



Second Round Growth Points

Partnerships for Growth



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Second Round Growth Points

Including housing growth ambitions 2008/09 to 2016/17

Growth Point		2003 RPG (Dwellings per annum)	Emerging RSS (Dwellings per annum)	Total dwellings proposed 2008-16/17	Of which additional	Percentage Uplift over draft RSS
NORTH WEST						
1	Greater Manchester (Manchester, Salford, Trafford and Bolton) ¹	2,600	6,256	67,572	11,268	20%
2	Carlisle	315	450	5,400	1,350	33%
3	Central Lancashire and Blackpool	810	1,785	20,079	4,014	25%
4	West Cheshire	848	1,317	14,553	2,700	23%
5	Halton/St.Helens/ Warrington ²	1,110	1,450	18,756	5,706	43%
6	Mersey Heartlands	1,260	2,450	26,460	4,410	20%
NORTH EAST						
7	Tees Valley	1,250	2,224	23,760	3,744	18%
8	South East Durham	693	688	10,872	4,680	75%
9	Newcastle and Gateshead	900	1,286	14,004	2,430	21%
10	South East Northumberland	568	578	6,381	1,179	23%
11	North Tyneside	600	488	5,274	882	20%
YORKSHIRE AND HUMBER						
12	Doncaster and South Yorkshire³	3,115	4,323	49,230	10,323	26%
13	Leeds City Region (Wakefield MBC, Craven DC, Calderdale DC and Barnsley MBC)⁴	1,600	2,958	32,233	6,030	(20%, 67%, 19% and 20%)
EAST MIDLANDS						
14	Gainsborough	350	552	8,280	3,312	66%
WEST MIDLANDS						
15	Black Country/ Sandwell	2,463	3,060	32,850	5,310	19%
16	Stafford	234	500	5,400	900	20%

Growth Point		2003 RPG (Dwellings per annum)	Emerging RSS (Dwellings per annum)	Total dwellings proposed 2008-16/17	Of which additional	Percentage Uplift over draft RSS
SOUTH WEST						
17	Kerrier and Restormel	740	840	9,090	1,530	20%
18	Teignbridge	N/A	400	4,680	1,080	30%
SOUTH EAST						
19	Dover	280	405	4,725	1,080	29%
20	Shoreham⁵	585	700	9,300	2,900	31%
TOTALS						
		20,321	32,710	368,899	74,828	

Notes:

1. These figures represent Growth Point aspirations across four Manchester authorities, the expression of interest is presented as an Association of Greater Manchester Authorities bid.
2. This is the upper range of figures that are proposed across the local authorities of Halton, St. Helens and Warrington.
3. This figure represents the upper limit of growth being considered as part of the LDF Issues and Options in Doncaster.
4. These are the first four authorities to enter into a growth point partnership across the Leeds City Region.
5. This figure represents growth across both Adur and Brighton and Hove as Shoreham Harbour falls across both local authorities.
6. All figures are subject to rounding but are agreed with Government Offices

Partnership for Growth with Government

North West

Greater Manchester

(Manchester City Council, Wigan MBC, Stockport MBC, Bolton MBC, Oldham MBC, Salford MBC, Tameside MBC, Trafford MBC, Rochdale MBC and Bury MBC).

Central Lancashire

(Preston City Council, South Ribble Borough Council, Chorley Council, Blackpool Borough Council and Lancashire County Council).

Carlisle

(Carlisle City Council)

West Cheshire

(Chester City Council, Ellesmere Port & Neston BC, Vale Royal BC).

Wirral and Mersey Heartlands

(Wirral MBC and Liverpool City Council)

Halton, Warrington and St. Helens

(Halton BC, St. Helens MBC, and Warrington BC).

North East

South East Northumberland

(Blyth Valley BC, Northumberland County Council, Wansbeck DC and Castle Morpeth DC).

North Tyneside

(North Tyneside Council)

Newcastle Gateshead

(Newcastle City Council and Gateshead Council)

Tees Valley

(Darlington BC, Hartlepool BC, Redcar & Cleveland BC, Stockton on Tees BC and Middlesbrough Council).

South East Durham

(Durham County Council, Sedgefield BC, Wear Valley DC and Easington DC).

Yorkshire and Humber

South Yorkshire and Doncaster

(Sheffield City Council, Rotherham MBC, Barnsley MBC and Doncaster Council)

Leeds City Region

(Calderdale DC, Craven DC and Wakefield MBC, Barnsley MBC)

East Midlands

Gainsborough

(West Lindsey DC, Lincolnshire County Council)

West Midlands

Black Country/Sandwell

(Sandwell MBC, Dudley MBC, Wasall Council, Wolverhampton City Council)

Stafford

(Stafford BC, Staffordshire County Council)

South East

Dover

(Dover DC)

Shoreham

(Adur DC, Brighton and Hove BC, West Sussex County Council)

South West¹

Kerrier and Restormel

(Kerrier DC, Restormel BC and Cornwall County Council)

Teignbridge

(Teignbridge DC, Devon County Council)

¹ The position of the Cheltenham and Gloucester expression of interest will be reviewed later in the year after publication of the final SW RSS.

Statements of Ambitions

SOUTH EAST

Dover

“Opportunities for growth and prosperity arrive very infrequently across the generations. When they occur they need to be grasped and civic leaders and business need to have the courage to take far-reaching decisions.

This is one such occasion.

Dover has world famous assets and the ability to harness those assets for the good of the community has thwarted previous generations of leaders in both the political and business communities.

The major change that makes the difference this time is the joint working and partnership engagement across public sector agencies, local authorities, MP’s, business and community interests.

A range of programmes that on their own are exciting but combined provides a transformational regeneration programme is unprecedented in Dover’s history.

The partnership supported bid and confirmation of Growth Point status will deliver the national priority and working finance that binds the individual parts into a comprehensive package.

A sustainable future will only be achieved by growth and today’s designation of Growth Point gives our residents and businesses the opportunity for a world-class future.”

Cllr Paul Watkins, Leader of Dover District Council

With the arrival of the high speed rail link in 2009, and with a world class port at Dover, world class heritage, and a range of exciting development, including the development of the waterfront linked to the town centre and Dover Castle, coming together, Dover District is set for a world class, sustainable future.

We are planning for the future growth of the district through the Local Development Framework process. A recent study of district business shows confidence is high, with strong prospects for jobs growth. Dover District faces demographic changes over the next 20 years that unchecked would see the population age dramatically – leading to 5,000 fewer children and 7,400 fewer people of working age. We therefore need to take action to counter the forecasts and make sure we have the workforce the economy needs.

With an existing commuting ratio of two thirds in bound to one third out bound allied to a lack of quality housing, poor levels of skills attainment, declining educational facilities, access to health and leisure, urgent attention is required to arrest this spiral of unsustainable decline.

To realise the potential of opportunities that are coming together, we need a high growth planning strategy that includes raising skills and productivity, improving housing, shopping and leisure, health improvement, educational facilities and accompanying infrastructure.

The inclusion of Dover as a Growth Point will enable a targeted programme of investment to be made based around a delivery implementation plan that will enable key growth and regeneration projects to be undertaken in an early and timely fashion. This will focus on a range of measures, which will include:

- master planning
- site acquisitions
- service utility and infrastructure
- transportation improvements
- community and social integration
- skills, education, health and leisure improvements
- sustainable construction and eco/climate change opportunities

Shoreham

Partners associated with the Shoreham Harbour regeneration proposals, (including the preparation of a joint Area Action Plan) – SEEDA, Shoreham Port Authority, the Local Authorities, Government Office for the South East and other Agencies – are currently making good progress in taking forward the planning, design and technical evaluation of the initiative within an overall proposal. This seeks to:

- create a vibrant, thriving, new mixed-use community which will also provide significant and long term benefits to existing residents and businesses in the vicinity . Some of the surrounding areas suffer from entrenched deprivation and regeneration will help to lift local communities out of this. This would be achieved by enhancing the local environment and improving the quality of life for those who live and work there
- develop a comprehensive approach which will pave the way for a major urban extension/infill which has the capacity to provide up to 7,750 jobs and 10,000 dwellings
- reconfigure the layout of the Port and enable it to provide facilities and services which will both meet the future needs of the market and add value to the SE economy
- encompass the highest standards of sustainability (including transport, environmental, social, economic) as an exemplar of best practice

Adur District Council, Brighton and Hove City Council and West Sussex County Council, have been working closely with SEEDA on these proposals. Extensive public consultation will be carried out while plans are being produced in order for members of the public to have their say on the development.

Under the current project, the Area Action Plan will be prepared to cover a much broader regeneration area than considered under previous proposals (encompassing the existing nearby residential and business communities), a greater mix of development uses (including employment, retail and leisure), and a more efficient use of the site through higher densities. It is also hoped that the Rapid Transport System being developed by Brighton and Hove City Council will eventually be extended to provide a service to the new development.

The Partners will be taking a strategic approach to actions and activities over the next couple of years whilst the Area Action Plan is being developed. The plan will have to go through the normal statutory processes, to obtain approval of the three local authorities, and will be useful in co-ordinating their resources. The Action Plan will be the main planning instrument to deliver regeneration

since it will detail a vision and strategy for the area and steer the right type of development and infrastructure to the right areas. It will also provide a clear message as to how regeneration can be achieved – who will deliver and how.

Therefore, all proposals for the Shoreham Harbour area – which stretches from Brighton in the east right through to Shoreham in the west – will need to go through the normal planning approval process before the development can take place.

WEST MIDLANDS

Stafford

“Our vision is to make Stafford Borough a place which continues to be a highly attractive location whilst delivering growth in ways which benefit its residents, the region and the broader environment. The vision for Stafford is of a County town which is attractive, prosperous and embraces change where residents can fully access a wide range of quality local services including employment, retail, leisure, health and education.”

Cllr Mrs Judith Dalgarno, Leader of Stafford Borough Council

Stafford Borough is a very attractive place to live, work and invest with excellent transport and communication links and the County Town of Stafford is one of the most self contained towns in the West Midlands region. However in recent years that has been a significant re-structuring of the local economy with the loss of major manufacturing companies in the town. Despite these setbacks there has been a considerable fight back recently to provide a strong and prosperous local community for the future. Having been identified as an area of significant growth through the regional planning process Stafford Borough now has the opportunity to deliver sustained development.

Stafford Borough Council and Staffordshire County Council are pleased to be able to embrace change by enhancing the qualities of Stafford Borough and will be working jointly to provide further housing and employment to achieve a long term sustainable community and deliver a strong, prosperous local economy. The Councils continue to support an enhanced military presence in Stafford and further joint use of community facilities in the future. There is a need to stimulate continued economic growth to take advantage of further and higher educational establishments in the Borough as well as deliver attractive quality housing by bringing forward large scale development sites. New infrastructure will be vital to delivering development.

In supporting Stafford Borough as a new Growth Point, the Government is committing to a long-term partnership with Stafford Borough Council and Staffordshire County Council by recognising their ambitions for growth, subject to the statutory regional and local planning processes. Individual proposals to deliver the growth agenda must be sustainable, acceptable environmentally and realistic in terms of infrastructure. However both Councils can demonstrate a strong track record of effective and practical joint working.

For Stafford Borough future work will include preparing an Implementation Strategy to establish requirements for infrastructure investment and securing delivery, a Green Infrastructure study, water resource/water cycle studies, transportation modelling and ecological surveys of specific strategic sites and river catchment/hydrological reports.

Local partners' ambitions for Stafford Borough include:

- an additional 5,000 to 6,000 new high quality homes by 2016 with a further 6,000 by 2026 to create new communities supported by district centres, health and education facilities. At least 4,500 new homes will be delivered in the County Town of Stafford by 2016
- maintaining Stafford Borough's self sufficiency by delivering at least 80 hectares of high quality premium employment land by 2016 for new research and development facilities as well as growth opportunities to provide new businesses for graduates
- provision of significant new green infrastructure for the Stafford Borough area including green links from the surrounding open countryside into the heart of communities to encourage healthy living for sport, recreation and leisure time activities
- delivering new mixed use town centre proposals to create the County Town of Stafford as a regionally significant centre for retailing, leisure and cultural attractions with an emphasis on non-car modes of transport provision

Achieving these ambitions will depend on a range of public and private funding programmes, including developer contributions. Government is committed to work with local partners to achieve sustainable growth to secure the best outcomes from this investment and overcome obstacles to delivery.

Black Country/Sandwell

“The Black Country is a distinctive sub-region of 1.1 million people located in the centre of the country and an integral part of a City Region centred on Birmingham. Renowned as a leader of the industrial revolution and as a heartland of metals based manufacturing, the sub-region has experienced recent economic decline and population loss but is now being re-born as a leader of West Midlands urban renaissance. Led by the Black Country Consortium (the strategic partnership for Dudley, Sandwell, Walsall and Wolverhampton) the four Black Country local authorities have joined together with business, communities and other public bodies to agree a trail-blazing sub-regional framework for sub-regional growth and competitiveness which integrates economic and spatial strategies (The Black Country Study).”

Steven Hassel, Chair of Black Country Consortium.

The Black Country’s growth proposals have been prepared by joint planning team drafting the Joint Core Strategy for the sub-region. Based on the emerging Preferred Option of the Joint Core Strategy (which builds on the Spatial Strategy set out in the recently approved RSS Phase One Revision), the Black Country Consortium is leading a sustainable Growth Programme focused on 4 Strategic Centres and up to 16 Regeneration Corridors which proposes:

- a net increase of 32,850 dwellings between 2007 and 2016 – 19 per cent more than the minimum required by existing RSS
- Ninety-seven per cent of new housing to be bulwarking ‘Four as One’ the Black Country local authorities through our voluntary public/private strategic partnership, the Black Country Consortium, have set radical new aspirations for growth and competitiveness of our sub-region to 2033 through the Black Country Study. We are excited by the prospect of working further with government to deliver accelerated and quality housing growth and choice to bring to life our highly sustainable regeneration and growth strategy based on an integrated network of strategic centres and public built on brownfield land
- creation of new residential environments through the restructuring of former employment land in regeneration corridors served mainly by rail and metro
- Maximising the environmental opportunities of the Black Country’s 177km of canals and its extensive nature reserves, the legacy of earlier industrial restructuring – creating a new image of ‘Black Country as Urban Park’
- co-ordination of housing growth with the provision of new quality employment land in Black Country regeneration corridors
- expansion of four strategic centres – Wolverhampton, Walsall, West Bromwich and Brierley Hill – as foci for jobs, shopping, culture and new homes

- co-ordination with the Black Country Education Challenge programme – another Black Country partnership with government to transform the sub-region

The Growth Points programme will be a major contribution to both Black Country renaissance and to the delivery of sustainable communities and urban renaissance in the West Midlands – a model of sustainable growth and regeneration.

Partnership with Government will enable the Black Country partners to accelerate the delivery of new homes and ensure provision of the quality environment and housing choice through:

- enhanced capacity to accelerate planning for change
- assistance with land assembly, relocations and remediation to create viable sustainable development areas
- infrastructure investment, in particular 'green infrastructure' to enhance the quality of the residential offer

EAST MIDLANDS

Gainsborough

Vision statement

In a letter supporting West Lindsey District Council's bid for New Growth Point status, **Chief Executive Duncan Sharkey** said:

"In recent years West Lindsey has been pursuing a strategy for the regeneration of its three market towns, with a particular emphasis on Gainsborough; our largest town and the district's administrative centre, but with a post industrial legacy of decline and sites abandonment. Two years ago we commenced preparing a Master Plan designed to set out a long-term recovery and enhancement strategy for Gainsborough well into the 21st century.

The possibilities presented by the 2nd round growth status invitation now find Gainsborough with a prepared and tested strategy labelled "Gainsborough Regained", and also well rehearsed delivery partnerships and mechanisms which, we believe, support a compelling case of real deliverability."

Area context and challenges faced

Gainsborough was transformed from a market town to an industrial centre in the late 19th and early 20th centuries, when expansion and industry appeared on a large scale. The growth stalled after the Second World War and the town centre was left with a legacy of decay and inner city scale deprivation.

West Lindsey ranks in the top 49 per cent of deprived local authority areas in England. There are pockets of serious deprivation across the District with six Super Output Areas ranked in the most deprived 20 per cent nationally and one ward in the most deprived 10 per cent nationally. These SOAs are particularly focused on the wards of Gainsborough East and Gainsborough South West. The town is a regeneration priority recognised by the Regional Spatial Strategy and in the Lincolnshire Structure Plan. Gainsborough is identified as a main town in the RSS settlement hierarchy for suitable levels of growth.

Examples of what the proposals will achieve:

- a 37 per cent increase in housing delivery
- a comprehensive transport assessment to assess future multi-modal requirements to accommodate major growth
- linking Gainsborough town green infrastructure assets and drawing up a shared access plan
- a comprehensive Water Cycle Study

- increase affordable housing provision and achieve a mix of development within and around the Gainsborough town area (and not simply adding a single urban extension)
- significantly strengthening the role of Gainsborough within Lincolnshire and the sub-region

NORTH EAST

North Tyneside

Vision Statement

“North Tyneside is a borough with ambition and with a clear direction of travel. This has been recognised by the Audit Commission in its recent report noting that the Council was “improving strongly” and awarding three stars.

North Tyneside welcomes the opportunity to engage in the Growth Point initiative. It will enable the Council to accelerate the delivery of economic and housing performance and to tackle the issue of housing affordability.

The North Tyneside Sustainable Community Strategy (SCS)(2007 – 2010) identifies and addresses the key issues facing North Tyneside, develops a widely supported vision to 2030 and sets out a delivery strategy. The SCS aligns closely with National and Regional strategy. Together with the Growth Point these strategies can realise the potential for a step change in performance both in North Tyneside and to support the wider North East Region.”

Context

North Tyneside is one of five metropolitan districts that comprise the conurbation of Tyne and Wear. The borough covers an area of 8,367 hectares

The borough is an area of considerable contrast and is without a main centre at its core. The northern fringe of the borough is open countryside and is identified as a greenbelt area within the council’s Unitary Development Plan. North Tyneside has the North Sea to the east, the River Tyne as its southern boundary, Newcastle City to the west and Blyth Valley District in Northumberland along its northern boundary.

The main urban areas, including the towns of Wallsend, North Shields, and Whitley Bay, lie along the river and coastline stretches. There are three other large settlements, Longbenton, Forest Hall and Killingworth, which are all located in the northwest quadrant of the borough, and lie between these main towns and the rural hinterland. Along the northern edge of the borough are a number of former mining villages. A large new settlement at Northumberland Park is currently being built between Shiremoor and Backworth.

The Tyne is a commercial river with shipbuilding, offshore fabrication, fishing and port related industries. It supports regular passenger services to northern Europe and it is increasingly used for recreational purposes.

The coastal position of North Tyneside provides access to the North Sea, which is successfully exploited through having the only passenger port in the region.

Strengths

People want to live in North Tyneside. Over the last 15 years, our population numbers have remained relatively stable, in contrast to population decline in other parts of the Tyne and Wear area.

Larger numbers have moved in, particularly from Newcastle, Gateshead and Blyth Valley. The borough's population is projected to increase by 11 per cent, from 192,300 to 213,000 by 2030.

Our record on inward investment is impressive: 15,000 jobs have been created on the new business parks at Silverlink and Cobalt, with room for 10,000 more. World-class companies have chosen to locate here, including Orange and Procter and Gamble. Some 63,000 people, including 25,000 who travel into the borough, work in a range of businesses.

It is easy for people to get into, out of and around North Tyneside. There are direct north-south road links via the A19 and Tyne Tunnel, direct access to ferry and deep sea docking facilities, and rapid access to international air and mainline rail services via the best coverage from the Metro system within Tyne and Wear.

Ambitions

To create a sustainable future we will:

- increase the size and diversity of the population
- increase the range and number of jobs and housing, to meet the population's needs
- approach the regeneration of the borough with sensitivity to the needs of people and their communities
- encourage entrepreneurs, improve research and development activity, improve business development, reduce business failure, raise average wages, and improve skills and qualifications
- attract a range of new businesses, increase the number of jobs in the borough and ensure we have suitable sites and accommodation to do so
- revitalise our town centres
- complete the regeneration of our coastal area from Whitley Bay to Tynemouth and set out clear plans for its future, balancing the needs of residents, leisure, tourism and culture
- regenerate the riverside belt from Wallsend to Tynemouth, including the Fish Quay. This will be our biggest regeneration challenge over the next decade or more, and requires us to agree a master plan to give it direction

- improve accessibility (and public transport) to employment, services and facilities and ensure better co-ordination between the bus and Metro
- reduce the use of the car and increase the use of public transport
- work with others in the Tyne and Wear City Region to improve our connections regionally, nationally and internationally
- build stronger and more cohesive communities in which all residents feel safe, supported and able to participate

Challenges

The North Tyneside Sustainable Community Strategy strategy details the vision for North Tyneside in 2030 and describes actions to be taken in the short, medium and long term

John Harrison, Elected Mayor and Chair of the NTSP Executive said: *“We want to create a borough which has opportunities for everyone – whether they be social, economic, learning or employment. One agency alone cannot do this, but the different agencies and organisations who are part of NTSP can help create this by working in partnership.”*

“The most significant challenge for NTSP is that a considerable gap in standards exists between some deprived areas and the rest of the borough, in terms of education, health, crime, housing, environment and employment,” said **Jan Worters, Chief Officer of VODA and a member of the NTSP Executive.** *“Closing this gap is our key priority, which underpins everything we do.”*

One of the ways NTSP will tackle this is via actions laid out in the strategy, which other public sector agencies will take into consideration when drawing up their own plans.

There are six themes in the strategy which can be taken as challenges:

- A Diverse Borough
- An Enterprising Borough
- A Learning Borough
- A Healthy Borough
- An Accessible Borough
- A Borough of Sustainable Neighbourhoods
- ‘Closing the gap’ between the most deprived neighbourhoods in the borough and the rest (North Tyneside and the rest of the country) is its central focus.

South-East Northumberland

Vision Statement

“Recognition by Government for new growth point status will accelerate our vision to create a strengthened network of sustainable communities in south-east Northumberland’s Corridor of Opportunity, through broadening the range and improving the quality of housing, regenerating town centres and supporting new economic enterprise and employment. The four existing local authorities and the new Northumberland council will work in partnership with regeneration agencies to ensure that the next generation of houses in the area are energy efficient, well designed and affordable.”

CLlr Jeff Reid, Leader, Northumberland County Council

Context and Challenges

South-east Northumberland, containing 50 per cent of the population of the County in five per cent of its area, is an area of former deep coal-mining and heavy industrial activity where the economy and environment have experienced transformational change over the last 30 years. The challenge is to build on recent successes by:

- improving the quality of housing and widening housing choice
- strengthening the creation of more sustainable communities by increasing housing choice
- developing a flourishing economy, vibrant town centres, high quality local services and safe and well designed neighbourhoods

The locational framework for the area is to balance the available housing choice to better meet the needs of residents with the main focus being the main towns of Ashington, Blyth, Cramlington and Morpeth, supported by appropriate development elsewhere in the area, through a combination of renewal, redevelopment and new build with a view to establishing sustainable, quality neighbourhoods.

What the proposals will achieve

Physical examples of what the proposals will achieve are:

- accelerated housing delivery of 8200 new homes in the area by 2016 and 12,000 between 2004 and 2021
- completion of the south-west sector of Cramlington New Town and an eastward urban extension of Ashington
- brownfield regeneration of the former Ellington and Lynemouth Collieries and former St Georges Hospital

- mixed use riverside development of 57 hectares of port and former colliery land in the Blyth Estuary
- creation of a sustainable settlement with 500 additional dwellings and 500 replacement dwellings at Cambois
- improved connectivity and public transport by investment in infrastructure developments
- continued commitment to sustainability including proactively promoting the use of renewable technology
- support for continued business growth and community base activity

Newcastle Gateshead

Vision statement

“This bid for housing growth from Gateshead and Newcastle Councils and Bridging NewcastleGateshead is a powerful demonstration of vision, ambition and partnership, which brings to life key shared aspirations of economic growth.

Our aim is quite simply to transform our housing offer: providing quality, range and choice at the heart of the city region. We want to re-establish NewcastleGateshead as a place of housing choice; to create attractive sustainable communities; to use housing growth to drive economic improvement and to create better physical, social and cultural links between places.”

Cllr. Mick Henry, Leader Gateshead Council
Cllr. John Shipley, Leader, Newcastle City Council
Jim Coulter, Chair, Bridging NewcastleGateshead

Context and challenges

We have both significant opportunities and challenges in delivering this vision.

Gateshead and Newcastle Councils and Bridging NewcastleGateshead HMR pathfinder are successfully stabilising the housing market in the urban core, demonstrating both our ability to deliver, and the quality of our housing market evidence and intelligence. We need to continue to renew existing stock **and** accelerate the pace of new housing growth within an overall framework of delivering sustainable communities. Our future strategy is based both on neighbourhood restructuring and meeting the needs of new growth and investment.

The key **opportunities** we have are:

- leadership through a re-energised partnership between Gateshead and Newcastle Councils – the ‘Gateshead and Newcastle Partnership’ with a remit for driving economic improvement
- an increasingly confident economic outlook, backed by the development of an intelligence led Economic Masterplan for the urban core
- a long-standing and deepening partnership between the two authorities at both political and delivery agency level, including established delivery bodies in BNG and our destination marketing company, NewcastleGateshead initiative
- a clear and shared vision for housing growth, backed by adopted Sustainable Community and planning strategies

- a track record for delivering ambitious and high profile public and private investment including innovative new design such as the Wayne Hemingway and BokLok developments and the approach to Scotswood with the UK's first Expo on the point of agreeing a commercial delivery partner.

The key **challenges** we face are to:

- continue to stem population decline from NewcastleGateshead
- transform the quality of the urban residential environment to boost competitiveness
- address structural weaknesses in the housing market
- increase supply to address problems of affordability
- address increasing travel to work distance, and associated congestion and climate change impact

What we will achieve

Our programme will deliver a number of high profile physical statements of our ambition:

- a commitment to the highest standards of sustainability – from the re-use of brownfield sites to the use of sustainable materials in construction, our aim is to create a new model for urban development
- a series of linked sustainable communities in the Tyne Corridor creating a more integrated urban form, enhancing existing high quality public transport
- high quality transformational new developments on sites identified for growth in the BNG area
- new urban living environments at Gateshead Quays and Gateshead Town Centre
- new quality residential offers associated with Science City in Newcastle
- a new urban village in the Metro Centre area (Metro Green) providing new neighbourhood and community facilities and a new riverside park
- housing Expo at Scotswood
- a new Tyne bridge connecting Metro Green to Scotswood
- a long term strategy for housing growth delivering choice and range to fulfil our population targets

South and East Durham

“The South and East Durham Growth Point is an essential element of the County Durham Housing Strategy’s vision which is committed to ‘making your home in Durham a great place to live’. Our housing growth proposals make the right connections between fostering economic growth; delivering ‘environmentally friendly’ transport solutions and securing higher quality and more varied green spaces so as to deliver more sustainable communities and attractive places. Durham is becoming an increasingly popular place to live and work and we are delighted to be able to work alongside Government in helping to secure the continuing renaissance of this part of the North East of England”

Michael Clark – Chair, Durham Housing and Neighbourhoods Partnership Board

South and East Durham is located in the heart of the North East region. It contains the majority of the former Durham coalfield area and comprises three adjacent local authorities– the District of Easington, Sedgefield Borough Council and Wear Valley District Council. They are working in partnership with Durham County Council and other regional regeneration agencies in order to harness the potential for housing growth to support local economic growth and to inform the new Unitary authority thinking on economic growth.

Delivering a strong supply of housing of the right type and at the right price is key to securing the physical and social regeneration of the former coalfield towns and villages. Growth Point status offers the opportunity to deliver an improved choice of housing with over 1200 new dwellings planned each year up to 2016; a figure significantly in excess of previously agreed targets. A pre-determined level of affordable housing will be delivered as well as market housing for sale. Alongside housing growth there will be plans to protect and enhance the environment through the development of a stronger network of public transport provision and through increased investment in ‘green’ initiatives.

The Growth Point concentrates on two economic corridors:

- the East Durham A19 corridor
- the Bishop Auckland – Darlington corridor

A network of key urban centres spans these two corridors including Seaham, Peterlee, Spennymoor, Shildon, Newton Aycliffe and Bishop Auckland. Each centre will benefit from the opportunities that housing growth will offer. This will include:

- the encouragement of ‘urban renaissance’ initiatives including town centre improvements and better retail facilities, implementation of Building Schools for the Future programmes, enhanced recreational opportunities and improved accessibility
- the redevelopment of vacant industrial and other brown field land for mixed housing and industrial use
- the complementary regeneration of smaller coalfield communities through joint working with English Partnerships that will serve to support the services in the larger towns
- the development of a sustainable transport network
- the further development of visitor attractions and locations

Specific ambitions for the local partners include:

- the realisation of the Peterlee Masterplan to deliver increased population growth and town centre improvements
- the development of new housing and employment in close proximity to each other in Spennymoor, Newton Aycliffe, Shildon and Coundon and the Dene Valley
- the promotion and development of the Bishop Auckland town centre as a major service centre
- the establishment of a housing and regeneration vehicle that can harness public and private sector resources to best effect
- the development of a green infrastructure strategy to ensure that housing growth is delivered in a sustainable way
- the development of major proposals to improve the quality and frequency of bus services between key settlements under the County Council’s Transit 15 initiative.

All our proposals will be subject to comprehensive testing and public consultation to ensure that they are sustainable, acceptable environmentally, supported by communities and realistic in terms of infrastructure.

Tees Valley

“The Tees Valley City Region Business Case is designed to improve the economic performance of the Tees Valley by building on our economic assets – our world class petrochemicals industry, the second largest port in the UK, £5bn of private sector investment proposed in renewable energy/low carbon economy, and the potential for development of our advanced engineering, digital media and logistics industry – and improving our urban competitiveness and liveability of the Tees Valley.

Housing Growth Point Status will help us achieve our objective by:

- *providing a much improved housing offer which encourages more people to live in the heart of the city region, rather than the new suburbs, rural towns and villages where affordability pressures are strong*
- *reducing social polarisation by providing high quality private sector housing in the centre of our main towns and thereby making a major contribution to regenerating our older housing areas*
- *reducing the carbon footprint of the Tees Valley through the construction of low energy homes, improving the viability of public transport and linking major new energy developments to new housing areas*

Our strongest asset is our established track record of delivery and successful partnership working between the public and private sectors across the city region. The five Tees Valley Borough Councils are all rated as “excellent”, by the Audit Commission. Government has already recognised the strength of our joint working on regeneration by making the Tees Valley Multi-Area Agreement a ‘demonstrator pilot’. The newly formed Tees Valley Unlimited governance structure is ideally placed to co-ordinate and manage the opportunities that Growth Point status will bring within the key areas of housing, planning and economic strategy, transport, skills and tourism.”

Hugh Lang, Chairman, Leadership Board, Tees Valley Unlimited

Context

Tees Valley is the southern most sub region of the North East bordering North Yorkshire. To the east, it is an estuary conurbation, where its basic industry has undergone radical transformation over the past three decades. Chemical and steel manufacturing, in particular, were once labour intensive but are now capital intensive. The western part of the Tees Valley has strong links to north-south communications networks and has transformed over the same period to an economy based on service sector and ‘white collar’ engineering.

The City Region was developed in a series of economic surges creating demand for labour between 1850 and the 1970s. The legacy of this process has been

large swathes of now unpopular housing consisting of “back of footpath” high density, small Victorian terraced houses and mid 20th century Council estates, built as housing for rent for an unskilled manual workforce.

Economic restructuring from the 1970s to the 1990s led not only to net-outward migration of people leaving the city region in search of employment, but also to urban flight, where Tees Valley employees (particularly the higher earners) reject the inner city housing offer and move to the outer suburbs, rural North Yorkshire and Durham and commute back in, daily. However, population in parts of the Tees Valley is now beginning to grow again as the economy and housing markets strengthen, and as the impact of the City Region’s regeneration programmes begin to take effect.

Our extensive research base now reveals polarised communities. There are major concentrations of deprivation around the core centres of the city region. There is an acute need for transformational change to the housing offer. Our Housing Market Renewal initiative established in 2003 was a response to this challenge. Great progress has been made. Some 3,800 properties have been cleared for redevelopment since 2000. A further 5,000 are programmed.

Growth Point status will allow us to integrate our HMR programme into a wider City Region “place-making” programme. Now there are genuine prospects for economic growth. Parts of the City Region are beginning to show both strong job growth and strong housing demand, together with forecasts which show the potential to bring further economic growth to the region. Tees Valley also aspires to become the UK’s energy capital. Our economic growth will be high skill, high wage, knowledge economy employment. We need to ensure that the new housing offer appeals to existing residents, new household formers and can attract and retain graduates. To create sustainable communities people must aspire to live at the heart of the city region.

Physical examples

What we aim to achieve can be summarised under the following headings.

- **accelerated and additional housing sites** – we need to achieve a 20 per cent uplift in the 2,000 new dwellings per annum (dpa) specified in the NE RSS Inspector’s report of August 2007 ie 2600 dpa to 2016. Our Growth Point submission addendum of January 2008 identifies a range of sites with a capacity to accommodate 3,800 dpa to 2016. The vast majority are already in the public domain. Detailed consideration will be given the priority phasing of site development and the right development mix to achieve the necessary uplift in the city region’s housing offer

- **environmental, social and economic impacts** – without a radically different housing offer our economic renaissance will falter. Sustainable communities will not be achieved, especially at the core of the city region. At the same time the growth being experienced in Darlington and Stockton can be capitalised upon and accelerated, to increase housing provision and strengthen the economy, without undermining the renewal needs elsewhere
- **environmental infrastructure** – There is significant spare capacity in the region’s water supply and a relatively low risk of flooding. Detailed consideration needs to be given to power supply and sewage requirements on specific sites. A great deal of pioneering work is being undertaken in Tees Valley into the use of renewable energy
- **transport infrastructure requirements** – there is an existing co-ordinated sub regional transport strategy giving a clear understanding of the requirements for improvements to the strategic rail, bus and road networks. These can now be prioritised to facilitate an accelerated housing development programme. The City Region has two national demonstration projects in sustainable travel which are demonstrating that growth can be achieved whilst reducing car use; the experience of these will be applied to the Housing Growth Point
- **sustainable communities** – we have developed our own bespoke system of monitoring neighbourhood vitality and viability, which can be applied to the “Growth” Plan. 80 per cent of proposed development sites are brownfield. “Renew Tees Valley” will assist in the delivery of the low carbon agenda. The bid will also facilitate an increase in the provision of affordable housing, which is insufficient as a result of affordability having become an issue in (parts of) the Tees Valley relatively recently
- **a higher standard of urban design and reduced environmental impact** – We already have several flagship developments which are securing the highest standards of both design and sustainability at Victoria Harbour, Hartlepool; Middlehaven, Middlesbrough; North Shore, Stockton and Central Park, Darlington. The Councils are ready to embrace the place-making challenge through their Local Development Frameworks and Supplementary Planning Documents
- **deliverability** – this is our USP, we have robust and proven mechanisms for delivery and governance. Tees Valley Unlimited includes all the necessary components to drive, monitor and manage the “Growth” programme ie responsibility for Housing; Planning and Economic Development; Transport; Skills and Tourism, There is an effective partnership between the public and private sectors and a collective will to succeed. In this Sub-region politicians and the general public have traditionally held a pro-development attitude

NORTH WEST

Association of Greater Manchester Authorities

Vision statement

“Manchester City Region is the economic engine of the North of England, and through the transformation of the Regional Centre, is increasingly attracting investment in the world market. To meet the rising aspirations generated by our growing population and changing economy, we are working to transform the city region’s residential offer to ensure 21st century quality and choice across the market. Our programme for housing growth is a key element of our plans, alongside continued regeneration through Housing Market Renewal. AGMA’s long history of civic collaboration is a major contributor to our success and our new system of governance will enable us to effectively manage and prioritise key policy areas such as planning, housing and economic development across the city region as a whole”.

Lord Peter Smith, Leader, Association of Greater Manchester Authorities

Context to area and challenges faced

The Manchester City Region is the most important sub-regional economy outside London, with strong economic and employment growth over the last five years. Economic forecasts indicate that an additional 150,000 jobs will be created over the next fifteen years as the City Region increases its contribution to the national economy. Greater Manchester is an international centre for higher education, media, life sciences and other knowledge intensive activity, and through Manchester airport is the North’s gateway to the world.

Despite its growing economy and increasing population and many areas of high quality and demand, the legacy of economic restructuring is still evident in some of the country’s most severe concentrations of deprivation, in particular at the core of the conurbation and some of the former mill towns. The scale and nature of recent economic and employment change means that there is an increasing need to increase the quantum and improve the quality and mix of the housing offer.

Quality new housing provision on a significant scale is now critical to ensure that Greater Manchester’s contribution to the growth of the UK economy is not constrained. By designating Greater Manchester as a New Growth Point, Government is entering into a partnership with the Association of Greater Manchester Authorities to deliver the right type, size and tenure of housing. Housing growth is being planned as an integral element of a strategic approach to the long-term sustainability of the city region, linked to transport and employment growth, and alongside other key investment priorities including housing and urban renewal in the wider context, will provide quality and choice at all levels of the market.

AGMA's plans for Greater Manchester include:

- working through strong partnerships with house builders to bring forward at least 87,000 new homes by 2016, including at least 10,016 extra through the Growth Point
- supporting the development of more high quality affordable and family homes to provide a balanced housing offer across the city region and build sustainable mixed communities
- tackling significant barriers to development by increasing the supply of power, mitigating against flood risks, and dealing with ground contamination
- in line with the spatial focus of draft RSS NW, a substantial increase in housing numbers to repopulate the deprived areas at the core of the Greater Manchester conurbation, through an integrated strategy with continuing housing market renewal and other key regeneration initiatives
- delivering major regeneration schemes in East Manchester including the creation of a new family friendly urban quarter at Holt Town where 4600 new homes will be constructed over the next ten years alongside new community facilities and leisure opportunities, and Miles Platting where 1000 new homes will be built along the Ashton Canal Corridor
- accelerating development in key priority areas of Central Salford, including Lower Broughton and Charlestown/Lower Kersal
- bringing forward further development in Trafford: in Partington; the Trafford Rectangle; Old Trafford/Gorse Hill and specifically sites around Pomona and Lancashire County Cricket Club
- an exemplar, environmentally sustainable urban village in the heart of Bolton, providing town centre living to complement the transformation of the town's business, commercial, retail and cultural offer

Central Lancashire and Blackpool

“Our vision is to make Central Lancashire and Blackpool a growth point where the optimum balance is achieved between sustainable housing provision, economic growth, and regeneration. We believe we have the potential here to grow significantly our economy, particularly in the knowledge based, advanced manufacturing, tourism and business service sectors. Joint working across the area is already well advanced and, if selected, we will embrace the opportunity to quickly deliver an accelerated programme of affordable housing and economic growth.”

Jim Carr, Chief Executive of Preston City Council
on behalf of the joint bid making authorities

Context

Central Lancashire lies at the heart of Lancashire and includes the City of Preston and the towns of Chorley and Leyland. It is enveloped by a large rural hinterland, which gives the area a distinctive and valuable appeal. Blackpool is one of the country's premier leisure destinations and is located on the attractive Fylde Coast. The area is highly accessible with Preston acting as county's transport hub, where the M6/M61/M55 and M65 motorways converge. The area also has extremely good rail connections with London, Manchester and Manchester International Airport.

Central Lancashire's economy has been out-performing the regional average. This growth has led to an acute need to release the pressure on high housing demand and deliver a step-change in affordable housing. Without this, growth will be unnecessarily constrained in one of the North's most dynamic economies. In Blackpool, accelerated growth is needed to support the long term programme of renewal to deliver sustainable households and a new, expanded and higher value residential core.

Examples

- our bid is made up of a number of sustainable sites ranging in size from 6 dwelling units to around 1500. The early priority will be to bring forward as many of the 4,000 affordable homes we propose building as quickly as possible
- a significant early start will be made at Cottam Hall in Preston where much preparatory work has already been done. This site will cater for a variety of house types with the emphasis being on affordability, energy conservation and good design. Buckshaw village in Chorley and South Ribble, where the now ongoing delivery programme will be shortened, already demonstrates what high standards can be achieved

- the approach in Blackpool is finer-grained and involves a number of smaller, often inner urban area sites
- taken together the sites we offer provide a very wide choice of locations. This complements the breadth of our economic potential and housing need and will help ensure the area's growth is balanced and sustainable

Carlisle

“Our Vision is to make Carlisle a dynamic, attractive and innovative sub regional centre for Cumbria and South West Scotland. Our plans, through Carlisle Renaissance and the Growth Point, will help attract investment to the city. They will regenerate, transform and build on the city’s superb environment to attract economic growth, retain the young people of the city, and create a much-improved quality of life for residents, employers and visitors alike. We will achieve our vision by continuing to work in close partnership with our local, regional and national partners.”

Councillor Mike Mitchelson, Leader, Carlisle City Council

Carlisle is an attractive historic city and tourist centre with more than 2,000 years of history dating back to Roman times. It lies at the heart of a beautiful but sparsely populated rural area. It is a major shopping, employment and service centre for Cumbria and South West Scotland, an important road and rail interchange on the M6 and West Coast Main Line. It is also now a University City. The Regional Spatial Strategy for the North West recognises the opportunity for the growth of Carlisle as a major service centre and the focal point for development in Cumbria.

Despite these many advantages Carlisle faces several barriers to its potential success: it has an ageing population; generally lower wages and low productivity; an out-migration of the younger, better qualified working age groups; educational attainment is below the national average; and it suffers from pockets of serious deprivation.

Although Carlisle suffered the devastating floods in January 2005, they have offered the opportunity to move forward and regenerate the City through Carlisle Renaissance. Proposals will:

- regenerate the city; revitalise the city centre
- increase the population of the city
- develop Carlisle as a Learning and University City
- increase the provision, quality and choice of housing in the city, including the delivery of affordable housing
- attract new business and employment opportunities and improve skills level

Halton, St. Helens, Warrington

“Our vision is to make the mid Mersey area a key economic driver for the North West with a balanced, good quality housing market with a strong focus on affordability. Our aim is to link areas of future opportunity with those of need to strengthen existing regeneration and deliver sustainable communities. We will work in partnership to deliver this vision while reducing overall environmental impacts and minimising our contribution to Climate Change.”

Cllr Tony McDermott, Leader, Halton Borough Council
Cllr Brian Spencer, Leader, St Helens MBC
Cllr Ian Marks, Leader, Warrington Borough Council

The Mid Mersey Authorities of Warrington, St Helens and Halton cover an area of over 400 Sq Km in England’s North West. Located midway between the regional poles of Liverpool and Manchester the Mid Mersey area is home to almost half a million people¹. The area has a unique locational advantage that provides direct access for freight and passengers to north-south routes to London and Scotland and east-west, trans-Pennine routes between the Irish Sea and North Sea ports, on the main North European Trade Axis (NETA) corridor. The area also enjoys access to a number of strategic greenway networks ranging from local to national significance.

There are over 210,000 local jobs² with growing employment opportunities in Manchester and Liverpool within easy commuting distance. Economic forecasts indicate that the Mid Mersey Area will continue its role as a key regional economic driver with the potential to generate an additional 24,000 new jobs up to 2016.

Each authority has successfully used development over recent years to help deliver much needed regeneration and restructuring in addition to tackling problems of deprivation. Despite the successes to date, much work remains to be done. All three individual Mid Mersey authorities are faced with the challenge of ensuring balanced housing markets particularly in relation to ensuring an appropriate supply of family and aspirational housing. At the same time, housing affordability is a growing problem across the Mid Mersey area and is already acute in Warrington.

In designating the Mid-Mersey area as a New Growth Point, Government is entering into a partnership with the three constituent boroughs to use growth positively to help sustain regeneration efforts, tackle housing affordability and to link areas of future opportunity to areas of need thus balancing the need for growth and regeneration.

¹ Population at 2008 estimated to be 490,800 (ONS, 2004 Based Sub-National Population Projections)

² Total Jobs = 213,500 (ONS, 2001 Census of Population)

Growth Point Status will:

- realise the potential for the delivery of an additional 6,500 to 7,700 dwellings over current policy levels (in Adopted Regional Spatial Strategy) in the period to 2016
- provide new housing opportunities close to areas of concentrated economic development to maximise the opportunity for people to live close to their place of employment thereby minimising the increase in the 60,000³ daily commuter flows into the Mid Mersey Area and the resultant stress on strategic transport routes
- facilitate the redevelopment of the Runcorn Docklands as an aspirational residential community of around 4,000 dwellings enjoying attractive views across the Mersey with fully integrated community facilities without impacting on other housing priorities elsewhere in the Borough

³ 2001 Census, Origin and Destination Statistics

Mersey Heartlands

“Our vision is to turn the Mersey Heartlands area into a vibrant, innovative sustainable, leading regional location; providing a stimulus for the longer term growth and re-population of the inner core of the Liverpool City Region. Our plans include placing the Liverpool and Wirral waterfront areas alongside the leading international waterfront cities. We will focus on the transformation of deprived areas by providing opportunity to reverse fortunes, integrate new communities and reinvigorate new communities. We will achieve our ambitions by continuing to work in close partnership with our local, regional and national partners including our growing and established relationships with the private sector.”

Colin Hilton, Chief Executive, Liverpool City Council
Steve Maddox, Chief Executive, Wirral Metropolitan Borough Council

The Mersey Heartlands region has a population:

- in Liverpool of 436,000 people covering an area of 43.2 square miles
- in Wirral of 312,300 people covering an area of 60.16 square miles

Liverpool is one of the North West’s two core cities and regional economic drivers with 13,529 businesses and 226,000 jobs. Of these, some 87,000 are taken up by commuters from the Liverpool City Region, an area two million people, with 70,000 businesses and one million jobs of which Liverpool is the economic, knowledge, transport and cultural centre. The City is at a crucial stage in its urban and economic renaissance; the last decade has seen some dramatic improvements that have created a modern urban fabric. The City Centre and key business and residential areas have been revitalised as vibrant locations with updated transport infrastructure. But challenges remain in the inner core of the city, in some of our outer residential estates and particularly in North Liverpool. The challenge for the next decade is not only to maintain the fast growth which economic forecasts have identified but to accelerate the pace yet further to build an internationally competitive economy which can create wealth and prosperity for Liverpool’s residents and businesses into the future. Liverpool’s designation as European Capital of Culture 2008 will provide the stage for showcasing to an international audience. Our intention is that its legacy will improve the image of the City and help inspire a further surge in regeneration and private investment elsewhere in Liverpool.

Wirral faces a set of different challenges to Liverpool. It is a highly polarised borough, with the successful, affluent, attractive rural/semi-rural areas to the west providing a stark contrast to the declining urban inner east. The west is home to some of the most desirable and over-heated neighbourhoods in the

region, which benefit from immediate proximity to the coastal peninsula, first class leisure and recreation and excellent schools, all within easy commuting of the regional centre of Liverpool. The eastern “inner area” has been and remains the subject of a number of regeneration programmes. A number of successes have been achieved. However, the hollowing out of communities and the employment base they serve has continued, with falling levels of employment in inner Wirral almost unique in the UK. Inner Wirral has not had its proportional share in the relative successes achieved

The New Growth Point is centred on those parts of inner Liverpool and Wirral that fall within the designated NewHeartlands Housing Market Renewal Initiative Pathfinder area. These are the major areas of economic and social need within the two districts. In designating Mersey Heartlands as a New Growth Point, Government is entering into a long-term partnership. Accelerated housing supply will be pursued alongside housing market renewal in the wider context to provide quality and choicer at all levels of the market.

Examples:

- **Project Jennifer** – a £150m private sector scheme with St Modwen to provide a new district centre and more than 600 units of new housing development.
- **Stanley Park, Liverpool** – one of the four keys zones for Housing Market renewal within the Inner Core of Liverpool where the City is working with Keepmoat and Arena as lead RSL partner. £10.7m private investment is projected.
- **New Anfield** – the redevelopment of the Liverpool Football Club (LFC) stadium and associated regeneration benefits.
- **Northshore Strategic Investment Area** – a £45m investment in new business space and improved operating environments eg Wellington Employment Park.
- **Provision early win projects** – within the Wirral waters area including new build housing on two sites and the conversion of some existing dock related buildings, all of which are underway.
- **Woodside Area Redevelopment** – a joint venture development between Neptune and Peel to redevelop a strategically significant area on the river frontage adjacent to the Mersey Ferry terminal with a high density mixed commercial and residential scheme. Detailed proposals are currently being prepared and a planning application submission is anticipated in the New Year.

- **Birkenhead Town Centre** – Wirral Council, Warner Estates and other town centre stakeholders are working together to improve the retail and leisure environment and offer of the centre. The ongoing success of Birkenhead Town Centre is central to Wirral Council's aspirations for inner Wirral. The Peel proposals for Wirral Waters are being developed to ensure a complementary role to the Town Centre.
- **HMRI activity on the Wirral** – will also be an important contributor to meeting the enhanced growth within the proposed NGP. Wirral Council and NewHeartlands have produced a number of Neighbourhood Action Plans that are guiding HMRI activity in the pathfinder area. Initiatives have been prioritised and largely completed at Tranmere/Rock Ferry. Within the New Growth Point/Eco-Town time horizon, significant investment and intervention is planned for North Birkenhead. The areas of Seacombe/Egremont and Poulton, to the north of the dock estate, are proposed for longer term improvement.

West Cheshire

“Our vision is to deliver sustainable housing growth enabling the full economic potential of the sub region to be realised. We will ensure growth delivers a balanced housing offer meeting the diverse needs of West Cheshire communities. The nature, location and level of housing growth will positively contribute towards the regeneration of our communities.”

Cllr Mike Jones, Executive Member for Development, Chester City Council
 Cllr Mark Henesy, Deputy Leader, Ellesmere Port and Neston Borough Council
 Cllr Proff. Les Ford, Leader, Vale Royal Borough Council

West Cheshire covers 916 sq km of the North West region and has a population of over 324,000 covering the local authority areas of Chester City Council, Vale Royal Borough Council and Ellesmere Port and Neston Borough Council. The sub region is one of the most successful in the UK. Its GVA per capita has consistently stood higher than the UK average. The population is skilled and unemployment is low. Between 20,000 and 30,000 new jobs are projected across the area in the next 20 years.

The area has a buoyant economy and the potential to achieve much more. A lack of market and affordable housing poses a significant threat to continued sustainable economic growth. Parts of the area have high levels of deprivation. By designating West Cheshire as a New Growth Point Government will enter into a partnership to tackle affordability and to link areas of opportunity to areas of need thus balancing the need for growth and regeneration.

Our proposals will enable the delivery of:

- housing growth at a rate of 23 per cent above proposed RSS figures, totalling 8000 units in the first five years
- the bringing back into positive use of many derelict underused and neglected sites in sustainable locations
- 30-40 per cent of all new homes will be affordable, up to 3200 new affordable homes in the first five years

YORKSHIRE AND HUMBER

Doncaster And South Yorkshire

Vision Statement

“Our vision for the sub-region is of a forward looking economy with a diversified, well trained workforce underpinned by a wide choice of good quality housing. In order to achieve this most of our growth will be accommodated in regeneration areas so that the pressure for growth and pressure for renewal reinforce each other.”

Mike Gahagan, Chair, Transform South Yorkshire.

Background

We have in place arrangements in South Yorkshire, based on Transform South Yorkshire (TSY), which ensure close working between the four local authorities on housing matters and regeneration generally, which has provided the basis for the growth points bid. South Yorkshire is generally in a strong position to identify growth opportunities due to the extensive masterplanning work already undertaken in support of HMR and neighbourhood regeneration. Our proposal is focussed upon consolidating the HMR strategic axes – the Dearne Valley and Sheffield-Rotherham and increased growth in the urban areas and existing settlements across the sub-region through accelerated delivery of homes as outlined in each local authority’s emerging LDF documents. Growth will be phased and targeted so as to support economic growth and not to undermine, through excessively rapid expansion, the areas being revived through the HMR programme, and is focussed on existing communities to make best use of existing transport and other infrastructure. However the impacts of the growth on this infrastructure needs to be further explored through feasibility studies should our bid be successful.

Sheffield City Region is growing economically and in terms of population, but the current quality of the residential offer is in danger of holding this growth back. This is evidenced by the recent Sheffield-Rotherham Economic Study, which highlights that as a sub-region we can grow faster than Leeds and Manchester but in order to sustain our position we need an improved housing offer. The South Yorkshire authorities are absolutely committed to ensuring that our growth proposals are both sustainable and supportive of projected economic development. Our additional growth will of course include affordable housing which will be provided in accordance with local planning policies. Overall across the sub region we are aiming to deliver from 20 per cent up to 50 per cent affordable housing and these targets will be reflected in the additional growth where appropriate. We have a high level of commitment to excellent design

quality that we also expect to reflect in our growth proposals, and we have set ourselves ambitious targets in the sub region for improving design and also for reducing carbon emissions, in both public and private sector developments.

Proposal Summary

- the proposal will achieve accelerated delivery of homes as outlined in each local authority's emerging LDF documents
- it will promote growth in the HMR areas and assist the City Region's economic growth
- in the period 2008–2016 the South Yorkshire proposal will deliver between 44,770 and 48,490 new homes which represents an uplift of between 16 per cent and 25 per cent on these RSS numbers
- in Barnsley a large proportion of this growth will take place in the Housing Market Renewal (HMR) area within the borough. The proposed sites are within Penistone, Barnsley Urban Centre, Royston, Wombwell, Hoyland, Cudworth, Grimethorpe and Goldthorpe
- in Doncaster the sites are within Thorne, Moorends, Askern, Stainforth/Hatfield, Armthorpe, Adwick-le-Street, Carcroft/Skellow, Rossington, Doncaster Urban Centre, Edlington, Denaby, Conisbrough and Mexborough. There will be greenfield and greenbelt implications in some of the settlements from 2008 onwards which are being addressed through the LDF process, which reflects the need to balance growth with addressing deprivation in communities and addressing other constraints on the use of land particularly flood risks
- in Rotherham a large proportion of new growth will take place in the HMR area in the Dearne Valley and Rotherham Urban Centre, as well as in Dinnington and Waverley. Excess additional growth in Rotherham would result in encroachment into the greenbelt in later years
- in Sheffield the growth will be concentrated in Sheffield itself with a large proportion being in the HMR area. Some use (five per cent) of greenfield land will be required in accordance with the LDF which includes some sites to allow for flexibility in redeveloping areas of housing renewal

Leeds City Region

Vision

“In the Leeds City Region we have a workforce that is large, diverse, relatively youthful and growing. We recognise therefore that it will be vital to provide a high-quality, diverse and affordable residential offer, supported by the necessary infrastructure and facilities to support sustainable economic growth and to complement our regeneration ambitions.”

Councillor Robert Light, Chair, Leeds City Region Leaders’ Board

Context

The Leeds City Region is the functional economic area of Leeds and the surrounding centres. It stretches from Harrogate and Craven in the North of the city region to Barnsley in the South, and over 95 per cent of those who live in the city region also work in the city region.

Improving the quality of the residential offer and tackling increasing problems of housing affordability is recognised as vital to underpinning the future economic growth and competitiveness of the city region. The key challenge is to deliver higher levels of housing growth whilst ensuring that such growth contributes to and complements existing regeneration initiatives.

However, many significant opportunities are being held back as a result of infrastructure constraints. New Growth Point status would help unlock these, accelerating the delivery of housing growth and helping to ensure that the necessary affordable housing, and family housing in particular, is provided to meet the needs of existing and future residents. It would therefore contribute to both unlocking the economic potential of the city region and enabling the creation and retention of sustainable communities in both the urban conurbations and the wider rural hinterlands.

Key Outputs

Specific physical improvements that would be achieved if the city region’s New Growth Point proposals were realised include:

- opening up over 100ha of land to develop over 7000 new homes in the **Aire Valley , Leeds** by tackling environmental degradation and improving multi-modal access both by developing a new river crossing and introducing a New Generation Transport scheme
- creation of a new mixed residential community of over 4000 new homes and an attractive commercial proposition, through the re-instatement of the **Bradford-ShIPLEY Canal** and delivery of an integrated package of transport improvements

- early delivery of infrastructure improvements that will enable over 6000 homes to contribute to the regeneration of the **Five Towns, Wakefield**, including improvements to pedestrian routes between new residential areas, enhanced town centres, and complementary urban realm improvements
- development of an 'exemplar sustainable community' on two adjacent, centrally-located brownfield sites at **York NorthWest**, comprising a new central business district and over 4000 new high quality homes, including family and affordable housing
- acceleration of infrastructure proposals to improve public transport accessibility, an enhanced green infrastructure, to support sustainable housing growth to meet a growth of 1600 homes above RSS requirements in the **Barnsley** area and supporting sustained growth beyond 2016
- alleviation of a major road 'bottleneck' and potential development of a new station on the Caldervale rail line to complement housing growth within **Calderdale**, particularly family housing, including within and around Halifax
- public transport and road infrastructure improvements, including the strengthening of five key bridges to support a wider range and type of housing particularly for larger families, well related to the character and identity of settlements in **North Kirklees and South Dewsbury**
- infrastructure upgrades to the level crossings at Cross Hills and Kildwick on the Airedale rail line, with potential for a new station, to enable housing development in and around **Skipton and South Craven**, a significant proportion of which will be affordable homes

SOUTH WEST

Teignbridge

“Our vision for Teignbridge is to deliver sustainable communities for residents, capitalising on our strategic location between the major growth areas of Exeter and Torbay. Our priorities include delivering top quality affordable homes and promoting economic growth for the district, while respecting and enhancing the natural environment which makes Teignbridge such a desirable location.”

Cllr Alan Connett, Leader of Teignbridge District Council

Background

Teignbridge District covers around 420 km² and has a population of more than 100,000. It lies between Lyme Bay and Dartmoor National Park and is adjacent to growth points at Exeter and Torbay. Since the 1980s Teignbridge has had one of the fastest growth rates in England. Teignbridge has high levels of unmet housing need and in 2006 had a house price to earnings ratio of 13.5.⁴ While the greatest growth in the UK population is among the over-65s, through delivery of housing, jobs and facilities that are attractive to working families Teignbridge seek to support balanced communities now and into the future.

There is currently a high level of unsustainable out-commuting from the district to Exeter. Growth Point initiatives for Teignbridge will improve transport links to nearby towns and promote greater self-containment through economic growth. With Growth Point support master planning and evaluation of development scenarios will inform the development of a sound and forward looking Local Development Framework and will ensure a high quality built environment and enhance community sustainability.

Ambitions

Teignbridge District Council’s ambitions include:

- delivery of more than 4500 new homes between 2008 – 2016 with growth centred on Newton Abbot and the coastal market towns
- delivery of additional, sustainable housing growth linked to economic growth of Exeter
- achieve a higher number of affordable housing unit completions with a target delivery of 40 per cent of all completions
- establishing cycleways and sustainable transport corridors linking major market towns to the sub regional centre of Newton Abbot

⁴ National Housing Federation. “Home Truths: The real cost of housing 2007-2012”

- working with Devon County Council to develop and implement a Teignbridge Transport Strategy to support future development and improve the quality of life in the area
- delivering more than 40 ha of employment land over the next decade including the provision of managed workshop space for start-up businesses and small employment units
- making Newton Abbot more competitive through town centre enhancement and redevelopment
- advancing projects to increase uptake of low carbon building technology and renewable energy

Kerrier and Restormel

“The vision is to achieve a sustainable increase in the provision of housing in Cornwall, providing over 20,000 homes over the next 20 years. The housing provision will be ‘sustainable’ as it will concentrate on the main towns, create balanced communities, provide affordable housing (up to 50 per cent), and 20,000 more jobs. Growth will be matched by infrastructure, and will achieve high standards of design and environmental quality. A New Growth Point adding Kerrier and Restormel to Carrick’s existing growth point status is key to delivering this vision.”

Background

Cornwall has the lowest per capita income (GVA) of any county in England (63 per cent of national average). But it has huge environmental assets (the coastline, the historic towns, the Cornish Mining World Heritage Site), and a high quality of life. The western half of the county contains a cluster of five medium-sized urban areas (Truro, Falmouth-Penryn, Camborne-Pool-Redruth, St Austell and Newquay) which are about 15km (10 miles) apart, but more than 50km (30 miles) from the nearest major urban area (Plymouth). This cluster is regionally important as a location for business, education, culture and other services, and is a distinct housing market. Western Cornwall is identified in ‘The Way Ahead’ plan for the South West with potential for economic growth.

The New Growth Point covers this cluster of towns, to help deliver Cornwall’s overall spatial strategy. Carrick District (including Truro and Falmouth-Penryn) was accepted by Government as a New Growth Point in 2006. The proposal now is to add Kerrier District (including the urban area of Camborne-Pool-Redruth to the West) and Restormel Borough (including St Austell and Newquay) to the East.

Delivery

The New Growth Partnership is intended to deliver:

Truro: housing growth to balance the city’s importance as a business and service centre; a high quality public transport corridor through the city centre; city centre enhancements; integrated health, education and business investments.

Camborne-Pool-Redruth: mixed use regeneration supported by the Urban Regeneration Company; road and bus transport infrastructure; major leisure and health facility; key housing sites; business incubation and skills development; town centre renaissance; further education provision.

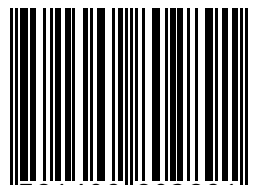
St Austell: town centre renewal; regeneration of the china clay area; mix of brownfield and greenfield housing schemes; town centre redevelopment; improved transport links to the A30; major employment provision.

Newquay: economic restructuring of the town centre already underway; the 'Surf Capital of Europe'; plans for an urban extension and links to Cornwall Newquay Airport; mixed use growth area; a portfolio of brownfield mixed-use schemes; public transport improvements.

Falmouth/Penryn: housing and employment growth is intended to complement the Combined Universities in Cornwall hub at Penryn.

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