

Development strategy



Section B



5 Development strategy

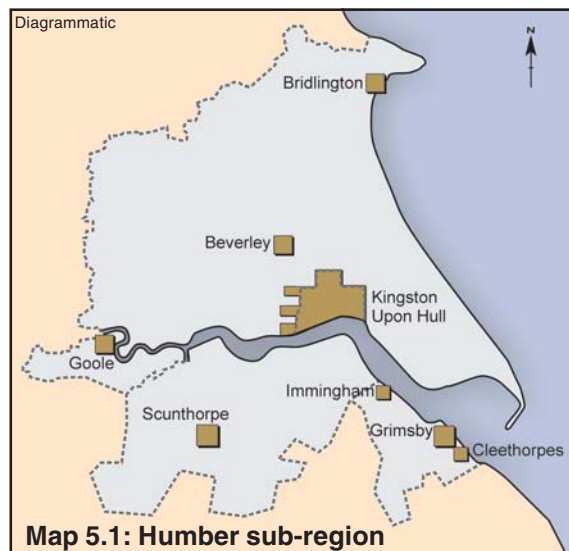
This chapter sets out how the location and scale of development across the JSP area can achieve the Plan's vision. It explains where development should be focused by establishing roles for different settlements and the countryside. General development guidelines, including advice on the co-ordination of development and infrastructure are also included.

Introduction

5.1 Patterns of land use have evolved rapidly over recent decades. Growing affluence, car use, road construction, larger facilities and changing preferences of residents and businesses have led to a more dispersed pattern of living and working. Recent national and regional planning responses to these issues have focussed on achieving more concentrated development patterns. Over-concentration can, however, serve to work against sustaining and reviving rural communities.

5.2 The regional spatial strategy, set out in *Regional Planning Guidance (RPG) for Yorkshire and the Humber*, establishes locational principles to secure both urban and rural renaissance. Wherever possible, development across the region should be located within urban areas, with a preference for the re-use of suitable previously-developed land and buildings. Advice in RPG on strategic patterns of development in the Humber sub-region (shown in Map 5.1) recognises Hull as a sub-regional service centre which, along with the other main urban areas of Grimsby and Scunthorpe (both South Humber), should be the focus for housing and economic development.

5.3 The RPG's spatial strategy (Policy P1) also recognises the important role of market and coalfield towns across the region for local communities. Further advice on strategic patterns of development in the Humber sub-region identifies the market and coastal towns of Beverley, Bridlington and Goole, together with Cleethorpes and Immingham (both South Humber) and other towns identified through the development plan process, as being the focus for smaller-scale economic and housing development to enhance their role as service/employment centres. The spatial strategy suggests that needs which cannot be accommodated within urban areas should be met around nodes in good quality public transport corridors, radiating from within urban areas.



5.4 The locational principles set out in the RPG's spatial strategy, together with other policy context summarised in Chapter 2 of this Plan, have strongly influenced the **JSP development strategy**. Table 5.1 sets out the main regional locational principles, and demonstrates how these have been addressed in preparing the JSP. The wider context of European and national strategies and policies re-inforces the regional approach, for example:

- the ESDP promotes the concept of 'gateway cities' such as large sea-ports, providing access to the territory of the European Union;
- the *Urban White Paper* envisages cities as the economic powerhouses for their surrounding areas;

- the ESDP emphasises the need to strengthen small and medium-sized towns in rural areas as hubs and links for rural regions; and
- The *Rural White Paper* promotes market towns as service centres and villages as living and active places.

Table 5.1: Joint Structure Plan approach

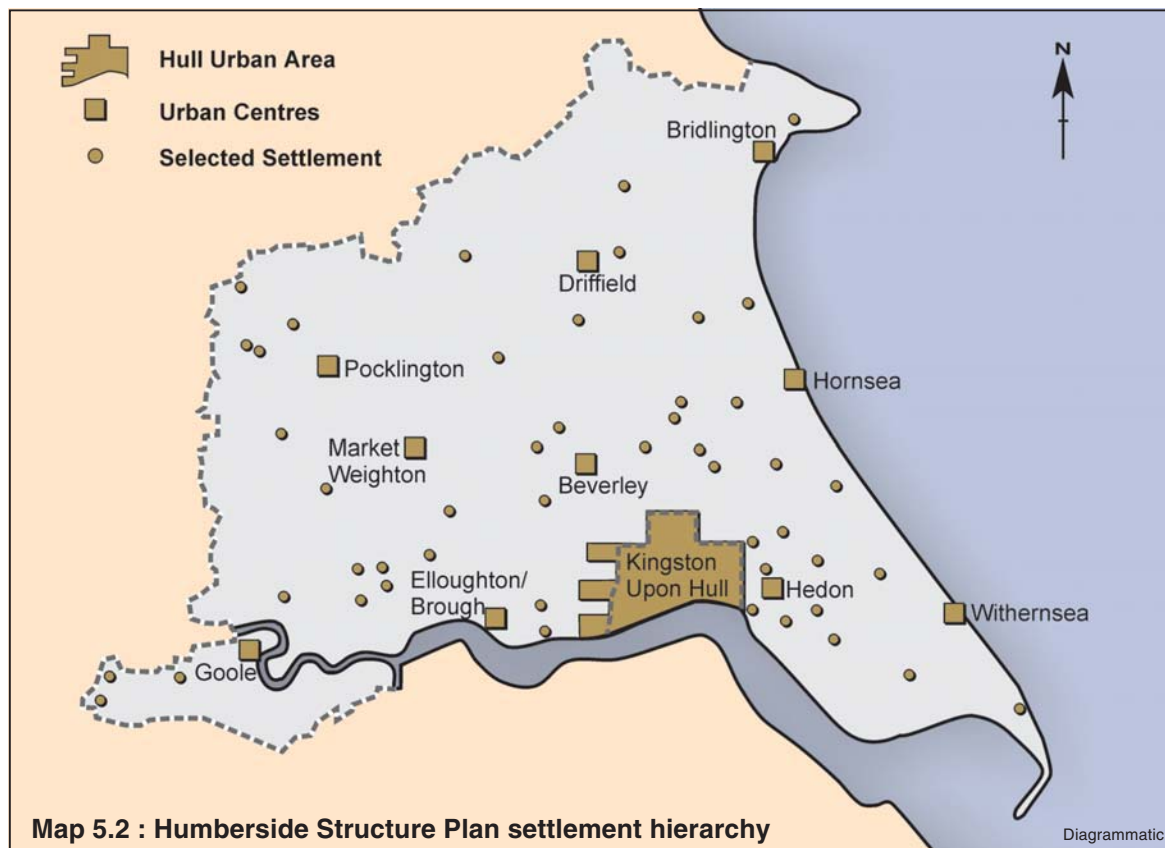
RPG Spatial Strategy	JSP analysis
<ul style="list-style-type: none"> • Effective use of previously-developed land and unused buildings • Minimise the need for greenfield development 	<ul style="list-style-type: none"> • <i>Strategic Urban Potential Studies</i> have estimated how much additional development can be accommodated within the main built-up areas of the JSP area, particularly on previously- developed land and buildings
<ul style="list-style-type: none"> • Where possible, development should be located within urban areas • Ensure that market and coalfield towns are the main focus for developing local services and employment 	<ul style="list-style-type: none"> • Combined outputs of all the 4 <i>Strategy Papers</i> and the <i>Strategic Urban Potential Studies</i> have been used to assess the role and function of settlements across the JSP area as a basis for identifying areas that are suitable for future growth
<ul style="list-style-type: none"> • Ensure that development respects the natural and built environment and maintains local diversity and distinctiveness 	<ul style="list-style-type: none"> • The <i>Environment Strategy Paper</i> identifies key strategic features of the natural and built environment and provides a context for protecting and improving such assets
<ul style="list-style-type: none"> • Need to include measures to secure the economic base and sustainable development of rural areas • Need to support appropriate small-scale developments to maintain the vitality and viability of other rural settlements 	<ul style="list-style-type: none"> • The <i>Economic/Social, Service & Facilities</i> and <i>Transport Strategy Papers</i> focus on issues of accessibility, economic development, regeneration and social conditions facing urban and rural areas.
<ul style="list-style-type: none"> • Development should be located where it is accessible to a range of transport modes • Good quality public transport corridors radiating from within urban areas provide opportunities to integrate provision of transport, housing and industry 	<ul style="list-style-type: none"> • Transport infrastructure, networks and travel characteristics have been assessed in the <i>Transport Strategy Paper</i>, including the identification of public transport corridors and interchanges. • <i>Economic/Social</i> and <i>Service & Facilities Strategy Papers</i> complement this approach by looking at major generators of travel such as major employment centres and major facilities.

JSP development strategy

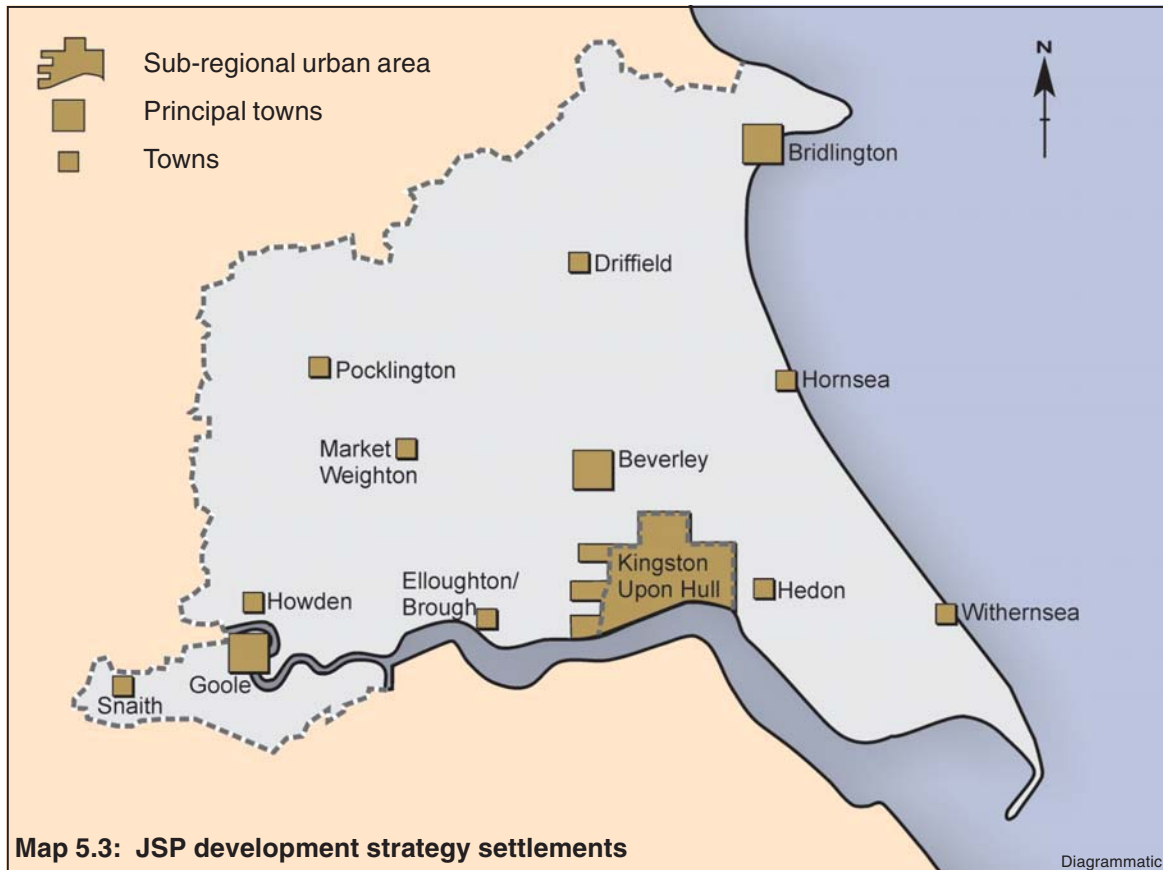
5.5 An important role for the JSP is to interpret and implement RPG's spatial strategy, in a way that is responsive to the JSP area's characteristics, based on the detailed research undertaken on the area. Central to this has been the identification of settlements that have a strategic role and function to play in the future development of the JSP area. In particular, the work has allowed a more detailed analysis of the very wide range and type of towns found across the JSP area, as required by RPG (refer to paragraph 5.3 of this plan).

5.6 The JSP area's city and towns contain most of the area's population, services, facilities, jobs and transport facilities. Analysis of these settlements points to different roles for these different places. Each place is unique and has its own distinctive role and functional characteristics, particularly in the way it relates to surrounding areas and other places. Categorising places together therefore raises many complex issues and provides an opportunity to reinforce or change directions.

5.7 The JSP development strategy represents a significant change from the approach of the former *Humberside Structure Plan*, which (for the JSP area) was based on a settlement hierarchy comprising a main urban area, 10 urban centres and 50 selected settlements (as shown on Map 5.2). The JSP development strategy is based on increasingly focussing development on the main urban area (in and around Hull), recognising key differences between towns across the JSP area (largely the former urban centres), focussing appropriate levels of development to these settlements and significantly reducing the dispersal effect of the selected settlement approach. The development strategy supports and reinforces the sub-area priorities.



5.8 The JSP development strategy seeks to focus development on a more limited number of settlements, as identified in Policies DS1 to DS3. These policies reflect the detailed analysis undertaken to prepare the JSP and identify the **sub-regional urban area, principal towns and towns** (as shown on Map 5.3). These latter two groups both constitute the “market and coastal towns” envisaged by RPG. More detailed analysis undertaken for the JSP has highlighted the need to make this distinction.



5.9 The location, scale and type of development should support the overall development strategy set collectively by policies DS1, DS2 and DS3. This approach will help to make the best use of existing infrastructure and services and will reduce the impact on environmental assets and in particular on the potential loss of greenfield areas. Homes, jobs and facilities can be located close to each other, reducing both the need to travel and as a consequence, energy consumption. Overall, the settlements identified act as a network of service centres, each fulfilling a different but complementary role in providing for the needs of the JSP area’s residents, businesses and visitors.

Sub-regional urban area

5.10 The combined area of Hull and the East Riding settlements of Anlaby, Willerby, Kirkella, Cottingham and Hessle form the largest urban area within the whole of the JSP area. This continuous urban area is defined in the JSP as the sub-regional urban area (it excludes those parts of Kingswood which at the time of the JSP Examination in Public did not benefit from a live planning approval). The sub-regional urban area has a critical mass of population and is home to over half of the JSP area’s residents. Almost all the JSP area’s more specialised facilities, with a regional or sub-regional catchment, are located here. Examples include universities, regional hospitals and

major sporting, cultural and leisure attractions. Within the sub-regional urban area, Hull City Centre provides a major focus for activity and development including office uses, shopping, cultural and community facilities. The prosperity of the City Centre is regarded as crucial to the economic viability, not only of the city but of the whole JSP area. However, the City Centre is under-performing on several fronts and this is preventing it from fulfilling its full potential to develop as the driving force of the JSP area's economy. The profile of the Central sub-area in Chapter 4 highlights significant challenges facing the sub-regional urban area, including the need to address:

- major concentrations of people experiencing multiple deprivation in inner and outer parts of Hull and in parts of Hessle;
- high levels of vacant housing stock, in both the public and private sector and a dominance of terraced and social housing in Hull;
- the risk of tidal flooding from the Humber and fluvial flooding from the River Hull and land drains;
- the image of the City with its declining population, health inequalities and educational standards;
- the past reliance on traditional industries; and
- the development of Hull City Centre as a focus for the quality and scale of development that will drive the economy of the sub-region as a whole.

5.11 There are significant strengths and opportunities to build and focus on, including:

- the enhancement of the whole urban area, using assets such as the City's parks, the network of green corridors, the area's maritime and industrial heritage and opportunities for new woodland planting;
- the public transport corridors that radiate out to the edge of the urbanised area, from the major public transport interchange within Hull City Centre to other centres within and outside the JSP area;
- the existing concentration of employment in the City and the regional scale opportunities offered by the port, the City Centre and growth sectors, such as chemicals, health, food processing and digital industries;
- a range of initiatives are already in place supporting the regeneration of the City Centre and addressing issues of under-performance and quality (including the City Centre Master Plan and the City Centre Management initiative); and
- the prospect of large scale clearance and redevelopment to create a greater choice and range of housing.

5.12 The scale of both the problems and opportunities facing the sub-regional urban area requires large-scale intervention. Many regeneration initiatives have been focused on this area and many more are currently taking place (these are described in Table 2.2). Initiatives such as the creation of an Urban Regeneration Company (Citybuild), the Housing Market Renewal Pathfinder project and the Humber Trade Zone initiative provide the means to match the scale of resources to the scale of the problems, to bring about lasting solutions for the benefit of the whole JSP area and the wider region. Problems of abandoned homes, outdated industrial premises and underused land present opportunities to create new vibrant neighbourhoods in which to live and work. Overall,

the sub-regional urban area should be the main focus for major scale development, redevelopment and regeneration activity in the JSP area. Policies DS2, DS3 and DS4 serve to ensure that development in other locations should not adversely impact on the sub-regional urban area.

Policy DS1

The combined built-up area of Hull and the adjoining settlements of Anlaby, Willerby, Kirkella, Cottingham and Hessle will fulfil the role of a sub-regional urban area.

It will function as the focal point for housing, public transport, employment activities, shopping, cultural and community facilities for the JSP area and the wider sub-region.

Major development, redevelopment and regeneration activity will be required to support and enhance the function of this area.

Principal towns

5.13 Outside the sub-regional urban area, Beverley, Bridlington and Goole form the three largest settlements located in the Central, Eastern and Western sub-areas respectively. These towns have issues, features and opportunities in common with both the sub-regional urban area and the JSP area's smaller towns. The detailed analysis and development work undertaken for the JSP points to the need to distinguish these settlements from the other towns. This develops the approach of RPG in a way that responds to local conditions and characteristics.

5.14 Beverley, Bridlington and Goole, although different in many respects, can be grouped together on the basis that (outside of the sub-regional urban area) they have:

- the largest levels of retail and commercial floorspace and shop units;
- the most extensive range of strategic facilities for health, education, leisure, recreation and public services;
- key public transport interchange facilities of bus and rail stations which act as major hubs for public transport services to different major centres in and outside the JSP area; and
- the largest concentrations of employment.

5.15 Areas within both Goole and Bridlington experience significant problems relating to multiple deprivation, high levels of unemployment, employment losses, low levels of literacy and numeracy, low housing demand and the potential for housing stock obsolescence. Some parts of Beverley experience similar issues, but the combination of its character, size and proximity to the sub-regional urban area makes it a highly popular place to live in. The principal towns act as service and employment centres with catchment areas of significant size. In addition to the characteristics outlined above, future opportunities also help to distinguish the principal towns from other settlements in the JSP area. For example:

- these three settlements have the highest levels of urban potential (opportunities to re-use previously-developed land, empty buildings and vacant land) in the East Riding, accounting for nearly half the total opportunities; and
- future economic growth prospects are evident, linked to Goole's port and multi-modal links, Beverley's strengths in employment (particularly public services) and heritage tourism, and the significant regeneration efforts focused on Bridlington (including a proposed marina).

5.16 The emphasis on the principal towns is that they should continue to function as significant service and employment centres for large parts of the JSP area. This will require greater levels of

development than in the other towns. The level of planned development in each principal town will also need to reflect the wider sub-area priorities established in Chapter 4 and the strategy delivery chapters. For example, flood risk issues in Goole, settlement character issues in Beverley and coastal issues in Bridlington are very pertinent. The principal towns should support and complement the sub-regional urban area and in some cases, support and complement larger urban areas outside the JSP area, such as York and Doncaster.

Policy DS2

The settlements of Bridlington, Goole and Beverley will fulfil the role of principal towns. They will function as the focal points for housing, public transport, employment activities, shopping, cultural and community facilities for significant parts of the JSP area, providing a complementary and supporting role to the sub-regional urban area.

Development and regeneration activity should support and enhance the function of these settlements.

Towns

5.17 A number of other towns in the JSP area are also considered to be of strategic importance; they are mostly either market or coastal towns. Although these towns are different in terms of scale and/or function to those identified in policies DS1 and DS2, the role that they play in relation to the other larger towns and to their surrounding hinterland is very significant. Common characteristics of each of these towns include:

- local employment centres, with higher employment levels than smaller settlements;
- hubs for public transport services, business services, education and leisure;
- the focus for a more limited and less extensive range of strategic facilities; and
- smaller shopping centres, with an important representation of both comparison and convenience shopping for a wider local catchment area.

5.18 Chapter 4 profiles the more rural Northern sub-area, largely based on the Yorkshire Wolds. The overall approach to this sub-area is more restraint-based than in the past. The concept of market towns is very relevant to this sub-area. The area looks outwards to York, Hull, Scarborough and other larger centres for employment and 'high order' services. Local communities experience access deprivation problems and this is compounded by relatively low levels and frequency of public transport services. In terms of the relationship between the various settlements in this sub-area:

- Market Weighton, Pocklington and Driffield form a triangle of market towns in the sub-area. Opportunities exist to sustain the role and function of each town and to ensure that they work together, in a complementary way, in order to meet the needs of their large Wolds rural hinterland. This provides an alternative approach to establishing a principal town; and
- Driffield does have a prominent role as the largest of these towns. In particular, it plays an important role as a service centre for surrounding agricultural enterprises. It also shares some of the features of the principal towns (bus/rail stations and important comparison shopping) but its level and range of strategic services, employment base and future economic prospects are more comparable to other market and coastal towns. Over the Plan period, it is possible that Driffield airfield will be more intensively used for military purposes. If this does happen, then the economic benefits for Driffield could be considerable.

5.19 In the Eastern sub-area, Withernsea and Hornsea act as service centres and relatively small coastal resorts. Along with other parts of the sub-area, they have a peripheral location and experience deprivation issues, in terms of access, health and employment for example. The sub-regional urban area also has a significant influence on these towns. The priorities for action in this sub-area recognise these issues. Howden and Snaith provide a supporting role to Goole for local employment opportunities, shops and community facilities in the Western sub-area. Existing shopping facilities, historic cores and transport links and facilities provide a good base upon which to strengthen this role.

5.20 In the Central sub-area, the influence of the sub-regional urban area is more dominant. Places such as Hedon and Elloughton/Brough, along with many other villages, have strong commuter characteristics. As a historic market town, Hedon has a tradition of serving a wider rural hinterland. Elloughton/Brough is a rapidly growing centre and the provision of community facilities has not kept pace with housing development. Identification as a town in the JSP is intended to provide a positive framework for its development particularly for retail and community services. This will assist in creating a more sustainable settlement. Transport facilities and connections and the proximity to major employment allocations provide the potential to develop the role of Elloughton/Brough as a service centre for the wider area.

5.21 All of these towns have their own characteristics, providing diversity across the JSP area. Catchment areas vary significantly, along with the range of facilities, often linked to the distance from the town to the nearest larger urban area. Some of the towns, such as Driffield and Withernsea offer more scope to re-use previously-developed land and buildings. Tailored approaches for each settlement should aim to sustain the role of that individual town, within the context of its sub-area. Equally important is the need to ensure that new development in these towns supports and complements the role and function of the principal towns and sub-regional urban area. This approach should contribute positively to creating an overall network of towns and urban areas serving the JSP area.

Policy DS3

The settlements of Driffield, Pocklington, Market Weighton, Elloughton/Brough, Hedon, Hornsea, Howden, Snaith and Withernsea will fulfil the role of towns.

They will function to provide the focus for local housing, employment activities, shopping, cultural and community facilities and transport services for the town and its hinterland. These towns will support and complement the principal towns and sub-regional urban area.

Development and regeneration activity should be sufficient to support and enhance the local service centre function of the town, and will be appropriate to the size and characteristics of each town.

Smaller Settlements

5.22 Although most development in the JSP area will be targeted towards the settlements highlighted in Policies DS1 – DS3, the development strategy recognises and responds to the varying needs of a wide range of smaller settlements across the area. There are many of these throughout the East Riding of varying size, role and function. Some have grown considerably in recent years while others have seen little or no growth, retaining as a consequence an open and rural nature.

5.23 Such settlements often provide important local facilities (such as primary schools, sub-post offices and shops) that help to meet the essential needs of rural communities. Some are located in relatively sustainable locations in terms of their proximity to larger settlements and/or in terms of frequency of public transport services. Others tend to be located in much more remote areas.

5.24 Limited development of an appropriate scale and type can positively help to sustain them as active communities, helping to meet local needs and contributing to a more vibrant, attractive and high quality living and working environment. The level of development required in them will be relatively small in light of the JSP area's focus on the sub-regional urban area, principal towns and towns.

5.25 The precise identification of local needs is not something that can be properly addressed in a strategic plan such as this. This will be established as part of the process of preparing the East Riding Local Development Framework (LDF) which in turn will be informed by local housing needs and other relevant assessments. The LDF will also be the appropriate vehicle for providing an indication of the level of development required to sustain the role of the particular settlement. The following criteria will need to be considered in determining the suitability of a particular settlement in relation to accommodating new development:

- range of services and facilities available;
- relationship to other larger and smaller settlements;
- quality of existing public transport services and potential for new services;
- employment opportunities;
- environmental constraints; and
- potential to accommodate growth particularly through use of previously-developed land and conversion of buildings.

5.26 It is important to note that these villages are not regarded as being of strategic importance in terms of accommodating growth and that the level of development within them should certainly not interfere with the overall strategic direction of the Plan. More specific guidance on such issues is provided within the strategy delivery chapters. Policy H7 in particular provides guidance on new housing development in rural areas.

Policy DS4

The countryside should function as an attractive and viable environmental, economic and recreational resource, with existing villages providing for most of the everyday needs of local communities.

Limited development will be allowed in existing villages if this meets local needs and contributes to sustaining the role of the settlement. Housing development in existing settlements must conform to the requirements of JSP Policy H7.

The countryside

5.27 For the purposes of this Plan, the countryside is defined as everything other than the settlements identified in Policies DS1 to DS3 and those settlements included within the provisions of Policy DS4. The countryside is a valuable economic, environmental and social resource in the JSP area. However, considerable pressures exist, particularly in relation to the agricultural sector. These are discussed in more detail in Chapter 7 of this Plan.

5.28 Although the majority of countryside is of an open nature, it also contains many smaller settlements of an essentially rural character. In addition there are also many other built features for example, farmsteads, employment uses and essential infrastructure.

5.29 Although the JSP development strategy targets most development over the plan period to the main urban areas identified in Policies DS1 to DS3 and to a much lesser extent to the settlements to be included within the provisions of Policy DS4, certain types of activity will still be appropriate in the countryside. These relate to proposals that can positively help to support the diversification or development of the rural economy and the relative sustainability of the communities that live in these areas. Development for employment uses requiring direct railway or water access may also be permitted as exceptions (refer to the Stronger Economy and Modern Transport System Chapters).

5.30 Appropriate rural diversification is regarded as being vital in maintaining and improving the vitality and viability of the countryside. The use of the countryside for sport, recreation and tourism related activities can also have considerable social and economic benefits. Intensification of existing agricultural and forestry activities can play an important role in meeting these objectives. Any rural development will need to have due regard to protecting and enhancing the character of the countryside including intrinsic qualities such as tranquillity and landscape character and will need to be in accordance with the policy approach set out in the emerging East Riding's LDF.

5.31 Certain types of infrastructure may be required in the open countryside to support the achievement of the JSP strategy and policies. Examples include energy generating developments and transmission infrastructure, transport and telecommunications infrastructure. These may require an open countryside location for operational reasons. Such proposals will need to be considered against other policies in the Plan.

Policy DS5

The countryside should function as an attractive and viable environmental, economic and recreational resource. Development will only be allowed if it involves:

- (i) the provision of essential infrastructure;**
 - (ii) sustainable rural diversification proposals and development of existing rural enterprises, giving priority to the re-use of existing buildings;**
 - (iii) development requiring direct access to rail and water transport infrastructure;**
 - (iv) the provision of appropriate facilities for sport/recreation and/or tourism; or**
 - (v) essential development for agricultural or forestry purposes.**
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General development guidelines

5.32 Subsequent chapters in this Plan demonstrate, on a topic basis, how the strategy of this plan will be delivered. Irrespective of the type of development (e.g. shopping, housing or employment), there are a number of core principles that apply for the development of any site.

5.33 Previously-developed land and disused or underused buildings all provide an under-utilised resource. Developing these opportunities provides a way of using more effectively existing infrastructure and services, whilst reducing the need to develop greenfield land. This approach should not be at the expense of valuable open spaces, wildlife habitats and recreational resources that contribute significantly to the quality of urban life.

5.34 Mixed-use neighbourhoods seek to achieve the location of homes, commercial uses and community facilities in close proximity to each other. This helps to reduce the need to travel and supports the creation of more vibrant places, retaining and supporting local businesses and services. Whilst certain land uses need to take place away from where people live, mixed use, rather than segregation of uses, provides an important general principle for guiding development.

5.35 Integration between land use and transportation is fundamental to achieving more sustainable development. The accessibility of sites can vary, particularly in terms of how easy it is for people to get there by foot, by bike or by public transport, as opposed to depending on the use of the private car. Ensuring that new development is easily accessible by walking, cycling and public transport helps to encourage the greater use of these means of travel, and can contribute significantly to reducing social exclusion and alleviating congestion.

5.36 Achieving **sustainable development** requires positive economic, environmental and social outcomes from development proposals. Development proposals should demonstrate that the potential harmful effects of development have been carefully considered. Environmental Impact Assessments are required for major proposed developments. The type and scale of such development is specified by European and National regulations. RPG encourages that, as well as Development Plans, major strategies, proposals and investment programmes in the region should be subject to a sustainability appraisal. Current planning reforms stress the importance of making planning more community focused. Therefore, as well as assessing site-specific implications, development proposals should make a positive wider contribution to the quality of life of local communities.

5.37 Priority will clearly be given to proposals that satisfy all the key principles listed above. Development proposals that satisfy three or less of these principles may also be supported particularly where this is in accordance with the overall JSP development strategy.

Policy DS6

Priority will be given to development that:

- (i) brings previously-developed land and buildings back into suitable use;**
 - (ii) contributes to a balanced mix of land uses;**
 - (iii) has a high level of accessibility for people walking, cycling and using public transport, particularly for uses that generate and attract a high level of trips; and**
 - (iv) brings wider economic, social and environmental benefits for the local community.**
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Development infrastructure

5.38 It is important that developments are appropriately serviced and that the right infrastructure is provided at the right time to meet any additional demand generated. Development needs are wide ranging and can include transport facilities, water supply, sewerage, public open space, education facilities, health facilities and other relevant community facilities. Failure to provide for these needs can have major implications on the quality of development, impact on the environment and the quality of life of the local community. The cumulative demands of planned or anticipated development should also be taken into account.

5.39 Preparing LDFs, development briefs, masterplans, environmental impact, traffic and flood risk assessments provides opportunities to identify requirements at an early stage. This can help to ensure that the capacity of existing infrastructure is efficiently used. Planning conditions or obligations and legal agreements provide a means to ensure that the cost of new or improved infrastructure, services and facilities can be fairly and reasonably met by the developer, through direct provision or financial contributions. LDF's should set out a consistent and coordinated approach to securing such necessary provision.

Policy DS7

Development should provide, or contribute towards, the provision or improvement of community services and facilities, transportation improvements, environmental improvements and any other infrastructure, directly related to and necessary for the development to proceed.

Measuring the Plan's performance

Context

5.40 The JSP provides the strategic context against which decisions will be made in both Hull and the East Riding up to 2016. Both authorities are committed to ensuring that this strategic direction is carried through into the review of subsequent LDFs and that development on the ground positively contributes to the Plan's aims and objectives. In order to ensure that this happens, it will be necessary for the two authorities to continue to work together, including monitoring the Plan in a consistent way. Given the relationship between Hull and the surrounding parts of the East Riding within the Central sub-area, in some instances it may be appropriate to formalise this joint working through the preparation of joint Local Development Documents (LDDs). In particular, both authorities recognise the need to prepare a joint LDD dealing with housing land in the Central sub-area.

5.41 Ensuring that the objectives of the JSP are delivered contributes directly to the delivery of wider regional and national planning objectives. Accordingly, monitoring and review of the JSP needs to be part of the wider scheme, so that monitoring indicators comply with those at higher levels and conversely can be used to inform the review at those different levels. RPG clearly states that the monitoring of development plans should, as far as possible, be integrated and co-ordinated within its own monitoring framework. A strong reliance is already placed by RPG on local authorities for the collection of data to support the measurement of RPG indicators in order to inform the review of 2005.

Indicators and targets

5.42 Indicators and targets have been defined to measure the performance of as many policies as possible in the Plan's delivery strategy. As with the approach adopted in RPG, the JSP's monitoring is focused on a limited number of key issues to concentrate resources on what are regarded as the most significant land-use issues affecting the area. **Indicators** are based on what it is that is going to be measured, for example, the number of house completions on previously-developed land. Depending on the nature of the particular policy, the level of detail provided for in this process is variable. Some **targets** have been established to provide an indication about what the Plan intends to achieve for each policy over a given period of time for example annually or over the life of the Plan.

5.43 The indicators and targets are arranged in tables at the end of each of the topic chapters (those included in Section C of the Plan). When relevant, the link between the JSP indicator and the RPG policy is indicated.

5.44 The production of an **annual monitoring report** will inform users of the Plan as to whether or not the strategy is being delivered and also allow planners in both authorities to determine applications in the light of up-to-date and accurate information. In certain cases, it may be necessary to produce one-off monitoring reports to deal with, for example, the effect of changing government guidance.

