

**DRAFT  
REGIONAL SPATIAL  
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**EXTRACT OF POLICIES**

# **A SUSTAINABLE FUTURE FOR THE SOUTH WEST**

## **SD1 The Ecological Footprint**

**The region's Ecological Footprint will be stabilised and then reduced by:**

- **ensuring that development respects environmental limits;**
- **requiring the wise use of natural resources and reducing the consumption of key resources such as energy, water and minerals;**
- **building a sustainable, low carbon and low resource consuming economy which can be secured within environmental limits to bring prosperity and well-being to all parts of the region;**
- **requiring sustainable construction and design as the norm in all future development and when opportunities arise, improving the region's existing building stock in line with current best practice;**
- **minimising the need to travel by better alignment of jobs, homes and services, reducing the reliance on the private car by improved public transport and effective planning of future development, and a strong demand management regime applied in the region's main centres in particular;**
- **requiring a shift towards the more sustainable modes of transport; and**
- **meeting national and regional targets relating to renewable energy, resource consumption/extraction and waste production/recycling.**

**Local Authorities, regional agencies and others will include policies and proposals in their strategies, plans and programmes to assess how all new developments, regeneration areas and major refurbishments contribute to stabilising and reducing the region's ecological footprint.**

## **SD2 Climate Change**

**The region's contribution to climate change will be reduced by:**

- **reducing greenhouse gas emissions at least in line with current national targets, ie by 30% by 2026 (compared to 1990 levels); and**
- **following the principles outlined in SD1.**

**The region will adapt to the anticipated changes in climate by:**

- **managing the impact of future climate change on the environment, economy and society;**
- **identifying the most vulnerable communities and ecosystems given current understanding of future climate change and provide measures to mitigate against these effects;**
- **avoiding the need for development in flood risk areas and incorporating measures in design and construction to reduce the effects of flooding**
- **recognising and putting in place policies and measures to develop and exploit those opportunities that climate change will bring;**
- **requiring 'future proofing' of development activity for its susceptibility to climate change; and**
- **improving the resilience and reliability of existing infrastructure to cope with changes in climate and in the light of future demand. It will be a priority for the places identified in Section 3 to**

**determine potential future climate change impacts and plan ways in which key services and infrastructure needs to adapt.**

**All Local Authorities in their LDDs will need to demonstrate how they intend to contribute towards the required 60% cut in CO<sub>2</sub> emissions by 2050 and how they intend to identify and respond to the potential impacts of climate change in their area.**

### **SD3 The Environment and Natural Resources**

**The region's environment and natural resources will be protected and enhanced by:**

- **ensuring that development respects landscape and ecological thresholds of settlements;**
- **reducing the environmental impact of the economy, transport and development;**
- **positively planning to enhance natural environments through development, taking a holistic approach based on landscape or ecosystem scale planning;**
- **planning and design of development to reduce pollution and contamination and to maintain tranquillity;**
- **positive planning and design to set development within, and to enhance, local character (including setting development within the landscape of the historic environment), and bringing historic buildings back into viable economic use and supporting regeneration; and**
- **contributing to regional biodiversity targets through the restoration, creation, improvement and management of habitats.**

### **SD4 Sustainable Communities**

**Growth and development will be planned for and managed positively to create and maintain Sustainable Communities throughout the region by:**

- **realising the economic prosperity of the South West and reducing disparity;**
- **setting a clear vision and strategy to meet the diverse needs of all people in existing and future communities, based on the role and function of cities, towns and villages and their local character and distinctiveness;**
- **linking the provision of homes, jobs and services based on role and function so that cities, towns and villages and groups of places have the potential to become more self contained and the need to travel is reduced;**
- **promoting a step change in public transport, taking steps to manage demand for travel, and promoting public transport 'hubs' and access to them;**
- **encouraging business activity and particularly small businesses and their contribution to the region's prosperity, including through promoting regional sourcing;**
- **making adequate and affordable housing available for all residents, including the provision of a range and mixture of different housing types to accommodate the requirements of local communities;**
- **making the best use of existing infrastructure and ensuring that supporting infrastructure is delivered in step with development;**

- investing in and upgrading cultural facilities, including their marketing and management;
- creating healthy, safe and secure places to live, for example by following Lifetime Homes and Secure by Design principles;
- providing homes which are adaptable to the changing needs of individuals and provide an opportunity for live/work space;
- delivering a step change in the quality of urban living;
- providing networks of accessible green space for people to enjoy; and
- supporting social and economic progress by enhancing education, skills development and training.

**Development Policy A Development at the Strategically Significant Cities and Towns (SSCTs)**

The primary focus for development in the South West will be those places which offer the greatest opportunities for employment, and the greatest levels of accessibility by means other than car to cultural, transport, health, education and other services. These SSCTs, identified on Map 3.1 and in Table 3.1 below, will continue to have regionally and sub-regionally important functions and potential, and play critical roles in delivering development in the period to 2026.

Provision will be made to maintain and enhance the strategic function of these SSCTs through the development of a wide range of commercial and public services, community and cultural facilities and non-car links to the communities they serve.

For these SSCTs, specific Policies are set out, in Section 4, on the scale of development to be planned for and the strategic investment in infrastructure and other facilities necessary both to support that development and enhance their strategic role. In total, provision will be made to deliver about 20,000<sup>1</sup> jobs and provide at least 15,125 dwellings per annum over the period 2006 to 2026.

**Table 3.1 Strategically Significant Cities and Towns**

<b>STRATEGICALLY SIGNIFICANT CITIES AND TOWNS</b>		
<b>Barnstaple</b>	<b>Chippenham</b>	<b>Taunton</b>
<b>Bath</b>	<b>Dorchester</b>	<b>Torbay</b>
<b>Bournemouth</b>	<b>Exeter</b>	<b>Trowbridge</b>
<b>Bridgwater</b>	<b>Gloucester</b>	<b>Weston-super-Mare</b>
<b>Bristol</b>	<b>Plymouth</b>	<b>Weymouth</b>
<b>Camborne/Pool/Redruth, Falmouth-Penryn, Truro</b>	<b>Poole</b>	<b>Yeovil</b>
	<b>Salisbury</b>	
<b>Cheltenham</b>	<b>Swindon</b>	

**Development Policy B Development at Market Towns**

In addition to the SSCTs identified in Development Policy A and other towns identified in Section 4, those places which, based on an analysis of roles and functions, meet all of the following criteria, will be identified as the focal points for the provision of locally significant development:

<sup>1</sup> Based on Travel to Work Areas.

- where there is an existing concentration of business and employment, or where there is realistic potential for employment opportunities to be developed and enhanced;
- where shopping and cultural, religious and faith, educational, health and public services can be provided to meet the needs of the town and the surrounding area whilst minimising car dependence; and
- where there is potential to maintain and develop sustainable transport modes, including accessible local public transport services to meet identified community needs.

**The scale and mix of development should increase self containment of the places identified, develop their function as service centres especially in terms of employment and service accessibility, and secure targeted development which can address regeneration needs.**

**Development Policy C    Development in Small Towns and Villages**  
**In small towns and villages not meeting all the criteria of Development Policy B, based on an analysis of roles and functions, development will be appropriate where it:**

- supports small scale economic activity which fits the scale of the settlement and can accommodate the future growth of businesses in the development permitted;
- extends the range of services available including outreach delivery of services, making use of existing premises where possible;
- does not significantly increase traffic on local roads and where traffic implications can be demonstrated to be acceptable; and
- promotes self containment, strengthens local communities, and helps to support key services.

**Development of housing in these settlements will be permitted where it relates to requirements identified in housing market studies and other assessments of local needs for housing verified by the Local Authority or where housing development is necessary to support employment provision locally.**

**Development Policy D    Infrastructure for Development**  
**Local Authorities working with GOSW, the RDA and other significant regional bodies (such as the Strategic Health Authorities) will cooperate across administrative boundaries to ensure that existing infrastructure is used most effectively and infrastructure required to support strategically significant development is secured and investment in transport infrastructure, community services such as education, health, culture, faith, sport and green infrastructure is phased in step with economic, residential and other development proposals. Delivery of the Draft RSS will require:**

- **Local Authorities, working in partnership with GOSW, the SW RDA and other regional bodies, to ensure that development contributes to the cost of necessary infrastructure and environmental improvements and will bring forward supplementary planning documents to secure new arrangements for infrastructure funding from developers and from other sources;**

- mechanisms to be established to provide forward funding for infrastructure, which enables the sub-regional development strategies contained in Section 4 to be implemented; and
- resources from public funding sources throughout the plan period to contribute towards the costs of transport, social and community infrastructure needed to ensure that high quality living and working environments are created. Strategic Transport Authorities and GOSW will ensure that investment identified through Local Transport Plans supports the delivery of strategic development proposed.

#### **Development Policy E High Quality Design**

**Developers, Local Authorities and public agencies should ensure that all development in rural and urban settings delivers the highest possible standards of design, both in terms of urban form and sustainability criteria. All new, replacement and refurbished public buildings should be designed to have multiple uses as far as possible.**

#### **Development Policy F Master Planning**

**Developers, Local Authorities and public agencies will ensure that major development areas, such as mixed use developments and urban extensions to the SSCTs should be planned on a comprehensive and integrated basis within an overall master plan and phasing regime. These will be planned and developed as sustainable communities, which deliver a high quality of life through high standards of design and access and lowest practicable levels of energy and car use, protect and maintain environmental assets and landscape setting, avoid areas susceptible to flooding, reflect the heritage and provide the appropriate physical and social infrastructure.**

**Local Authorities should work closely with landowners, developers, stakeholders and service providers to achieve a master plan which takes account of the need to secure mixed and balanced developments, with high density development of housing of varied types and tenures of at least 50/dph, and higher wherever possible, cycling, walking and public transport links, local cultural and retail facilities, and health care and education facilities commensurate with the expected population of the area. Master plans should also ensure provision of sufficient amenity space and green infrastructure to enhance the living environment and support improved biodiversity. Within urban areas or urban extensions and, where sites are close to public transport nodes, consideration should be given to increasing dwelling density to in excess of 50 dph.**

#### **Development Policy G Sustainable Construction**

**Developers, Local Authorities, regional agencies and others must ensure that their strategies, plans and programmes achieve best practice in sustainable construction by:**

- following the principles contained within the *'Future Foundations'*, South West's sustainable construction charter, to raise awareness of sustainable construction;
- requiring that all new and refurbished buildings achieve the requirements of BREEAM and Eco-homes very good standard, or at least Level 3 above minimum building standards in the emerging *'Code for Sustainable Homes'*, in order to minimise lifetime

- resource use, energy consumption, water use and waste production;
- requiring that all larger scale developments and, in particular, urban extensions, are designed and constructed to meet the top Level 5 of the emerging '*Code for Sustainable Homes*', including carbon neutrality;
  - requiring the use of sustainability statements for larger scale residential and/or mixed use planning applications (as defined in paragraph 3.7.7), the contents of which should meet, or exceed, the '*South West Sustainability Checklist for Developments*';
  - minimising the environmental impact of new and refurbished buildings, including reducing air, land, water, noise and light pollution throughout the building's lifetime;
  - requiring the use of sustainable drainage systems to minimise flood risk associated with new developments;
  - designing homes which are safe and adaptable, for example by following Lifetime Homes standards, Secure by Design principles and including live/work space; and
  - taking action to improve the energy efficiency of existing buildings, and ensuring that all refurbished buildings achieve the best current standards of energy efficiency.

#### **Development Policy H Re-using Land**

**Local Authorities will ensure that the full potential of previously used land is taken into account in providing for new development, whilst recognising that previously developed land may not always be in the most sustainable locations that development may not necessarily always be the most sustainable land use. For the region as a whole the aim should be to achieve at least 50% of new development on previously developed land (including the conversion of existing buildings).**

#### **Development Policy I Release, Redevelopment or Disposal of Land**

**Proposals for the release, redevelopment or 'disposal' of land owned and operated by public bodies must be pursued within the context of the RSS, principles of sustainable development and the sequential test, and must be in general conformity with, and not compromise, delivery of the RSS.**

#### **Development Policy J Joint Working**

**Local Authorities should work together, and with stakeholders, to prepare and develop coordinated strategies and implementation plans for development and transport which cover the functional areas of SSCTs enabling interactions and the balance of development between the following places to be taken account of in the relevant LDDs:**

**Bath/Chippenham/Trowbridge/Frome**

**Bristol/Bath**

**Bristol/Weston-super-Mare**

**South East Dorset Conurbation: Bournemouth/Poole/Christchurch**

**Cheltenham/Gloucester**

**Taunton/Bridgwater**

**Dorchester/Weymouth**

**Exeter/Newton Abbot**

**Exeter/Exmouth**

**Barnstaple/Bideford**

**Camborne/ Pool/ Redruth, Falmouth-Penryn, Truro**

**Swindon/Chippenham  
Swindon/Cirencester  
Yeovil/Sherborne**

**Opportunities for joint working will also be sought in the approach to development of networks or smaller towns and villages outside of the SSCTs.**

**SR1 In the north and central part of the region, the strategic emphasis is to realise economic potential by enabling the SSCTs to develop, maintain and improve their roles as service and employment centres, with a view to enhancing regional prosperity and addressing regeneration. Sufficient housing will be provided to complement this role and to meet the needs of a growing population.**

**SR2 Bath and North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils should plan for the balanced growth of the three urban areas of Bath, Bristol and Weston-super-Mare, maximising the use of previously developed land and buildings, and within a revised green belt make provision for significant urban extensions, for mixed use development, to meet the longer term needs. This will require continued cooperation, particularly at cross boundary locations, through joint work on LDDs addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR3 Around the built up areas of Bristol (including contiguous built up areas within North Somerset and South Gloucestershire) and Bath, the inner boundary of the green belt shall generally follow the limits of existing development or that already committed. The general extent of the Bristol and Bath green belt is maintained subject to changes in boundaries that will be defined in LDDs to:**

- **accommodate the urban extensions required for the longer term development of Bristol and Bath at locations identified in Policies SR4 and SR5, with the revised inner boundary coterminous with the edge of the urban extensions;**
- **exclude land at Bristol International Airport, which lies north of the northern taxiway and within the airport boundary;**
- **exclude land to the south of Royal Portbury Dock and the coastal zone to the south east; and**
- **include land to the north of Thornbury and Yate/Chipping Sodbury; south west of Nailsea and south east of Clevedon; south west of Bath towards Norton Radstock; and land to the west of the Royal Portbury Dock; whilst accommodating development needs; with the inner edge of the revised green belt, coterminous with the outer boundary of the existing green belt designation.**

**Unitary and District Authorities should, in preparing LDDs, define the detailed green belt boundaries taking into account these changes.**

**SR4 Bristol will maintain its role as a 'Core City' and to ensure that it remains the economic hub of the South West, provision will be made for job growth in the Bristol TTWA to accommodate at least 92,000 jobs over the plan period complemented by provision for an average of about 3,200**

**dwelling per annum within and adjoining Bristol's urban area over the plan period.**

**Development at Bristol will focus on the reuse of previously developed land and buildings within the urban area, maximising densities, to provide about 40,000 dwellings complemented by the provision of urban extensions planned and developed as sustainable communities to deliver a high quality of life through high standards of design and green infrastructure, protecting and maintaining environmental assets and landscape setting. Authorities will cooperate in master planning and phasing to accommodate mixed use development at the following broad locations, and as shown in the Inset Diagram:**

**South west of Bristol, about 10,500 dwellings (Area of Search A);  
South east of Bristol, about 6,000 dwellings (Area of Search B); and  
North and north east of Bristol, about 8,000 dwellings (Areas of search C and D).**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR5 Bath will continue to realise economic opportunities, respecting the World Heritage Site status of its internationally significant historic environment, with provision for job growth in the Bath TTWA for between 16,000 to 20,200 jobs over the plan period, complemented by provision for an average of about 375 dwellings per annum within and adjoining Bath's urban area over the plan period.**

**Development at Bath will focus on the reuse of previously developed land and buildings within the urban area, maximising densities, reflecting the impact on the historic environment and its setting, complemented by the provision of an urban extension to accommodate up to 1500 dwellings to the south/south west of Bath in Area of Search E, as shown on the Inset Diagram. The design and quality of the urban extension will require the highest standards to ensure that the environmental assets, both urban and rural, as well as landscape setting, are protected and maintained, thereby minimising the impact on Bath's World Heritage Site status. The urban extension should also provide an appropriate level of physical and social infrastructure, well integrated into the City through sustainable means of movement, avoiding areas susceptible to flooding from the River Avon, to ensure that it will maximise the ability to be a sustainable community, incorporating green infrastructure.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR6 Development at Weston-super-Mare will be economy led, focusing on regenerating the town centre and increasing the provision of employment opportunities with provision for job growth in the Weston-super-Mare TTWA for between 8,500 and 10,000 jobs over the plan period. Development of housing will be phased and linked directly to economic performance. Strategic releases of new housing areas should only be provided when it can be demonstrated that an increasing rate of employment provision has brought employment and housing more closely into balance.**

**Provision should be made for an average of about 600 dwellings per annum within and adjoining Weston-super-Mare's urban area over the plan period. The focus for housing provision will be on the reuse of previously developed land and buildings within the urban area, maximising densities, complemented by the provision of an urban extension accommodating up to 9,000 dwellings to the east of Weston-super-Mare, Area of Search F, as shown on the Inset Diagram.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR7 Local Authorities and other agencies will create a positive image for Swindon to maintain and enhance its economic momentum and provide a high quality lifestyle for all its residents, increasing people's desire to live within/adjoining the urban area. LDDs should ensure that complementary social, cultural and education requirements, particularly higher education to improve the skill base of the labour force, are provided.**

**SR8 Swindon will maximise economic opportunities with provision for job growth in the Swindon TTWA made for about 32,000 jobs over the plan period. Development of housing should be phased to complement the regeneration of the central area.**

**Provision should be made for an average of about 1,750 dwellings per annum within and adjoining Swindon's urban area over the plan period, distributed as follows:**

- **an average of about 950 dwellings per annum within the Swindon urban area;**
- **about 12,000 dwellings at a strategic urban extension to Swindon, within Swindon Borough (Area of Search G) as shown in the Inset Diagram;**
- **an average of about 100 dwellings per annum at smaller scale urban extensions within Swindon Borough;**
- **an average of about 50 dwellings per annum in the remainder of Swindon Borough; and**
- **an average of about 50 dwellings per annum adjacent to the Swindon urban area in North Wiltshire District.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR9 Development at Swindon Borough will focus on the regeneration of the town's central area reflecting the New Swindon Company's Regeneration Framework, through the reuse of previously developed land and buildings within the urban area, maximising densities whilst seeking high quality design standards, complemented by the provision of a strategic urban extension on the eastern side of Swindon for about 12,000 dwellings (Area of Search G) as shown in the Inset Diagram.**

**LDDs for Swindon Borough and North Wiltshire District should bring forward smaller scale sustainable urban extensions to assist in delivering the scale of growth over the plan period, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR10 Gloucester City, Cheltenham Borough, Tewkesbury Borough and Gloucestershire County Councils should plan for the different characteristics and growth pressures at Gloucester and Cheltenham, maximising the use of previously developed land and buildings, and within a revised green belt make provision for urban extensions, for mixed-use development, to meet the longer term needs. This will require continued cooperation, particularly at cross boundary locations, through joint work on LDDs addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR11 Around the built-up areas of Gloucester and Cheltenham, the inner boundary of the green belt shall generally follow the limits of existing development or that already committed. The general extent of the Gloucester and Cheltenham green belt is maintained subject to changes in boundaries that will be defined in LDDs to:**

- **accommodate the urban extensions required for the longer term development of Gloucester and Cheltenham at locations identified in Policies SR12 and SR13, with the revised inner boundary coterminous with the outer edge of the urban extensions;**
- **include land to the north and north west of Bishop's Cleeve, whilst recognising development plan commitments; with the inner boundary of the revised green belt coterminous with the outer boundary of the green belt designation; and**
- **include land to the south and south west of Gloucester, whilst recognising development plan commitments.**

**SR12 Gloucester should maximise economic opportunities, assisting the substantial regeneration of the central area, with provision for job growth in the Gloucester TTWA made for about 12,750 jobs over the plan period. Provision should be made for an average of about 875 dwellings per annum within and adjoining Gloucester's urban area over the plan period.**

**Development at Gloucester will focus on the regeneration of the central area through the Gloucester Heritage Urban Regeneration Company. The urban renaissance will be supported by reusing previously developed land and buildings within the urban area, maximising densities whilst seeking high quality design standards. A strategic urban extension will be provided to the north of Gloucester for about 2,000 dwellings (Area of Search H) as shown on the Inset Diagram. Development of housing should be phased to complement the regeneration of the central area.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR13 Cheltenham will continue to realise economic opportunities, whilst protecting and enhancing the environment, with provision for job growth in the Cheltenham TTWA made for about 10,750 jobs over the plan period. Provision should be made for an average of about 625 dwellings per annum within and adjoining Cheltenham's urban area over the plan period.**

**Development at Cheltenham will focus on the regeneration of the existing urban area through initiatives such as ‘Cheltenham Civic Pride’ and the creation of an Urban Design Framework, reusing previously developed land and buildings within the urban area, maximising densities whilst seeking high quality design standards. A strategic urban extension will be provided to the north/north west of Cheltenham for about 4,000 dwellings (Area of Search I) as shown on the Inset Diagram. Development of housing should be phased to complement the regeneration of the central area.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR14 While Gloucester and Cheltenham should accommodate the major part of the development within their areas of functional influence, LDDs should identify where opportunities exist within Stroud, Tewkesbury and the Forest of Dean towns which can be promoted and encouraged for development that will reduce the existing imbalances between population, employment and housing provision and reduce dependence on car-borne commuting. Strategic releases of housing should only be provided when it can be demonstrated that an increasing rate of employment has brought employment and housing more closely into balance.**

**SR15 In developing Exeter’s future role, LDDs should reflect Exeter as a focus for strategic economic development with policies targeted to realise its full potential for further economic and commercial investment, particularly in services and knowledge based industries and activity related to the university, airport and proposed rail freight interchange.**

**SR16 Exeter will realise its economic opportunities and its role as a major Regional Centre for employment, retail services and culture, with provision for job growth in the Exeter TTWA made for about 28,500 jobs over the plan period. Employment land provision should be made for 40 hectares within Exeter’s urban area (Exeter City’s administrative area), and 100 hectares adjacent to Exeter in Exeter City and East Devon District administrative areas over the plan period. Provision should be made for an average of about 925 dwellings per annum within and adjoining Exeter’s urban area over the plan period, distributed as follows:**

- **an average of about 525 dwellings per annum in Exeter City; and**
- **an average of about 325 dwellings per annum in East Devon (New Community).**

**Development at Exeter will focus on the regeneration on the City’s urban area through the reuse of previously developed land and buildings, maximising densities whilst seeking high quality design standards, complemented by the provision of the Cranbrook New Community to the east of Exeter for about 6,500 dwellings (Area J) as shown on the Inset Diagram.**

**In order to cater for development requirements after 2021 a second strategic urban extension (or new community) should be identified,**

**providing for at least 1,500 dwellings and 20 hectares employment land on the eastern and southern sides of Exeter City (Area of Search K) as shown on the Inset Diagram, and brought forward towards the latter part of the plan period, through a subsequent review of the Draft RSS, phased in a way that will not impede the successful implementation of the Cranbrook New Community.**

**The New Community and subsequent urban extensions should be planned and developed as sustainable communities which deliver a high quality of life through high density and standards of design and access, protecting and maintaining environmental assets and landscape setting, avoiding areas susceptible to flooding. The Cranbrook New Community should be phased with the necessary infrastructure investment to support the emerging new community, including a new secondary school.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR17 Devon County, Exeter City, East Devon District and Teignbridge District Councils should plan for the balanced growth of Exeter, maximising the use of previously developed land and buildings, making provision for urban extensions, for mixed use development, to meet the longer term needs. This will require continued cooperation, particularly at cross boundary locations, through joint work on LDDs addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR18 While Exeter itself should accommodate the major part of the development within its area of functional influence, LDDs should identify where opportunities for job growth within other related towns in the surrounding area should be promoted and encouraged, reducing existing imbalances between population and employment, and reducing dependence on car-borne commuting.**

**LDDs should also facilitate cultural, tourism and retail developments and enhancements for Exeter, providing a stronger commercial and tourism centre within the central part of the South West region. This should be complemented by sufficient provision of new housing to provide a more appropriate balance between labour and housing markets in the wider area.**

**SR19 Newton Abbot is the primary focal point for development in Teignbridge District and the LDD, and should continue to develop its role as a sustainable community through the provision for job growth in the Newton Abbot TTWA for about 6,500 jobs (35 to 50 hectares of employment land in total) and an average housing provision of about 200 dwellings per annum at Newton Abbot over the plan period.**

**SR20 Somerset County Council, Sedgemoor and Taunton Deane District Councils should maintain the relative relationships between Taunton, Bridgwater and Wellington, plan for their complementary balanced growth, maximising the use of previously developed land and buildings, making provision for an urban extension at Taunton, for mixed use development, to meet the longer term needs.**

**SR21 The economic potential for all three urban areas will be realised with provision for job growth in the Taunton and Bridgwater TTWA made for about 18,500 jobs over the plan period. Provision should be made for an average of about 1,100 dwellings per annum at Taunton, Bridgwater and Wellington collectively over the plan period distributed as follows:**

- an average of about 700 dwellings per annum within and adjoining Taunton's urban area;
- an average of about 310 dwellings per annum at Bridgwater; and
- an average of about 90 dwellings per annum at Wellington.

**Development at Taunton will focus on the regeneration of the central area through the reuse of previously developed land and buildings within the urban area, maximising densities whilst seeking high quality design standards, complemented by the provision of a strategic urban extension north of Taunton for about 3,000 dwellings (Area of Search L) as shown on the Inset Diagram.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR22 Development at Chippenham should ensure the dormitory relationships with Swindon and other centres are contained, with Chippenham becoming more self contained. The LDD should make provision for job growth in the Chippenham TTWA for about 6,300 jobs and an average housing provision of about 225 dwellings per annum at Chippenham over the plan period.**

**SR23 The LDD should make provision for job growth in the Trowbridge TTWA for about 11,700 jobs and an average housing provision of about 250 dwellings per annum at Trowbridge over the plan period, achieving a more balanced, sustainable community across the functionally related settlements of Bradford-on-Avon, Frome, Melksham, Warminster and Westbury.**

**SR24 LDDs should make provision for job growth in the Yeovil TTWA for about 9,100 jobs and an average housing provision of about 320 dwellings per annum at Yeovil over the plan period. This will require cooperation, particularly at cross boundary locations, through joint work on LDDs addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR25 In the south east of the region, the strategic emphasis is to manage development by enabling the SSCTs to develop and improve their roles as service and employment centres, enhancing regional prosperity, in a way that recognises the strong environmental constraints of the sub-region and the implications this has on the pattern of development. Sufficient housing will be provided to complement their economic role and to meet the needs of a growing population.**

**SR26 Dorset County Council, Bournemouth Borough, Borough of Poole, Christchurch Borough, Purbeck District and East Dorset District Councils should plan for the balanced growth of the conurbation**

**(Bournemouth, Poole and Christchurch and its immediate hinterland) maximising the use of previously developed land and buildings with urban extensions within a revised green belt. This will require co-operation, particularly at cross boundary locations, through joint work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR27 Around the built up areas of Bournemouth (including contiguous built up areas within East Dorset and Purbeck), Poole and Christchurch, the inner boundary of the green belt shall generally follow the limits of existing development or that already committed. The general extent of the South East Dorset green belt is maintained subject to changes in boundaries that will be defined in LDDs to:**

- **accommodate the urban extensions required for the longer term development of South East Dorset at locations identified in Policy SR29, with the revised inner boundary coterminous with the outer edge of the urban extensions; and**
- **exclude land at Bournemouth International Airport (subject to further technical work being undertaken).**

**SR28 LDDs should identify a pattern of development that reflects the extremely high value placed on the environmental assets surrounding the conurbation and addresses the implications arising from the European Habitats Directive. LDDs should not restrict the economic opportunities and increased productivity potential from the urban areas of Bournemouth, Poole and Christchurch but will, in respect of the environmental designations, manage the implications arising from further economic and population growth so there are no adverse effects on the designated environmental sites (those sites covered by the European Habitats Directive), reflecting the area's relatively good links with London and the economic potential of the airport and university.**

**SR29 South East Dorset should balance its economic potential with regard to the high quality environmental assets and provide for job growth in the Bournemouth and Poole TTWA for about 42,000 jobs over the plan period, with about 23,000 jobs at Bournemouth and about 19,000 jobs at Poole. Provision should be made for an average of about 1,555 to 1,720 dwellings per annum within the South East Dorset conurbation over the plan period, distributed as follows:**

- **an average of about 680 to 780 dwellings per annum in Bournemouth Borough;**
- **an average of about 450 to 500 dwellings per annum in the Borough of Poole;**
- **an average of about 165 to 180 dwellings per annum in Christchurch Borough, including an urban extension; and**
- **an average of about 260 dwellings per annum in East Dorset District, within the Spatial Strategy area, of which about 120 dwellings per annum are extensions to existing settlements.**

**Development at South East Dorset will focus on the intensification of Bournemouth, Poole and Christchurch's urban areas through the reuse of previously developed land and buildings, including urban renewal,**

**maximising densities whilst seeking high quality design standards, complemented by the provision of urban extensions closely related to local centres at the following locations:**

- **north of Christchurch urban area, within Christchurch Borough, about 600 dwellings (Area of Search M) as shown on the Inset Diagram;**
- **within East Dorset District a total of about 2,400 dwellings (Area of Search N - north west of the main urban area at Corfe Mullen, Area of Search O - north and west of Wimborne Minster, and Area of Search P - east and south east of Ferndown) as shown on the Inset Diagram; and**
- **within East Dorset District 20 hectares of employment land (Area of Search Q -west of Ferndown) as shown on the Inset Diagram.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR30 The LDD should enable balanced growth of jobs and homes matching provision for job growth in the Salisbury TTWA for between 11,000 and 13,500 jobs and an average housing provision of about 250 dwellings per annum at Salisbury over the plan period.**

**SR31 Dorset County Council, West Dorset and Weymouth/Portland District Councils should plan for the balanced growth of Dorchester and Weymouth maximising the use of previously developed land and buildings. This will require cooperation, particularly at cross boundary locations, through joint work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure. Provision should be made for job growth in the Dorchester and Weymouth TTWA of between 7,300 to 9,500 jobs and an average housing provision of about 200 dwellings per annum at Dorchester and about 250 dwellings per annum at Weymouth over the plan period. LDD policies should stimulate economic opportunities, reduce in-commuting and reflect the high value environmental assets surrounding Dorchester.**

**SR32 In the western part of the Peninsula, the strategic emphasis is to stimulate economic activity in the SSCTs and in the remoter rural area bordering the north coast of Cornwall, Devon and Somerset to develop and improve the roles of the SSCTs as service and employment centres, enhancing regional prosperity and supporting regeneration. Specifically at Plymouth, measures will be taken to transform and revitalise the city for significant growth in economic activity and housing, in order for the city to realise its potential and enhance its sub-regional role.**

**Elsewhere in the western Peninsula, measures will be taken to stimulate the economy, recognising the environmental quality with particular emphasis on other functionally important centres. The role and function of these centres as important local job and service centres will be supported through economic development and provision of housing and services in a manner that increases self containment and supports surrounding rural communities.**

**SR33 Devon and Cornwall County Councils, Caradon and South Hams District Councils, Plymouth City Council, West Devon Borough Council and the Dartmoor National Park Authority should plan for the balanced growth of Plymouth, South East Cornwall and South West Devon area, maximising the use of previously developed land and bringing forward a strategic urban extension at Plymouth, and taking account of the role and potential for balanced growth of other towns in the area. This will require cooperation, particularly at cross boundary locations, through joint work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR34 Local Authorities through their respective LDDs, along with regional/national partners and statutory organisations, should seek to provide a range of employment opportunities, services and facilities to facilitate greater investment in the physical fabric of the urban area, deliver a greater quantity of affordable housing, improve the retail performance and transform the City into a place where people want to live, work and relax. Collectively, all partners should strive to deliver a step change in performance at Plymouth.**

**SR35 Plymouth's economy will be stimulated to enable a transformation of the City through the provision for job growth in the Plymouth TTWA of about 42,000 jobs over the plan period. Employment land provision of 150 hectares should be provided within and adjoining the Plymouth urban area over the plan period. Provision should be made for an average of about 1,575 dwellings per annum within and adjoining Plymouth's urban area over the plan period, distributed as follows:**

- **within or adjacent to Plymouth's urban area for about 24,500 dwellings (within its administrative area);**
- **a strategic urban extension east of Plymouth at the Sherford new community for about 5,500 dwellings (Area R) as shown on the Inset Diagram;**
- **within and adjacent to Saltash and Torpoint about 1,000 dwellings (with an emphasis to meet local needs and support business and employment opportunities); and**
- **limited allocations of about 500 dwellings in South Hams District adjoining Plymouth City's administrative area.**

**Development at Plymouth will focus on the intensification of the City's urban area through the reuse of previously developed land and buildings, including urban renewal, maximising densities whilst seeking high quality design standards, reflected in the *'Mackay Vision'*, complemented by the provision of a strategic urban extension east of Plymouth at the Sherford new community.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR36 Local Authorities, through their respective LDDs, along with regional/ national partners and statutory organisations, should seek to provide a range of employment opportunities, services and facilities to enable greater investment in the physical fabric of the urban area, deliver a greater quantity of affordable housing and improve the retail**

**performance. Collectively, all partners should strive to deliver a step change in performance at Torbay.**

**SR37 To stimulate economic development at Torbay (Torquay, Brixham and Paignton) provision for job growth in the Torbay TTWA should be made for about 11,700 jobs over the plan period. Provision should be made for an average of about 500 dwellings per annum within and adjoining Torbay's urban area over the plan period.**

**Development at Torbay will focus on the intensification of its existing urban area through the re-use of previously developed land and buildings, including urban renewal, maximising densities whilst seeking high quality design standards. Where capacity constraints within the urban area restrict the ability to deliver the required housing and employment provision, urban extensions should be brought forward through the Torbay LDD, to complement this urban focus approach, assessing locations immediately adjoining the Torbay urban area.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR38 Cornwall and the Isles of Scilly are identified as a European Objective 1 region and have been identified for Convergence Funding 2007-2013. The Spatial Strategy for this part of the South West should build on Objective 1 and Convergence Funding opportunities and create a framework to enable sustained prosperity and growth after the removal of these funding support mechanisms.**

**SR39 Cornwall County Council and Carrick and Kerrier District Councils should plan for the growth of Camborne-Pool-Redruth, Truro and Falmouth-Penryn maximising the use of previously developed land. This will require cooperation, particularly at cross boundary locations, through joint work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.**

**SR40 LDDs will stimulate the economy, reduce social inequalities, address housing affordability and reflect the complex inter-relationships between many of the settlements, and should make provision for about 16,500 jobs in the Camborne-Pool-Redruth, Truro and Falmouth-Penryn TTWA and an average of about 690 dwellings per annum at Camborne-Pool-Redruth, Truro and Falmouth-Penryn collectively over the period, distributed as follows:**

- an average of about 250 dwellings per annum within and adjoining Truro's urban area;**
- an average of about 300 dwellings per annum at Camborne-Pool-Redruth; and**
- an average of about 140 dwellings per annum at Falmouth-Penryn.**

**Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.**

**SR41 Development at Camborne-Pool-Redruth, Truro and Falmouth-Penryn will focus on the intensification of the urban areas through the**

**re-use of previously developed land and buildings, maximising densities whilst seeking high quality design standards, complemented by the provision of a strategic urban extension to the south/south west of Truro for about 4,000 dwellings (Area of Search S) as shown in the Inset Diagram.**

**SR42 The Isles of Scilly, a uniquely peripheral part of England, with a high quality environment, continues to struggle to maintain viable and balanced communities on the Islands. The LDD should ensure that housing is available for local people, to diversify the local economy (which is heavily dependent on tourism), maintain and improve the air and sea links to the Islands and protect the environment.**

**SR43 In the northern Devon area, Barnstaple will be the prime focus for development, reflecting its dominance, with policies targeted at stimulating the economy, promoting a sustainable pattern of development and reflecting the high quality environmental assets. LDDs should make provision for about 6,300 jobs in the Barnstaple TTWA, and an average of about 240 dwellings per annum and about 50 hectares of employment land (in total) in Barnstaple over the plan period.**

#### **HD1 Sub-regional Distribution of Housing 2006-2026**

**LDDs should deliver an average annual net increase in housing across their area according to the locational principles and priorities set out in the Development Policies A to C, and the sub-regional statements SR1 to SR41. The overall distribution to 2026 is set out in Tables 4.1 and 4.2.**

#### **HD2 Phasing of Housing Development and Ensuring Land Supply**

**Local Planning Authorities will carry out joint work in assessing housing needs in HMAs that transcend the authorities' boundaries, so that work on housing and related matters in LDDs can be co-ordinated. Provision should be made across the HMAs and LPA areas to deliver the total number of dwellings in the periods between 2006 and 2016, and between 2016 and 2026 as set out in Tables 4.1 and 4.2.**

## **REGIONAL APPROACH TO TRANSPORT**

#### **TR1 Demand Management<sup>2</sup> and Public Transport in the SSCTs**

**Demand management measures will be introduced progressively in those places identified in Development Policy A, accompanied by a 'step change' in the prioritisation of public transport provision serving these places, including bus priority, and better integration of development proposals and public transport provision.**

#### **TR2 The M4 and M5**

**The M4 and M5 will be managed and where appropriate improved so as to ensure that they perform their function as the main strategic inter-regional links to London and the Midlands. Measures should seek to maintain the reliability of journey times into and out of the region. Regional stakeholders will work with the Highways Agency to seek a complementary package of measures to manage the demand for travel in**

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<sup>2</sup> Demand Management – measures put in place to manage the demand for travel, and encourage more sustainable travel modes.

**relation to the M4/M5, and ensure the most effective use of the trunk road network and reduce congestion, including the implementation of:**

- **Incident Management;**
- **Intelligent Technology Measures;**
- **Information Management; and**
- **Access Control Measures.**

### **TR3 Second Strategic Route**

**Regional stakeholders will work with the Highways Agency to achieve a second strategic route into the region from London to dual carriageway standard utilising the A303/A358 in order to improve the resilience of the inter-regional network and maintain the competitiveness of the South West.**

### **TR4 Remainder of the Trunk Road Network**

**The remainder of the trunk road network will be managed and investment targeted so as to ensure that it performs its strategic function. Measures should seek to maintain safe, efficient operation and reliability of journey times within, into and out of the region. Regional stakeholders will work with the Highways Agency to manage demand so as to avoid congestion compromising the strategic function.**

### **TR5 Inter-regional Rail Network**

**Rail infrastructure, signalling systems and stations on the strategic inter-regional rail routes will be enhanced so as to ensure the provision of reliable train services with enhanced capacity to meet the growth in demand embodied in the Spatial Strategy. This will include the following:**

- **improved platform capacity at Reading Station, and junction improvements at Reading;**
- **additional passing loops between Salisbury and Exeter;**
- **appropriate engineering measures to secure the long term future of the Great Western route through Dawlish;**
- **additional track capacity and power supply between Poole and Weymouth;**
- **new/improved Parkway stations at Gloucester, Worle, Bristol Parkway and Tiverton;**
- **improved quality and capacity trains, particularly replacement High Speed Trains;**
- **improved infrastructure at major stations including bus interchange, car and cycle parking, passenger information and waiting facilities;**
- **direct rail links to Heathrow from the Great Western Main Line;**
- **investment in the Worle (Weston-super-Mare) loop to facilitate the reliability of inter-regional services;**
- **development of opportunities to facilitate modal shifts, address overcrowding and improve the network on routes between Wales, Bristol and the south coast by enhancing speeds, frequencies and the capacity of passenger services; and**
- **re-signalling and route modernisation of the Great Western Main Line.**

#### **TR6 Inter-regional Bus and Coach Network**

**LDDs and LTPs should provide for the enhancement of long distance bus and coach services, and should make provision for interchange infrastructure at SSCTs and other nodal centres on the Strategic Road Network.**

#### **TR7 Ports**

**Proposals at all of the region's ports which facilitate the development of markets for freight and passenger services are supported, particularly where they include measures, such as improved rail access, in order to reduce the use of road based haulage. LDDs should facilitate the growth of ports to provide (where appropriate):**

- **improved passenger facilities;**
- **new recreational passenger services;**
- **facilities to support the fishing industry;**
- **land for port growth, marine sectors and related uses;**
- **rail connections; and**
- **container and other freight facilities.**

#### **TR8 Bristol Port**

**LDDs should demonstrate how the projected growth of general and container freight at Bristol can be supported, especially where it can be related to rail access, in order to provide for more sustainable distribution.**

#### **TR9 Airports**

**Airports within the region should meet an increasing proportion of regional demand for air travel to reduce 'leakage' to other regions and the London airports, with the expected growth met by developing the major existing airports in the region – Bristol, Exeter and Bournemouth. Other airports will satisfy important local markets, for example Newquay, Plymouth and Staverton (Gloucester). Plymouth/Newquay should continue to provide business links to international hubs and London while facilitating tourist visits into the region. Local Authorities, airport operators and other agencies will provide improvements to aviation facilities and access to airports (including public transport) in the region to meet future development requirements consistent with the overall transport strategies for the urban areas.**

#### **TR10 Regional Connectivity**

**A Corridor Management approach making best use of the network will improve the reliability and resilience of journey times for the routes listed in paragraph 5.5.2. As part of a Corridor Management approach, Local Authorities working with the rail and bus industries will develop opportunities to facilitate modal shift, address public transport overcrowding, improve strategic interchanges and improve use of the network. Within the scope of the Corridor Management approach, highway authorities should also develop proposals to reduce the impact of long distance traffic on the built and natural environment and improve the quality of life of communities seeking to improve air quality, and to reduce accidents, severance and the impact of noise.**

#### **TR11 Intra-regional Public Transport**

**Improved rail, bus and coach services will be sought to facilitate sustainable travel between settlements within the region. This will be achieved through the removal of infrastructure constraints; better quality trains and buses/coaches; enhanced station and interchange facilities, station parking and passenger information.**

#### **TR12 Regional Freight Map**

**The strategic network (national and regional routes) will be promoted for use by HGV vehicles rather than county routes. Local Authorities, through their LTPs, will reflect the regional hierarchy of routes identified in the Regional Freight Map and give priority to strategic routes in determining allocations for road maintenance.**

#### **TR13 Rail Freight Interchange Facilities**

**Sites for rail freight interchange facilities will be identified and safeguarded in LDDs for East Devon, and Plymouth and should be identified in Cornwall and other locations in the region, subject to viability.**

## **HARNESSING THE BENEFITS OF POPULATION GROWTH AND MANAGING THE IMPLICATIONS OF POPULATION CHANGE**

#### **H1 Affordable Housing**

**Within the 23,060 dwellings per annum required for the region, at least 7,500 affordable homes per annum will be provided in the period to 2026. Provision will be made for at least 30% of all housing development annually across each Local Authority area and Housing Market Areas to be affordable, with authorities specifying rates up to 60% or higher in areas of greatest need.**

#### **H2 Housing Densities**

**Housing developments should exceed 30 dwellings per hectare (dph) in all parts of the region and averages across housing market areas will be in excess of 40 dph over the plan period. Density of development of housing at the SSCTs should be at least 50 dph and considerably higher in well planned mixed use developments within the existing urban area. Planned urban extensions of SSCTs and adjacent new communities should achieve 50 dph or more overall. Individual LDDs will reflect this target with appropriate variations reflecting local conditions and will outline measures to ensure regular monitoring of delivery.**

#### **GT1 Assessment of Need for Gypsy and Traveller Accommodation Requirements**

**Local Authorities should work together to carry out detailed assessments of need for Gypsy and Traveller accommodation requirements. This should include consultation with Gypsies and Travellers, both housed and travelling. Working with the RPB and RHB, Local Authorities will provide for about 1,100 additional pitches for Gypsies and Travellers and identify need for residential pitches, park homes and transit pitches for inclusion in their DPDs, and identify realistically deliverable sites to meet the need.**

#### **CS1 Provision of Community Services**

**Local Authorities should work with their Local Strategic Partnerships and other relevant organizations to provide up to date assessments of need for a full range of community facilities and infrastructure suitable for all sections of the community. LDDs should ensure that timely and sufficient provision is planned in parallel with housing and other development. Service providers need to ensure that all provision meets uniformly high standards to minimise the number of users who would wish to choose any other than the closest provider.**

#### **HE1 Planning for Healthcare**

**Plans for the provision or reorganisation of healthcare within Local Authority areas and that of adjacent authorities shall be fully complementary with plans for development and change in the long term. At an early stage in preparing Local Development Frameworks, and in determining planning applications, Local Authorities should work closely with healthcare providers (Strategic Health Authorities, Primary Care Trusts and NHS Trusts) to ensure that timely provision is made.**

#### **HE2 Provision of Additional Healthcare Facilities**

**Healthcare will be provided in locations which are accessible to all people by public transport, on foot and by cycle. Working with healthcare providers, Local Authorities through their LDDs should ensure that all healthcare requirements arising from large scale development and redevelopment are assessed, and adequate provision of facilities of the highest design quality are included in Local Development Documents and design briefs. Local Development Frameworks should support proposals for the provision of additional healthcare facilities, recognising that the structure of provision is changing.**

#### **HE3 Health Impact Assessments**

**All major development proposals, such as mixed use area and urban extensions, should be subject to a Health Impact Assessment, so that the potential impacts of development on health are identified and addressed at an early stage in the planning process.**

#### **SK1 Facilitating Access to Skills Training**

**LDDs and LTPs will take a supportive and pro-active approach to provision of facilities and public transport links to facilities that provide skills training.**

#### **Local Cultural and Leisure Facilities**

##### **LCF1 Local Cultural Facilities**

**Locally important cultural facilities will be protected and enhanced, with provision for new or improved facilities made to ensure the health and well-being of the population. Major new developments, such as mixed use areas and urban extensions, will include plans for Local Cultural Facilities to ensure the population have the capacity to reap the health and social benefits which accrue from participation in regular cultural activities.**

##### **GI1 Green Infrastructure**

**Development of networks of Green Infrastructure (GI) will be required to enhance quality of life in the region and support the successful accommodation of change. GI networks will comprise multifunctional, accessible, connected assets, planned around existing environmental**

**characteristics. This may take the form of protection, enhancement or extension of existing resources or the provision of new or replacement facilities.**

**When planning the proposed distribution of development, GI is required as an integral part of development, with provision for a network of GI incorporated in the Spatial Strategy. Local Authorities and partners will:**

- **build upon existing expertise and initiatives to identify priorities and partnerships for GI;**
- **incorporate GI policies setting out broad locations for GI appropriate to the extent and distribution of development proposed, coordinated across administrative boundaries as appropriate; and**
- **develop a GI Plan with a delivery programme to support GI policies.**

## **ENHANCING DISTINCTIVE ENVIRONMENTS AND CULTURAL LIFE**

### **C1 Regional and Sub-regional Cultural Infrastructure**

**Increased participation in cultural activity will be encouraged and the region's cultural infrastructure will be maintained and enhanced reflecting the regional and sub-regional cultural strategies.**

### **ENV1 Protecting and Enhancing the Region's Natural and Historic Environment**

**The quality, character, diversity and local distinctiveness of the natural and historic environment in the South West will be protected and enhanced, and developments which support their positive management will be encouraged. Where development and changes in land use are planned which would affect these assets, Local Authorities will first seek to avoid loss of or damage to the assets, then mitigate any unavoidable damage, and compensate for loss or damage through offsetting actions. Priority will be given to preserving and enhancing sites of international or national landscape, nature conservation, geological, archaeological or historic importance. Tools such as characterisation and surveys will be used to enhance local sites, features and distinctiveness through development, including the setting of settlements and buildings within the landscape and contributing to the regeneration and restoration of the area.**

### **ENV2 Landscape Character Areas**

**The distinctive qualities and features of the South West's landscape character areas will be sustained and enhanced by local planning authorities undertaking assessments of landscape character at a strategic level and in partnership with adjoining authorities (where landscape character areas cross administrative boundaries) in order to identify priority areas for the maintenance, enhancement and/or restoration of that character and provide an appropriate policy framework in LDDs for each area.**

### **ENV3 Protected Landscapes**

**In Dartmoor and Exmoor National Parks and the 14 Areas of Outstanding Natural Beauty in the region, the conservation and enhancement of their**

**natural beauty, wildlife and cultural heritage will be given priority over other considerations in the determination of development proposals. Development will only be provided for where it would:**

- **conserve and enhance the natural beauty, wildlife and cultural heritage of the National Park or Area of Outstanding Natural Beauty; or**
- **promote the understanding and enjoyment of the special qualities of the National Park; or**
- **foster the social or economic well-being of the communities within the National Park or Area of Outstanding Natural Beauty, provided that such development is compatible with the pursuit of National Park or Area of Outstanding Natural Beauty purposes.**

**Consideration will also be given to proposals which promote the understanding and enjoyment of the special qualities of the Areas of Outstanding Natural Beauty.**

**Particular care will be taken to ensure that no development is permitted outside the National Park or Areas of Outstanding Natural Beauty which would damage their natural beauty, character and special qualities or otherwise prejudice the achievement of National Park or Area of Outstanding Natural Beauty purposes.**

#### **ENV4 Nature Conservation**

**The distinctive habitats and species of the South West will be maintained and enhanced in line with national targets and the South West Regional Biodiversity Action Plan. Local Authorities should use the Nature Map to help map local opportunities for biodiversity enhancement in LDDs, taking into account the local distribution of habitats and species, and protecting these sites and features from harmful development. Priority will be given to meeting targets for maintenance, restoration and recreation of priority habitats and species set out in Appendix 1, focusing on the Nature Map areas identified in Map 7.3. Proposals which provide opportunities for the beneficial management of these areas and habitats and species generally, should be supported, including linking habitats to create more functional units which are more resilient to climate change.**

#### **ENV5 Historic Environment**

**The historic environment of the South West will be preserved and enhanced. Local Authorities and other partners will identify and assess the significance of the historic environment and its vulnerability to change, using characterisation to understand its contribution to the regional and local environment and to identify options for its sensitive management.**

#### **CO1 Defining the Coastal Zone**

**Coastal Local Authorities, in partnership with other relevant agencies, will define in their LDDs the coastal zone, including developed and undeveloped coast.**

**Within the undeveloped coast there will be a presumption against development unless it:**

- **does not detract from the unspoilt character and appearance of the coast; and**

- is essential for the benefit of the wider community; or
- is required to improve public access for informal recreation; or
- is required to support the sustainable management of fisheries; and
- cannot be accommodated reasonably outside the undeveloped coast zone.

## **CO2 Coastal Planning**

In order to improve coastal planning and achieve a consistent, cross boundary approach local authorities on the coast will co-ordinate development plans, Shoreline Management Plans and other programmes affecting the coastal zone and support the sustainable planning and management of adjacent coastal areas, by working across borders, as in the Severn Estuary Partnership.

### **F1 Flood Risk**

Taking account of climate change and the increasing risk of coastal and river flooding, the priority is to:

- defend existing properties and, where possible, locate new development in places with little or no risk of flooding;
- protect flood plains and land liable to tidal or coastal flooding from development;
- follow a sequential approach to development in flood risk areas;
- use development to reduce the risk of flooding through location, layout and design;
- relocate existing development from areas of the coast at risk, which cannot be realistically defended; and
- identify areas of opportunity for managed realignment to reduce the risk of flooding and create new wildlife areas.

### **RE1 Renewable Electricity Targets: 2010 and 2020**

Local Development Documents will include positive policies to enable the achievement of the following targets:

By 2010 a minimum target of 509 to 611 MWe installed generating capacity, from a range of onshore renewable electricity technologies in the following broad distribution:

<b>Sub-region</b>	<b>Installed Electricity Generating Capacity (MWe)</b>
<b>Former Avon</b>	<b>35-52</b>
<b>Gloucestershire</b>	<b>40-50</b>
<b>Wiltshire</b>	<b>65-85</b>
<b>Somerset</b>	<b>61-81</b>
<b>Devon</b>	<b>151</b>
<b>Dorset</b>	<b>64-84</b>
<b>Cornwall</b>	<b>93-108</b>
<b>Total</b>	<b>509-611</b>

By 2020 a minimum target of 850 MWe installed generating capacity from a range of onshore renewable electricity technologies. This onshore target, together with offshore renewable electricity capacity, will help to provide at least 20% of the region's electricity demand by 2020.

### **RE2 Coastal Zones and Offshore Energy**

**When defining the Coastal Zone, coastal Local Authorities with landfalls in their areas will identify opportunities to enable appropriate development to occur. This will facilitate connections of offshore energy production units to the national grid to enable the region to meet its targets for offshore capacity of 56MWe by 2010 and 400MWe by 2020.**

### **RE3 Renewable Heat Targets**

**LDDs will include positive policies to enable the achievement of the following targets by the use of appropriate resources and technologies:**

<b>Timescale</b>	<b>Installed Thermal Capacity (MWth)</b>
<b>2010</b>	<b>100</b>
<b>2020</b>	<b>500</b>

### **RE4 Meeting the Targets Through Development of New Resources**

**When considering individual applications for development of renewable energy facilities, local planning authorities will take into account the wider environmental, community and economic benefits of proposals, whatever their scale, and should be mindful that schemes should not have a cumulative negative impact and that proposals in protected areas should be of an appropriate scale and not compromise the objectives of designation.**

### **RE5 Renewable Energy and New Development**

**Larger scale developments will be expected to provide, as a minimum, sufficient on-site renewable energy to reduce CO<sub>2</sub> emissions from energy use by users of the buildings constructed on site by 10%. Developers will be expected to demonstrate that they have explored all renewable energy options, and designed their developments to incorporate any renewable energy requirements. Individual local planning authorities may use lower thresholds for what constitutes a larger scale development and set higher percentages for on site generation, taking into account the impact on initial and lifetime affordability of homes.**

### **RE6 Water Resources**

**The region's network of ground, surface and coastal waters and associated ecosystems will be protected and enhanced, taking account of the Environment Agency's *Regional Water Resources Strategy*, catchment abstraction management strategies, groundwater vulnerability maps, groundwater source protection zone maps and river basin management plans. Surface and groundwater pollution risks must be minimised so that environmental quality standards are achieved and where possible exceeded. Local planning authorities, through their LDDs, must ensure that rates of planned development do not exceed the capacity of existing water supply and wastewater treatment systems and do not proceed ahead of essential planned improvements to these systems**

### **RE7 Sustainable Land Management**

**Local Authorities, other agencies and the private sector will promote an integrated approach to land management by developing area-specific packages which achieve multiple benefits, reinforce and enhance the specific natural and cultural features of local areas.**

### **RE8 Woodlands and Forests**

**Local Authorities and other bodies will support the implementation of the RWFF, ensuring the environmental, social and economic value and character of the region's woods and forests are protected and enhanced in a sustainable way. Woodland areas, including ancient and semi-natural woodland should be maintained at least at 2005 levels and expanded where possible to provide a buffer to core areas of woodland. Where woodland is unavoidably lost through development it should be replaced with appropriate new woodland on at least the same scale.**

#### **RE9 Air Quality**

**The impacts of development proposals on air quality must be taken into account and Local Authorities should ensure, through LDDs, that new development will not exacerbate air quality problems in existing and potential AQMAs.**

#### **RE10 Supply of Aggregates and Other Minerals**

**Mineral Planning Authorities should seek to make provision for the supply of aggregates and other minerals to meet the South West's contribution to national requirements. Mineral Planning Authorities and Local Planning Authorities will identify and collaborate in safeguarding mineral resources of economic importance from sterilisation by other forms of development. In order to promote the delivery and bulk transport of minerals by rail and/or water, existing railheads, wharfage and other handling facilities, will be safeguarded and opportunities for new ones should be identified, where appropriate.**

#### **RE11 Maintaining a Landbank of Aggregates**

**Mineral Planning Authorities should endeavour to maintain a landbank of at least seven years during the period to 2016. The ability to meet their primary aggregate apportionment, as set out in Table M1, will be tested against environmental factors as Mineral Development Documents are brought forward.**

#### **RE12 Recycled and Secondary Aggregates**

**Provision will be made for 121 Mt of secondary and recycled aggregates to be utilised over the plan period to 2016. LDDs will identify new sites and safeguard existing sites, to secure an appropriate provision of minerals/aggregates recycling plants in appropriate locations, in accordance with Policy W2.**

#### **W1 Provision of Waste Sites**

**Waste Planning Authorities will make provision in their Waste Development Frameworks for a network of strategic and local waste collection, transfer, treatment (including recycling) and disposal sites to provide the capacity to meet the indicative allocations for their area shown in Appendix 2, for 2010, 2013 and 2020.**

#### **W2 Waste Facilities and the Waste Hierarchy**

**Provision of waste facilities will take account of the following waste hierarchy:**

- **waste should be managed on the site where it arises, wherever possible (waste minimisation); and**
- **waste that is not managed at its point of arising should be managed according to the proximity principle.**

**In all areas, identification of sites for facilities will take account of the following:**

- **established and proposed industrial sites, in particular those that have scope for the co-location of complementary activities, such as proposed resource recovery parks; and**
- **other previously developed land, including use of mineral extraction and landfill sites during their period of operation for the location of related waste treatment activities.**

**For SSCTs and other named settlements in Section 4, the location of new waste management or disposal facilities should accord with the following sequential approach:**

- **within;**
- **on the edge of; and/or**
- **in close proximity to (ie within 16 kilometres) of the urban area primarily served by the facility.**

**For rural areas and smaller towns there should be provision of:**

- **a network of local waste management facilities concentrated at, or close to, centres of population identified through Development Policy B; and/ or**
- **an accessible network of strategic waste facilities.**

**Major sources of waste arising in rural areas will be treated locally, unless specialised facilities are required.**

### **W3 Hazardous Waste**

**Waste Planning Authorities should recognise the need for the development of capacity for the disposal of Stable Non-Reactive Hazardous Wastes at existing or proposed new landfill facilities (identified in Policy W1) and safeguard capacity for the disposal of other hazardous wastes at existing sites permitted and authorised as hazardous waste landfill sites provided they are environmentally acceptable. Provision should also be made in Waste LDFs for hazardous waste transfer, treatment and disposal facilities**

### **W4 Controlling, Reusing and Recycling Waste in Development**

**All proposals for larger scale development should include as part of the planning application a report comprising an audit of waste materials on site and proposals for how waste will be managed over the lifetime of the development.**

## **ENHANCING ECONOMIC PROSPERITY AND QUALITY OF EMPLOYMENT OPPORTUNITY**

### **E1 Assessing Employment Land Provision**

**Local Authorities will assess the supply of, and demand for, employment land in their area, and through their LDDs will maintain a ready supply of sites and premises to meet local requirements for business expansion and inward investment to meet the particular needs of small businesses, and the future development of ports, airports, knowledge intensive**

**institutions and non-B class uses such as health, leisure and tourism. In undertaking assessments, Local Authorities should co-operate across administrative boundaries to ensure supply meets business needs.**

#### **E2 Identification of Employment Sites**

**At SSCTs identified in Development Policy A, LDDs will provide sufficient sites to accommodate the numbers of jobs identified for each SSCT in Section 4 along with the needs of individual sectors of the economy. This will include a range of sites capable of meeting the requirement of uses identified in Policy E1. Outside of SSCTs, LDDs should give preference (having regard to the sequential test) firstly to land within the SSCTs identified through the application of Development Policy B and then outside these places to previously developed land which is well integrated with the existing settlement pattern.**

#### **E3 Review of Employment Sites**

**The supply of sites should be critically reviewed in line with Policy E1 on a three year rolling basis so as to ensure that those allocated continue to meet the requirements of business, and will meet current or longer-term needs for economic development.**

#### **E4 Redevelopment of Employment Sites**

**Sites which no longer meet the needs of business or are poorly located for economic development purposes should be considered for redevelopment for alternative uses in the following sequence: for non-B use class employment generating uses; for mixed-use development including residential use taking account of the potential for higher employment densities; for residential use only.**

#### **E5 Waterside Employment Sites**

**Within coastal towns and the developed coast waterside sites must be safeguarded for social and economic uses which require such a location, giving priority to maritime industries.**

#### **TC1 City and Town Centres**

**In order to meet the needs of local communities within the region, Local Authorities and other agencies will work together to ensure that the vitality and viability of the region's existing network of towns and city centres is maintained and enhanced. In doing so, it will be important to ensure that such centres are not adversely affected by inappropriate development elsewhere, and that provision is made for a mix of uses within town centres, including retail, cultural facilities, offices, other employment and housing.**

**The central areas of the SSCTs identified in Development Policy A will be the main focus for new investment in retail and other major facilities requiring high levels of accessibility to the communities they serve, recognising their function as focal points for extensive catchment area populations. The sub-regional policies provide the strategic direction for these places.**

**Within those settlements identified in the context of Development Policy B, the range and quality of central area facilities will also be maintained and enhanced to meet future needs. In all settlements, measures will be**

**introduced to improve accessibility by sustainable modes, and to enhance the public realm and quality of the town centre environment. In doing so, Local Authorities and other agencies must recognise the role of central area investment in supporting regeneration objectives.**

**The scale of new investment in retail and other facilities within town centres should take full account of changing patterns of behaviour and future levels of population growth. The development of major new regional shopping facilities outside these centres will not be supported.**

#### **TO1 Sustainable Tourism**

**Local Authorities, stakeholders and the tourism industry will promote the development of tourism by:**

- **improving the quality and diversity of existing facilities and accommodation throughout the region, particularly where this would reduce seasonality;**
- **maintaining and enhancing the role of existing resorts, especially the major resorts of Bournemouth, Poole, Torbay, Weymouth, Weston-super-Mare and Newquay, by safeguarding existing high quality accommodation and facilities, and investing in new facilities where these would be viable and of an appropriate scale;**
- **realising the potential of the region's environmental, cultural and heritage assets as a basis for the development of sustainable tourism, where consistent with their conservation; and**
- **identifying opportunities for the development of new facilities and accommodation related to recreational cycle and footpath networks within the region.**

#### **TO2 Safeguarding and Investing in Tourism Destinations**

**At coastal towns and other strategic tourism destinations, Local Authorities and stakeholders should collaborate to define the future role of tourism in the local economy, identify the measures required to support it, and develop action plans for their delivery. Such plans should identify:**

- **the need to allocate specific sites for new tourism related investment;**
- **the nature and mix of new investment required; and**
- **the necessary infrastructure and investment required to support the industry within the context of the need for regeneration and economic viability.**

#### **TO3 Major New High Quality, High Profile Attractions**

**Major new tourism attractions should be located within, or close to, SSCTs and particularly within the existing major resorts of Bournemouth, Poole, Torbay, Weymouth, Weston-super-Mare and Newquay where they will:**

- **enhance the overall quality of the tourism offer in the region;**
- **develop new tourism markets complementary to those in established tourism areas, particularly those areas under greatest pressure;**
- **be readily accessible by public transport, cycle and pedestrian networks; and**

- **help to extend the tourism season and contribution to the regional economy.**

#### **CA1 Regional and Large Casinos**

**Regional and large casinos should only be developed in locations where:**

- **they support and extend the range of attractions in existing major regional tourism destinations named as SSCTs (see Development Policy A); and/or**
- **they assist regeneration measures in a location named in Section 4, which will not threaten the economic viability of established tourist resorts in the immediate catchment and where an adequate labour supply can be provided;**
- **they offer large scale and appropriate public transport access;**
- **any negative social impact can be minimised; and**
- **benefits for regeneration and the local economy can be identified.**

## **ENSURING PEOPLE ARE TREATED FAIRLY AND CAN PARTICIPATE IN SOCIETY**

#### **SI1 Equality Impact Assessment**

**Local Authorities will recognise that development and transport policies in LDDs do not affect everyone in the same way, and will ensure that, at an early stage, policies will not have unfavourable effects on some groups by conducting Equality Impact Assessments and by taking steps to mitigate negative effects. Public authorities should develop policies in full recognition of the diverse needs, circumstances and concerns of the people who will be affected by them.**

#### **SI2 Taking Account of the Needs of All Groups in Society**

**The needs of all groups in society will be taken account of when planning the development of communities in the South West to ensure that all members of society are able to benefit from growing prosperity and improving quality of life in the region.**

