:</p> <ul style="list-style-type: none"> • Significant development in Gloucester and Cheltenham, including urban extensions to the north of each settlement. • Significant development in Bristol potentially leading to increased traffic on the M5. <p>There is also potential for effects from production of biomass in Gloucestershire which may indirectly lead to new generating facilities in the county which may affect levels of air emissions.</p>
Housing Market Area	Annual	Estimate for 2006 to 2026																							
Gloucester and Cheltenham	2,430	48600																							
Of which:																									
Cheltenham	425	8500																							
Gloucester	575	11500																							
Tewkesbury	525	10500																							
Cotswold	300	6000																							
Forest of Dean	270	5400																							

Overall aim or purpose of the document	Potential contribution to cumulative effects															
<table border="1" data-bbox="190 161 1305 196"> <tr> <td data-bbox="190 161 801 196">Stroud</td> <td data-bbox="801 161 972 196">335</td> <td data-bbox="972 161 1305 196">6700</td> </tr> </table> <p data-bbox="190 204 481 231">Economy and Employment</p> <p data-bbox="190 239 1433 295">Employment in the Gloucester TTWA is expected to grow by 12,700 jobs over the period 2006 to 2026. Up to 10,800 jobs are expected to be generated in the Cheltenham TTWA to 2026.</p> <p data-bbox="190 303 268 330">Energy</p> <p data-bbox="190 338 1429 365">The strategy seeks to promote renewable energy and identifies Gloucestershire has having opportunities in biomass.</p> <p data-bbox="190 373 297 400">Transport</p> <p data-bbox="190 408 1440 499">The strategy seeks to ensure that infrastructure required to support strategically significant development is secured. Infrastructure developments will include Gloucestershire Parkway Station and improvements to the A40 to the north of Gloucester and between Gloucester and Cheltenham.</p> <p data-bbox="190 507 1469 722">A major priority is more resilient and reliable inter-regional transport links. It also promotes investment in urban transport systems and demand management with a step change in public transport support. The M5 will be managed and where appropriate improved so as to ensure that it performs its function as the main strategic inter-regional link to the Midlands. It seeks a package of measures to manage demand and ensure the most effective use of the motorway network and reduce congestion. It also advocates careful timetabling to ensure 'business trains' are maintained that enable business travellers to reach Birmingham to carry out an effective day's business and return. It also seeks to develop the train service frequency from Birmingham to Bristol and Southampton and manage capacities to avoid overcrowding.</p>	Stroud	335	6700													
Stroud	335	6700														
The South East Plan Core Document: Draft Plan for Submission to Government, South East England Regional Assembly, March 2006																
<p data-bbox="190 780 280 807">Housing</p> <p data-bbox="190 815 1413 906">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.</p> <p data-bbox="190 914 775 941">Housing targets for areas adjoining the West Midlands:</p> <table border="1" data-bbox="190 949 972 1106"> <thead> <tr> <th data-bbox="190 949 468 976">Housing Area</th> <th data-bbox="468 949 636 976">Annual</th> <th data-bbox="636 949 972 976">Estimate for 2006 to 2026</th> </tr> </thead> <tbody> <tr> <td data-bbox="190 976 468 1005">Central Oxfordshire</td> <td data-bbox="468 976 636 1005">1700</td> <td data-bbox="636 976 972 1005">34000</td> </tr> <tr> <td data-bbox="190 1005 468 1034">Of which:</td> <td data-bbox="468 1005 636 1034"></td> <td data-bbox="636 1005 972 1034"></td> </tr> <tr> <td data-bbox="190 1034 468 1062">Oxford</td> <td data-bbox="468 1034 636 1062">350</td> <td data-bbox="636 1034 972 1062">7000</td> </tr> <tr> <td data-bbox="190 1062 468 1106">Bicester</td> <td data-bbox="468 1062 636 1106"></td> <td data-bbox="636 1062 972 1106">4300</td> </tr> </tbody> </table> <p data-bbox="190 1114 481 1141">Economy and Employment</p> <p data-bbox="190 1149 1456 1268">The Assembly's forecast for the Central Oxfordshire sub-region is for an increase of 18,300 jobs 2006-2016 (total jobs, long term migration led). Bicester has strong rail links to London and other neighbouring centres and is well-placed to capture and realise the potential of the sub-region. It has good potential transport links to support clusters of high value employment. Concerted action will be needed by a range of organisations to ensure this happens.</p> <p data-bbox="190 1276 297 1303">Transport</p> <p data-bbox="190 1311 1424 1369">Access to Oxford will require junction improvements where radial roads meet the Oxford ring road, supported by improved management on key road corridors like the A34 and A40, for example through real time information. Local</p>	Housing Area	Annual	Estimate for 2006 to 2026	Central Oxfordshire	1700	34000	Of which:			Oxford	350	7000	Bicester		4300	<p data-bbox="1496 780 2040 900">Potential effects could arise principally from growth in housing and the economy and associated transport Central Oxfordshire and particularly Bicester.</p>
Housing Area	Annual	Estimate for 2006 to 2026														
Central Oxfordshire	1700	34000														
Of which:																
Oxford	350	7000														
Bicester		4300														

Overall aim or purpose of the document	Potential contribution to cumulative effects																											
<p>road and junction improvements are also required in the country towns to cater for recent and ongoing housing growth, including Bicester and Banbury.</p> <p>Water</p> <p>There will be a need for significant investment in water supply and, in certain locations, waste-water treatment. The Plan identifies a need for a reservoir north of Oxford by 2019/20.</p> <p>Energy</p> <p>The Thames Valley and Surrey appear to have the greatest potential for biomass fuelled electricity generation, reflecting the existing woodland resource and the potential for coppice in the area and in adjoining counties and regions. The Plan contains a target for the Thames Valley and Surrey of 209 MW of renewable energy by 2016, about a third of which is expected to come from biomass.</p>																												
<p>The North West Plan: Submitted Draft Regional Spatial Strategy for the North West of England, North West Regional Assembly, January 2006</p>																												
<p>Most new development and investment will continue to be focussed on the most accessible urban centres in the North West. Much of this will be in the cities and towns making up the three City Regions of Manchester, Liverpool and Central Lancashire. To the south and the north of the city regions, development will be focussed in the important regional towns and cities identified in policy. In rural areas, smaller settlements will be the focus for development to support rural regeneration.</p> <p>Housing</p> <p>Housing targets for areas adjoining the West Midlands:</p> <table border="1" data-bbox="190 774 1187 1061"> <thead> <tr> <th>Housing Market Area</th> <th>Annual</th> <th>Estimate for 2006 to 2026</th> </tr> </thead> <tbody> <tr> <td>Southern Manchester / North East Cheshire</td> <td>2080</td> <td>41,600</td> </tr> <tr> <td>Of which:</td> <td></td> <td></td> </tr> <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>South Cheshire</td> <td>450</td> <td>9000</td> </tr> <tr> <td>Of which:</td> <td></td> <td></td> </tr> <tr> <td> Crewe and Nantwich</td> <td>450</td> <td>9000</td> </tr> </tbody> </table> <p>The Plan notes that development in Crewe, Macclesfield and Congleton should take account of the North Staffordshire Housing Market Renewal Pathfinder.</p> <p>Economy</p> <p>The Manchester City Region represents the greatest potential for boosting economic performance in both the North West and North of England as a whole, and for closing the gap that exists with regions in Southern England. Manchester Airport is seen as a key driver of growth. More intensive use of the two runways could see increase the number of passengers to 50 million per annum.</p> <p>The focus for increased economic prosperity within the Liverpool City Region will be Liverpool city centre, where the opportunity exists to maximise retail and cultural opportunities while further regeneration is carried out.</p> <p>The plan aims to continue the recent success of attracting high value added knowledge based industries in Cheshire,</p>	Housing Market Area	Annual	Estimate for 2006 to 2026	Southern Manchester / North East Cheshire	2080	41,600	Of which:			Congleton	300	6000	Macclesfield	400	8000	Vale Royal	500	10,000	South Cheshire	450	9000	Of which:			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"> • Development of Manchester, Liverpool and Central Lancashire, including economic growth from Manchester Airport, potentially affecting inter-regional transport links particularly the M6; • Housing growth in Cheshire, particularly Crewe/Nantwich, Congleton, Macclesfield and Vale Royal; • regeneration and development of Crewe, supporting its role as a transport gateway; • wider development of Cheshire for attracting new industries and tourism; • increased tourism particularly in Crewe and Nantwich, and using Chester to attract business tourists from outside the region; • retail development in Crewe and Macclesfield; • development of a Regional Investment Site south of Crewe. • New energy generating capacity in Cheshire.
Housing Market Area	Annual	Estimate for 2006 to 2026																										
Southern Manchester / North East Cheshire	2080	41,600																										
Of which:																												
Congleton	300	6000																										
Macclesfield	400	8000																										
Vale Royal	500	10,000																										
South Cheshire	450	9000																										
Of which:																												
Crewe and Nantwich	450	9000																										

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>particularly focused around Chester, and developing the links with North East Wales.</p> <p>The priority for South Cheshire is to build upon the economic links with neighbouring areas and at the same time ensure sufficient development is delivered to meet local regeneration needs. Crewe acts as a key gateway to the North West; its economic and transport links feed the city regions, and selective regeneration and development would support this role. Tourism will be promoted in rural areas, particularly in lagging areas including Crewe and Nantwich. South of Crewe is identified as a location for a regional investment site. Crewe and Macclesfield are identified as locations for comparison retail development.</p> <p>Crewe and Nantwich is set to experience significant change up to 2021 with the delivery of the economic development within the broad regional location near Crewe, the redevelopment of Crewe station and the expansion of Manchester Metropolitan University. Future plans for Crewe and Nantwich will need to take account of the likely impact upon economic and regeneration activity in North Staffordshire.</p> <p>Chester has strong conference and exhibition potential which will be important in attracting 'business tourists' to the region.</p> <p>Transport</p> <p>The RTS aligns itself with the RES objective to develop the North West's strategic transport, communications and economic infrastructure, and with the policy priorities of the Northern Way Growth Strategy, particularly in terms of improving road and rail access to the North of England's main ports and airports and creating better integrated public transport services within and between City Regions.</p> <p>The general priorities for transport investment and management within the region, in order of importance, are:</p> <ul style="list-style-type: none"> • Improving transport safety and security; • Maintaining existing transport networks and assets; • Making best use of existing transport networks and assets, including the widespread introduction of complementary 'smart choices' and other incentives to change travel behaviour and reduce private car use; and • Targeted investment in accordance with priorities, including the following improvements: <ul style="list-style-type: none"> • A556T (M6 to M56) improvements in Cheshire • A34 Alderley Edge and Nether Alderley Bypass • Crewe Green Link Road (Southern Section) • Crewe Rail Gateway • SEMMMS Relief Roads (Greater Manchester/Cheshire) <p>Water</p> <p>There is an imperative need to manage the demand for water in the region and address the detrimental effect of urban and agricultural run off on water quality. Policy requires plans and strategies to protect water resources by phasing development to reflect existing water supply and waste water treatment capacity, unless new infrastructure can be provided ahead of the development without environmental harm.</p> <p>Energy</p> <p>Sub-regional targets for energy generation include one thermal waste treatment facility and two biomass CHP schemes</p>	

Overall aim or purpose of the document	Potential contribution to cumulative effects
for Cheshire by 2020.	
Wales Spatial Plan, Welsh Assembly Government, November 2004	
<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> <ul style="list-style-type: none"> • consolidate the existing cross-border area with the core area of Deeside, Chester and Wrexham, and spread opportunities to adjoining areas in need of regeneration. • Deeside will continue to be an important location for major employment generating investment. • Wrexham will be developed as a complementary regional centre building on existing regional assets including its hospital and shopping function. • The A55, A548 and North Wales rail corridors provide an opportunity to improve accessibility. Closer links also need to be made between the coastal and border towns and the rural parts of the area. <p>Central Wales:</p> <ul style="list-style-type: none"> • has a huge potential for high quality tourism. <p>South East Wales:</p> <ul style="list-style-type: none"> • Cardiff will provide higher level services. Newport has an important strategic role due to its position between Cardiff and Bristol. Both have the potential to be hubs for the financial and creative industries in particular. There is an opportunity to promote the area as the "Gateway to Wales". • The tourism and leisure sector has the potential to contribute to a much greater extent to the area's economy. This includes heritage, culture, events and countryside based activities and destinations. • Plans include capacity enhancements on the M4 and A465 corridors as well as development of routes from Cardiff International Airport. • The Welsh Assembly Government will work with relevant local authorities in England to press for appropriate investment in road and rail links between South East Wales and London. <p>Key issues for collaboration with the West Midlands Region include:</p> <ul style="list-style-type: none"> • Cross border service provision in the central borders • Transport links and water and sewerage demands • Rural policy and the impact of CAP reform • Management of river catchments • Interdependence of housing market 	<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>
The Yorkshire and Humber Plan: Draft for Public Consultation, Yorkshire and Humber Assembly, December 2005	
The Region's cities and major towns will be the prime focus for housing, jobs and services in the Region, and the	No effects foreseen.

Overall aim or purpose of the document	Potential contribution to cumulative effects																		
<p>majority of new development will be concentrated here. The main 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. Rural and coastal areas will have more limited development to meet local needs for affordable housing and economic diversification.</p> <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="190 520 1243 778"> <thead> <tr> <th>Sub-Region</th> <th>Annual average</th> <th>Total 2004 to 2021</th> </tr> </thead> <tbody> <tr> <td>Humber</td> <td>2760</td> <td>48320</td> </tr> <tr> <td>North Yorkshire</td> <td>2800</td> <td>50600</td> </tr> <tr> <td>South Yorkshire</td> <td>3670</td> <td>65510</td> </tr> <tr> <td>West Yorkshire</td> <td>7560</td> <td>133050</td> </tr> <tr> <td>Total</td> <td>16800</td> <td>297480</td> </tr> </tbody> </table> <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.</p> <p>Water</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 and the South Humber bank. Water and Sewage 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 and BREEAM).</p> <p>Energy</p> <p>The Plan aims to increase energy efficiency and increase renewable energy capacity to 708 MW by 2010 and by 1850 MW by 2020. Most of this renewable energy would come from wind turbines and biomass for co-firing in the power stations to 2010, although no locations or areas of opportunity are identified.</p>	Sub-Region	Annual average	Total 2004 to 2021	Humber	2760	48320	North Yorkshire	2800	50600	South Yorkshire	3670	65510	West Yorkshire	7560	133050	Total	16800	297480	
Sub-Region	Annual average	Total 2004 to 2021																	
Humber	2760	48320																	
North Yorkshire	2800	50600																	
South Yorkshire	3670	65510																	
West Yorkshire	7560	133050																	
Total	16800	297480																	

Overall aim or purpose of the document	Potential contribution to cumulative effects
Water Resources Plans	
Water Resources Plan 2005-2030, South Staffordshire Water plc, April 2007	
<p>Levels of service:</p> <ul style="list-style-type: none"> Existing levels of service will be maintained with hosepipe bans being used only in exceptional climatic circumstances. <p>Metering:</p> <ul style="list-style-type: none"> The continuation of the policy to meter domestic customers using unattended garden watering devices (sprinkler metering). The continuation of the free metering policy for domestic customers. The continuation of the policy to compulsorily meter all new households and non-household properties. <p>Leakage:</p> <ul style="list-style-type: none"> Leakage reduction to delay the need for resource development to meet increased peak period demand until it is no longer economic to do so. <p>Resource development:</p> <ul style="list-style-type: none"> Introduction of small groundwater sources to meet peak period demand once leakage reduction is no longer economic <p>Environmental obligations:</p> <ul style="list-style-type: none"> Reduction in abstraction from groundwater sources in the vicinity of Checkhill Bogs SSSI. 	<p>Increased water efficiency which is likely to lead to lower levels of per capita water consumption, although housing growth is likely to increase overall levels of consumption.</p>
Water Resources Plan 2005-2010, Severn Trent Water, April 2004	
<p>The main strategic water resources investment proposals for AMP4 (2005-2010), principally to meet target headroom and meet target levels of service in the Birmingham and Severn zones, include:</p> <ol style="list-style-type: none"> Frankley Phase I: upgrading the treatment process to maximise the deployable output within the current licence framework. Trimpley: extending the treatment capacity by 30 MI/d, which would deliver 19 MI/d of additional deployable output. Shropshire Groundwater: development of stages 6 and 8 of the scheme will provide river augmentation to support the increase of 30 MI/d in River Severn drought abstractions. In conjunction with the Trimpley scheme, the benefit to DO is 19 MI/d. Tactical development of groundwater abstraction: one scheme is proposed at Belper Meadows in the East Midlands zone to address local, specific sustainability reductions in licensed abstraction. Transfers: making use of spare/excess capacity via the East – West link between the East Midlands and Severn zones and abstraction licence transfers from Welsh Water via Mitcheldean to make up for losses in DO arising from changes to the Elan Valley bulk supply. A new groundwater source at Nesscliffe, in the Oswestry zone, to offset the loss of the Llanforda bulk import from United Utilities. <p>The headroom uncertainty analysis shows that, over the 25 year planning period, there is a potential need for significant</p>	<p>Increased water efficiency which should lead to lower levels of per capita water consumption, although housing growth is likely to increase overall levels of consumption.</p> <p>Significant new strategic resource developments are likely to be required and may result in land take and changes to the hydrological regime, although no details are known about the nature of any potential developments.</p>

Overall aim or purpose of the document	Potential contribution to cumulative effects
<p>new strategic water resource developments to counter the impacts of climate change. However, it is recognised that there is considerable uncertainty around the extent of any climate change impact on the supply/demand balance.</p> <p>The drivers for the investment plan are are:</p> <ol style="list-style-type: none"> 1. Replacing the 2 Ml/d abstraction licence reductions specified by the Environment Agency through the National Environment Programme 2. Replacing a loss of bulk imports from other companies 3. Supply/demand balance requirements to meet and maintain target headroom and target levels of service <p>It is important to note that this expenditure is not for purposes of enhancing service levels, but rather to meet and then maintain existing service levels. Costs are not related to growth in demand or new development.</p> <p>The supply demand balance beyond AMP4 clearly shows that significant additional resource developments are likely to be required. Feasibility work will be undertaken to determine whether these schemes are viable and to produce more robust estimates of costs and timescales for delivery.</p> <p>The Plan also contains measures to increase metering and water efficiency, and reduce leakage.</p>	