

Appendix I

Policies in the Draft Revised RSS

This appendix sets out the text of the policies that comprised the Draft Revised Regional Spatial Strategy for the South West Incorporating the Secretary of State's Proposed Changes (July 2008).

Policy Reference	Policy Name	Policy Wording
SD1	The Ecological Footprint	<p>The region's Ecological Footprint will be stabilised and then reduced by:</p> <ul style="list-style-type: none"> • achieving development that 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; • encouraging 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 and securing a shift to use of more sustainable modes of travel by effective planning of future development, better alignment of jobs, homes and services, improved public transport, and a strong demand management regime applied in the region's Strategically Significant Cities and Towns; • meeting national and regional targets relating to renewable energy, resource consumption/extraction and waste production/recycling.
SD2	Climate Change	<p>The region's contribution to climate change will be reduced by:</p> <ul style="list-style-type: none"> • Reducing greenhouse gas emissions at least in line with the current national targets, ie by of 30% by 2026 (compared to 1990 levels), as part of a longer term reduction of 60% by 2050; <p>The region will adapt to the anticipated changes in climate by</p> <ul style="list-style-type: none"> • 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; • Improving the resilience and reliability of existing infrastructure to cope with changes in climate and in the light of future demand.

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Policy Reference	Policy Name	Policy Wording
SD3	The Environment and Natural Resources	<p>The region's environment and natural resources will be protected and enhanced by:</p> <ul style="list-style-type: none"> • 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; • Contributing to regional biodiversity targets through the restoration, creation, improvement and management of habitats.
SD4	Sustainable Communities	<p>Growth and development will be planned for and managed positively to create and maintain Sustainable Communities throughout the region by:</p> <ul style="list-style-type: none"> • 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; • 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; • Supporting social and economic progress by enhancing education, skills development and training.
Policy CSS	The Core Spatial Strategy	<p>Across the region, provision will be made to:</p> <ul style="list-style-type: none"> • meet identified housing and community needs; • improve connectivity, accessibility and the functional efficiency of places; and • enhance economic prosperity within environmental limits. <p>To accommodate and manage growth in the most sustainable way, most new development will be provided for at Strategically</p>

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Policy Reference	Policy Name	Policy Wording
		<p>Significant Cities and Towns (SSCTs). Provision for more limited development will be made at market and coastal towns and in small towns and villages where this will increase self-containment and promote stronger communities.</p> <p>The Regional Transport Strategy will seek to improve connectivity within the region and between the South West and other regions, while reducing congestion and the rate of growth of road traffic, and reducing negative impacts of transport on the environment.</p>
Development Policy A	Development at Strategically Significant Cities and Towns (SSCTs)	<p>The primary focus for development in the South West will be the Strategically Significant Cities and Towns (SSCTs): Barnstaple, Bath, Bridgwater, Bristol, Cheltenham, Chippenham, the Cornish Towns (Camborne-Pool-Redruth, Falmouth-Penryn & Truro), Dorchester, Exeter, Gloucester, Newton Abbot, Plymouth, Salisbury, South East Dorset, Swindon, Taunton, Torbay, Trowbridge, Weston-super-Mare, Weymouth and Yeovil.</p> <p>Provision will be made to maintain and enhance the SSCTs' regionally and sub-regionally significant roles and functions for housing, employment, cultural, education, retail, health and other services and facilities and as strategic hubs for public transport by:</p> <ul style="list-style-type: none"> • improving the quality of the urban environment, including new development and the public realm; • promoting social cohesion and healthy and secure living conditions through access to good social and community facilities; • supporting growth in the economy and skills through the availability of a range of premises and land that meet the needs of business; • securing improvements to public transport, traffic management and use of road space to tackle congestion and poor air quality; • making efficient and effective use of land, including through regeneration, and planning for and delivering development and infrastructure in a comprehensive and co-ordinated way.
Development Policy B	Development at Market and Coastal Towns	<p>At Market and Coastal Towns that meet all of the following criteria:</p> <ul style="list-style-type: none"> • there is an existing concentration of business and employment, or and realistic potential for employment opportunities to be enhanced; • there are shopping, cultural, faith, education, health and public services that meet the needs of the settlement and the surrounding area; • there are sustainable transport modes that can be maintained or developed to meet identified community needs in the settlement and the surrounding area <p>Provision will be made for housing, employment, shopping and other services that increase their self-containment and enhance their roles as service centres.</p>
Development Policy C	Development at Small Towns and Villages	<p>In small towns and villages greater self-containment and stronger local communities will be promoted by making provision that:</p> <ul style="list-style-type: none"> • supports economic activity appropriate to the scale of the settlement; • extends the range of services to better meet the needs of the settlement and its surrounding area; • meets identified local housing needs.
Development Policy D	Infrastructure	<p>The planning and delivery of development should ensure efficient and effective use of existing infrastructure and should provide for the delivery of new or improved transport, education, health, culture, sport and recreation and green infrastructure in step with development. Central Government, Local authorities, regional bodies, service providers and developers will work in partnership to identify regionally and sub-regionally significant infrastructure requirements and solutions, including funding.</p>

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Development Policy E	High Quality Design	All development should deliver the highest possible standards of design, both in terms of urban form and sustainability criteria.
Development Policy F	Planning and delivery of major development	<p>Major developments, including urban extensions and regeneration, should be planned on a comprehensive and integrated basis to ensure that they contribute to the delivery of sustainable communities and a high quality of life by providing for:</p> <ul style="list-style-type: none"> • high standards of design and access and the lowest practicable levels of energy and car use; • public transport, cultural, leisure, retail, health care, education and other services and facilities commensurate with the needs of the expected population of the area and delivered in step with growth of that population; • sustainable transport links between urban extensions and city/town centres, with an emphasis on public transport, cycling and walking; • amenity space and green infrastructure that meets community needs and supports improved biodiversity; and • a range of housing types and tenures.
Development Policy G	Sustainable Construction	<p>Local Planning Authorities should promote best practice in sustainable construction and help to achieve the national timetable for reducing carbon emissions from residential and non-residential buildings. This will include:</p> <ul style="list-style-type: none"> • consideration of how all aspects of development form can contribute to securing high standards of energy and water efficiency; • the use of sustainable drainage systems to minimise flood risk, manage surface water and encourage natural drainage and ground water recharge where appropriate; • designing for flexible use and adaptation to reflect changing lifestyles and needs and the principle of 'whole life costing'. <p>There will be situations where it could be appropriate for local planning authorities to anticipate higher levels of building sustainability in advance of those set out nationally, for identified development area or site-specific opportunities. When proposing any local requirements for sustainable buildings, local planning authorities must be able to demonstrate clearly the local circumstances that warrant and allow this and set them out in Development Plan Documents.</p>
Development Policy H	Re-using Land	The full potential of previously used land will be taken into account in providing for new development, whilst recognising that previously developed land may not always be in the most sustainable locations and 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 housing development on previously developed land (including the conversion of existing buildings).
HMA1	West of England HMA	<p>In the West of England HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 137,200 jobs • growth of at least 137,950 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ Bristol 36,500 ➤ South Gloucestershire 32,800 ➤ North Somerset 26,750 ➤ Bath and North East Somerset 21,300 ➤ West Wiltshire 12,300 ➤ Mendip 8,300

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Policy Reference	Policy Name	Policy Wording
		<p>Bristol SSCT</p> <p>Bristol will realise its potential as a major driver of the regional economy at the centre of a wider city region, increasing its importance both nationally and internationally while safeguarding the integrity of environmental and habitat designations by providing for:</p> <ul style="list-style-type: none"> • a better balance between homes and jobs to reduce the need to travel • strategic employment sites to meet the needs of business, broaden the economic base and develop the economy; • expansion of the employment, service, retail and cultural roles of the city centre, including through redevelopment and regeneration • a focused programme of regeneration initiatives at South Bristol to broaden the housing stock, improve the quality and diversity of retail, employment and service provision and improve accessibility; • the continuing role of the North Fringe as an economic centre of regional and national importance, including the nationally significant advanced engineering/aerospace cluster; • expansion of Yate and Keynsham to strengthen their roles as service centres; • port-related development and a range of employment uses at Avonmouth/Severnside while managing flood risk; • an increase in local services at Cribbs Causeway retail centre to serve local communities but not to the scale of a formal town centre. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 51,000 new homes within the existing urban area of Bristol (33,500 in Bristol and 17,500 in South Gloucestershire); • 10,500 new homes at Area of Search 1A (9,000 within North Somerset and 1,500 in Bristol); • 9,500 new homes at Area of Search 1B (of which 8,000 within Bath and North East Somerset and 1,500 in Bristol); • 8,000 new homes at Area of Search 1C (South Gloucestershire); • 2,000 new homes at Area of Search 1D (South Gloucestershire); • 3,000 new homes at Area of Search 1E at Yate (South Gloucestershire); • 3,000 new homes at Area of Search 1F at Keynsham (Bath and North East Somerset). <p>Planning for employment will provide for about 92,000 jobs in the Bristol TTWA including the provision of about 352 ha of employment land.</p> <p>Bath SSCT</p> <p>Bath will develop its role as an economic, service, tourism and cultural centre, respecting its World Heritage Site status, by providing for:</p> <ul style="list-style-type: none"> • expansion of the employment, service, retail and cultural roles of the city centre; • reuse of existing sites and buildings within the urban area. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 6,000 new homes within the existing Bath urban area • 2,000 new homes at Area of Search 1G to the south west of Bath (Bath and North East Somerset). <p>Planning for employment will provide for about 20,200 jobs in the Bath TTWA including the provision of about 39 ha of employment land.</p>

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Policy Reference	Policy Name	Policy Wording
		<p>Weston-super-Mare SSCT</p> <p>Weston-super-Mare will secure concerted employment-led regeneration, while safeguarding the integrity of environmental and habitat designations by providing for:</p> <ul style="list-style-type: none"> • revitalisation of the town centre and sea-front through improved retail, leisure and cultural facilities and public realm • a better balance between homes and jobs, with an emphasis on significantly improving the employment offer of the town and reducing the impacts of car-based commuting; • housing growth to be phased and linked directly to job growth. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 3,000 new homes within the existing Weston-super-Mare urban area (North Somerset) • 9,000 new homes at Area of Search 1H to the south east of Weston-super-Mare (North Somerset) <p>Planning for employment will provide for about 10,000 jobs in the Weston-super-Mare TTWA including the provision of about 34 ha of employment land.</p> <p>Trowbridge SSCT</p> <p>Trowbridge will enhance its role as an employment and service centre to meet the needs of a growing population and increase its self-containment, including provision to expand the town centre.</p> <p>Provision for sustainable housing growth at the Trowbridge SSCT will be made for at least 6,000 new homes.</p> <p>Planning for employment will provide for about 11,700 jobs in the Trowbridge & Warminster TTWA including the provision of about 37 ha of employment land.</p> <p>Bristol and Bath Green Belt</p> <p>The general extent of the Bristol and Bath Green Belt will be maintained subject to the following alterations:</p> <ul style="list-style-type: none"> • removal of the green belt between the Royal Portbury Dock and the M5 motorway, having regard to development needs of the Royal Portbury Dock; • removal of the green belt at Bristol International Airport, having regard to the development needs of the airport; • removal of the green belt to accommodate urban extensions at Areas of Search 1A, 1B, 1C, 1D, 1F and 1G. <p>Transport outcomes</p> <p>Action should be taken to:</p> <ul style="list-style-type: none"> • tackle congestion on the corridors between Yate and Bristol and between Weston-super-Mare and Bristol and reduce use of the M4 and M5 for local journeys; • to improve access for all to and from South Bristol and to provide for orbital movement, supporting regeneration and employment growth. <p>This should comprise:</p> <ul style="list-style-type: none"> • demand management measures; • sustainable travel measures; and • if necessary, targeted new infrastructure investment to unlock pinch points.

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Policy Reference	Policy Name	Policy Wording
Policy HMA2:	Swindon HMA	<p>In the Swindon HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 42,700 jobs; • growth of at least 53,900 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ Swindon 34,200 ➤ North Wiltshire 13,700 ➤ Kennet 6,000 <p>Swindon SCCT</p> <p>Swindon will significantly enhance its role as a centre for employment, services and housing, serving a catchment extending beyond the region by providing for:</p> <ul style="list-style-type: none"> • expansion and improvement of the town centre to achieve a transformation of employment, retail, cultural and service provision and the overall environment; • regeneration of the wider central area; • improvements to higher educational facilities to ensure the availability of the higher skills required for economic growth; • improvement of the general environment to make the town a more attractive place in which to live and work. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 19,000 new homes in the existing urban area of Swindon (Swindon); • 12,000 new homes at Area of Search 2A to the east of Swindon (Swindon); • 2,000 new homes at Area of Search 2B at Swindon (Swindon); • 3,000 new homes at Area of Search 2C the west of Swindon (North Wiltshire). <p>Planning for employment will provide for about 32,000 jobs in the Swindon TTWA including the provision of about 128 ha of land by resolving delivery problems or by new allocations.</p> <p>Chippenham SSCT</p> <p>Chippenham will enhance its role as an employment and service centre to meet the needs of a growing population and increase its self-containment by providing for:</p> <ul style="list-style-type: none"> • employment growth to reduce commuting; and • expansion of the town centre for retail and other services. <p>Provision for sustainable housing growth at the Chippenham SSCT will be made for at least 5,500 dwellings.</p> <p>Planning for employment will provide for about 6,200 jobs in the Chippenham TTWA including the provision of about 42 ha of employment land.</p> <p>Transport outcomes</p> <p>Action should be taken to improve movement and accessibility for all the following corridors:</p> <ul style="list-style-type: none"> • east of Swindon - Swindon town centre; • north west Swindon - Swindon town centre; • west Swindon - Swindon town centre. <p>This should comprise:</p>

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		<ul style="list-style-type: none"> • demand management measures; • sustainable travel measures; and • if necessary targeted new infrastructure investment to unlock pinch points.
Policy HMA3	Gloucester and Cheltenham HMA	<p>In the Gloucester and Cheltenham HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 41,700 jobs; • growth of at least 56,400 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ Gloucester 11,500 ➤ Cheltenham 8,100 ➤ Tewkesbury 14,600 ➤ Stroud 9,100 ➤ Cotswold 6,900 ➤ Forest of Dean 6,200 <p>Gloucester SSCT Gloucester will improve its economic performance and realise greater growth potential, while safeguarding the integrity of environmental and habitat designations, by providing for regeneration of the city centre and docks area to support the delivery of improved retail, cultural and further education facilities. Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 13,500 new homes within the existing Gloucester urban area (11,500 in Gloucester and 2,000 at Brockworth (Tewkesbury)); • 2,000 new homes at Area of Search 3A to the south of Gloucester (Stroud); • 1,500 new homes at Area of Search 3B to the south of Gloucester (Stroud); • 1,500 new homes at Area of Search 3C to the east of Gloucester (Tewkesbury); • 2,500 new homes at Area of Search 3D to the north of Gloucester (Tewkesbury). <p>Planning for employment will provide for about 11,700 jobs in the Gloucester TTWA including the provision of about 79 ha of employment land.</p> <p>Cheltenham SSCT Cheltenham will improve its economic performance and realise its economic potential, while safeguarding the integrity of environmental and habitat designations, by providing for:</p> <ul style="list-style-type: none"> • improvements to the town centre, to support its role as a major retail, employment, tourism and cultural centre <p>land and premises to diversify the economic base, building on existing specialisms such as ICT and advanced engineering. Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 6,500 new homes within the existing Cheltenham urban area (Cheltenham); • 1,300 new homes at Area of Search 3E to the south of Cheltenham (600 in Cheltenham and 700 in Tewkesbury); • 5,000 new homes at Area of Search 3F to the north of Cheltenham (1,000 in Cheltenham and 4,000 in Tewkesbury); • 1,000 new homes at Area of Search 3G to the north of Bishop's Cleeve (Tewkesbury);

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		<p>Planning for employment will provide for about 10,750 jobs in the Cheltenham TTWA including the provision of about 39 ha of employment land.</p> <p>Cheltenham and Gloucester Green Belt</p> <p>The general extent of the Cheltenham and Gloucester Green Belt will be maintained subject to the following alterations:</p> <ul style="list-style-type: none"> • removal of the green belt to accommodate urban extensions at Areas of Search 3C, 3D, 3E, 3F and 3G. <p>Transport outcomes</p> <p>Action should be taken to improve movement and accessibility for all on the following corridors:</p> <ul style="list-style-type: none"> • south Gloucester - Gloucester city centre; • Gloucester city centre - Cheltenham town centre; • Cheltenham town centre - Bishop's Cleeve. <p>This should comprise:</p> <ul style="list-style-type: none"> • demand management measures; • sustainable travel measures; and • if necessary, targeted new infrastructure investment to unlock pinch points.
Policy HMA4:	Exeter HMA	<p>In the Exeter HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 40,600 jobs • growth of at least 55,400 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➢ Exeter 15,000 ➢ East Devon 17,100 ➢ Mid Devon 7,400 ➢ Teignbridge 15,900 <p>Exeter SSCT</p> <p>Exeter will realise its economic potential and develop its role as a centre for employment, housing, retail and culture by providing for:</p> <ul style="list-style-type: none"> • regeneration of the city's urban area through the re-use of previously developed land and buildings; • major mixed use development including employment, housing, cultural and leisure facilities, in the city centre. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 12,000 new homes within the existing urban area of Exeter (Exeter); • 2,500 new homes at Area of Search 4A to the east of Exeter (Exeter); • 4,000 new homes at Area of Search 4B to the east of Exeter (East Devon); • 7,500 new homes at Cranbrook (East Devon); • 2,500 new homes at Area of Search 4C to the south west of Exeter (500 in Exeter and 2,000 in Teignbridge). <p>Planning for employment will provide for about 28,500 jobs in the Exeter TTWA including:</p> <ul style="list-style-type: none"> • provision of about 40 hectares of employment land within Exeter's urban area (Exeter) and about 100 hectares adjacent to Exeter (in Exeter and East Devon);

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		<ul style="list-style-type: none"> • provision for about 20 hectares of employment land at Area of Search 4B. <p>Newton Abbot SSCT</p> <p>Newton Abbot will enhance its role as an employment and service centre to meet the needs of a growing population and increase its self-containment, taking account of the need to complement the role of Torbay, by providing for regeneration of the town's urban area through the re-use of previously developed land and buildings.</p> <p>Provision for sustainable housing growth at the Newton Abbot SSCT will be made for at least 8,000 dwellings.</p> <p>Planning for employment will provide for about 6,500 jobs in the Newton Abbot TTWA including the provision of about 35 ha of employment land.</p> <p>Transport outcomes</p> <p>Action should be taken to improve movement and accessibility for all on the following corridors:</p> <ul style="list-style-type: none"> • Cranbrook - Exeter city centre; • south west Exeter - Exeter city centre. <p>This should comprise:</p> <ul style="list-style-type: none"> • demand management measures; • sustainable travel measures; and • if necessary, targeted new infrastructure investment to unlock pinch points.
Policy HMA5	Torbay HMA	<p>Provision should be made within the Torbay HMA for:</p> <ul style="list-style-type: none"> • growth of about 10,100 jobs; • growth of at least 15,000 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➢ Torbay 15,000 <p>Torbay SSCT</p> <p>Torbay will regenerate its roles as a tourism, employment and service centre, tackling concentrations of multiple deprivation, by providing for:</p> <ul style="list-style-type: none"> • tourism development in Torquay, Paignton and Brixham; and • enhancement of Torquay, Paignton and Brixham town centres for retail and other services; • land and premises to support diversification of the economy; • re-use of previously developed land and buildings. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 7,200 new homes within the existing urban area of Torbay (Torbay) • 7,800 new homes at Area of Search 5A to the west of Torbay (Torbay) <p>Provision for about 11,700 jobs should be made in the Torquay and Paignton/Totnes TTWAs (of which about 10,100 should be in the Torbay HMA) over the plan period together including the provision of about 29 ha of employment land.</p> <p>Transport outcomes</p> <p>Action should be taken to improve movement and accessibility for all on the corridor between Brixham and Newton Abbot. This should comprise:</p>

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		<ul style="list-style-type: none"> • demand management measures; • sustainable travel measures; and • if necessary targeted new infrastructure investment to unlock pinch points.
Policy HMA6	Taunton HMA	<p>In the Taunton HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 25,800 jobs; • growth of at least 34,500 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ Taunton Deane 21,800 ➤ Sedgemoor 10,200 ➤ West Somerset 2,500 <p>Taunton SSCT Taunton will realise its economic potential and develop its role as an employment, service and cultural centre to meet the needs of an expanding population, while reducing the risk of flooding, by providing for expansion and regeneration of the town centre. Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 11,000 new homes within the existing urban area of Taunton (Taunton Deane); • 4,000 new homes at Area of Search 6A to the north east of Taunton (Taunton Deane); • 3,000 new homes at Area of Search 6B to the south west of Taunton (Taunton Deane). <p>Planning for employment will provide for about 16,500 jobs in the Taunton TTWA including the provision of about 34 ha of employment land.</p> <p>Bridgwater SSCT Bridgwater will be regenerated, diversify its economy and increase self-containment, while reducing the risk of flooding, by providing for:</p> <ul style="list-style-type: none"> • the re-use of redundant employment site; • improving the town centre. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 6,200 new homes within the existing urban area of Bridgwater (Sedgemoor); • 1,500 new homes within Area of Search 6C, partly within the existing urban area and partly as an extension to it, to the north of Bridgwater (Sedgemoor). <p>Planning for employment will provide for about 7,500 jobs in the Bridgwater TTWA including the provision of about 54 ha of employment land.</p> <p>Transport outcomes Action should be taken to improve movement and accessibility for all on the corridor between Bridgwater and Taunton (avoiding the M5). This should comprise:</p> <ul style="list-style-type: none"> • demand management measures • sustainable travel measures; and • if necessary targeted new infrastructure investment to unlock pinch points.

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Policy HMA7	Bournemouth and Poole HMA	<p>In the Bournemouth and Poole HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 45,400 jobs; • growth of at least 48,100 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ Bournemouth 16,100 ➤ Poole 10,000 ➤ Christchurch 3,450 ➤ East Dorset 6,400 ➤ Purbeck 5,150 ➤ North Dorset 7,000 <p>South East Dorset SSCT</p> <p>The South East Dorset SSCT will realise its economic potential and enhance the roles of centres for employment, retail, cultural and other services, while safeguarding the integrity of environmental and habitat designations, by providing for:</p> <ul style="list-style-type: none"> • the transformation of Bournemouth and Poole town centres through expansion of and improvements to retail, cultural, tourism and higher education facilities, office-based employment and high density residential development; • increasing the density of development at locations which offer a wide range of services and facilities; • Suitable Alternative Natural Greenspace to relieve visitor pressure for recreation on the Special Protection Area. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 14,600 new homes within the existing urban area of Bournemouth (Bournemouth); • 10,000 new homes within the existing urban area of Poole (Poole); • 2,850 new homes within the existing urban area of Christchurch (Christchurch); • 1,500 new homes at Area of Search 7A to the north of Bournemouth (Bournemouth); • 2,750 new homes at Area of Search 7B at Lychett Minster (Purbeck); • 600 new homes at Area of Search 7C to the north of Christchurch (Christchurch); • 3,800 new homes within the existing urban areas in East Dorset (East Dorset); • 2,400 new homes at Areas of Search 7D/E/F within East Dorset (East Dorset). <p>Planning for employment will provide for about 42,000 jobs over the plan period, with about 23,000 jobs in the Bournemouth TTWA and about 19,000 jobs in the Poole TTWA, including the provision of about 152 Ha of employment land (which includes about 20 hectares of employment land at Area of Search 7G to the west of Ferndown (East Dorset)).</p> <p>In accommodating this level of growth the opportunity should be taken to maximise the potential of Bournemouth town centre, including the Lansdowne area, Poole town centre and the Twin Sails Regeneration Area as the primary locations for office, retail, cultural and higher education facilities, in order to take advantage of access to sustainable modes of transport.</p> <p>Ecological Integrity</p> <p>Provision for new residential development in the HMA must secure effective minimisation, avoidance and mitigation of the potential adverse effects on the ecological integrity of the Dorset heathlands internationally designated sites.</p> <p>South East Dorset Green Belt</p> <p>The general extent of the South East Dorset Green Belt will be maintained subject to the following alterations:</p>

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		<ul style="list-style-type: none"> • removal of the green belt at Bournemouth Airport, having regard to the development needs of the airport; • removal of the green belt to accommodate urban extensions at Areas of Search 7A, 7B, 7C and 7D/E/F; • removal of the green belt to accommodate employment land at Area of Search 7G. <p>Transport outcomes</p> <p>Action should be taken to improve movement and accessibility for all on the corridors linking the communities in the north and west of the SSCT with Bournemouth and Poole town centres. This should comprise:</p> <ul style="list-style-type: none"> • demand management measures • sustainable travel measures; and • if necessary, targeted new infrastructure investment to unlock pinch points.
Policy HMA8	Plymouth HMA	<p>In the Plymouth HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 52,000 jobs • growth of at least 55,700 homes, distributed amongst the local authorities as: <ul style="list-style-type: none"> ➤ Plymouth 33,000 ➤ South Hams 12,300 ➤ Caradon 6,000 ➤ West Devon 4,400 <p>Plymouth SSCT</p> <p>Plymouth will be transformed and revitalised, realising its potential as the economic hub for the far South West and enhancing its role as a retail and cultural centre, by providing for:</p> <ul style="list-style-type: none"> • development of cultural and tourist attractions and a high quality public realm, including the waterfront; • a range of employment opportunities, services and facilities to improve the physical fabric of the urban area; • improvement of the retail performance of the city centre and its continued development as the focus for the wider urban area. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 33,000 new homes within the existing urban area of Plymouth (Plymouth); • 6,000 new homes at Sherford to the east of Plymouth (South Hams); • 500 new homes at Area of Search 8A at Plymouth (South Hams); • 500 new homes at Saltash/Torpoint (Caradon). <p>Planning for employment will provide for about 42,000 jobs over the plan period including the provision of about 150 hectares of employment land.</p> <p>Transport outcomes</p> <p>Action should be taken to improve movement and accessibility for all on the following corridors:</p> <ul style="list-style-type: none"> • Langage - Sherford - Plymouth city centre; • Saltash - Plymouth city centre; • Plymouth Airport - Plymouth city centre.

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Policy Reference	Policy Name	Policy Wording
		<p>This should comprise:</p> <ul style="list-style-type: none"> • demand management measures • sustainable travel measures; and • if necessary targeted new infrastructure investment to unlock pinch points.
Policy HMA9	West Cornwall HMA	<p>In the West Cornwall HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 33,100 jobs • growth of at least 48,800 homes, distributed amongst the local authorities as: <ul style="list-style-type: none"> ➢ Carrick 10,900 ➢ Kerrier 14, 400 ➢ Penwith 7,800 ➢ Restormel 15,700 <p>Truro, Falmouth-Penryn and Camborne/Pool/Redruth SSCT</p> <p>Truro, Falmouth-Penryn and Camborne/Pool/Redruth will develop their complementary roles by providing for:</p> <ul style="list-style-type: none"> • major enhancement of Truro as an employment, service and retail centre • the regeneration of Camborne/Pool/Redruth as a regional priority, consolidating the urban area while respecting the World Heritage Site designation • enhancement of Falmouth-Penryn's maritime, tourist, business, education and retail functions. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 1,000 new homes within the existing urban area of Truro (Carrick); • 5,400 new homes at Area of Search 9A to the west and south of Truro (Carrick); • 2,000 new homes within the urban area of Falmouth-Penryn (Carrick); • 800 new homes at Area of Search 9B at Falmouth-Penryn (Kerrier); • 6,000 new homes within the urban area of Camborne/Pool/Redruth (Kerrier); • 5,100 new homes at Area of Search 9B at Camborne/Pool/Redruth (Kerrier). <p>Planning for employment will provide for about 9,500 jobs in Truro TTWA, about 4,700 jobs at the Camborne/Redruth TTWA and about 2,700 jobs at the Falmouth TTWA including the provision of about 58 ha of employment land.</p> <p>Transport outcomes</p> <p>Action should be taken to improve movement and accessibility for all on the following corridors:</p> <ul style="list-style-type: none"> • Redruth – Camborne; • west Truro - Truro city centre. <p>This should comprise:</p> <ul style="list-style-type: none"> • demand management measures; • sustainable travel measures; and • if necessary, targeted new infrastructure investment to unlock pinch points.

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Policy Reference	Policy Name	Policy Wording
Policy HMA9a	Isles of Scilly	<p>In the Isles of Scilly, viable and balanced communities will be supported and the high quality environment protected by providing for:</p> <ul style="list-style-type: none"> • housing that meets local needs only; • diversification of the local economy; • improvements to air and sea links. <p>Provision for sustainable housing growth will comprise about 100 new homes to meet local needs only.</p>
Policy HMA10	Polycentric Devon and Cornwall HMA	<p>In the Polycentric Devon and Cornwall HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 20,300 jobs • growth of at least 35,000 dwellings, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ North Devon 10,900 ➤ Torridge 10,700 ➤ North Cornwall 13,400 <p>Barnstaple SSCT Barnstaple will enhance its role as an employment and service centre to meet the needs of a growing population and increase its self-containment by providing for:</p> <ul style="list-style-type: none"> • expansion of the town centre; • improvements to higher education facilities to ensure the availability of skills required for economic growth. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 4,800 new homes within the existing urban area of Barnstaple (North Devon); • 2,400 new homes at Area of Search 10A at Barnstaple (North Devon). <p>Provision should be made for around 6,300 jobs in the Barnstaple TTWA including around 50 hectares of employment land.</p>
Policy HMA11	Salisbury HMA	<p>In the Salisbury HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 13,900 jobs • growth of at least 12,400 dwellings distributed between the local authorities as: • Salisbury 12,400 <p>Provision will be made to deliver additional waste water treatment capacity in the HMA.</p> <p>Salisbury SSCT Salisbury will enhance its role as an employment and service centre by providing for:</p> <ul style="list-style-type: none"> • improvements to retail, cultural, educational and tourism facilities in the city centre; • higher-skilled employment, particularly in the office sector; • a reduction in traffic in the city centre; • improvements to the character and setting of the city. <p>Provision for sustainable housing growth will comprise at least 6,000 new homes. Planning for employment will provide for about 13,500 jobs in the Salisbury TTWA and the provision of about 37 ha of employment land.</p>

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Policy Reference	Policy Name	Policy Wording
Policy HMA12	Weymouth and Dorchester HMA	<p>In Weymouth and Dorchester HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 11,900 jobs • growth of at least 18,100 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ West Dorset 12,500 ➤ Weymouth & Portland 5,600 <p>Employment Planning for employment will provide for about 9,500 jobs in the Weymouth and Dorchester TTWA including the provision of about 28 ha of employment land.</p> <p>Weymouth SSCT Weymouth will enhance its role as an employment and service centre and as a tourist resort, and increase its self-containment, by providing for:</p> <ul style="list-style-type: none"> • improvements to and expansion of retail, service and leisure facilities and the public realm in the town centre; • diversification of its economy, including through the re-use of redundant employment sites; • management of flood risks. <p>Dorchester SSCT Dorchester will enhance its role as an employment and service centre to meet the needs of a growing population and increase its self-containment, including provision for improved heritage and cultural facilities. Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 4,000 new homes within the existing urban area of Dorchester (West Dorset); • 3,000 new homes at Area of Search 12A at Dorchester (West Dorset). <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 5,000 new homes within the existing urban area of Weymouth (Weymouth & Portland); • 700 new homes at Area of Search 12B at Weymouth (West Dorset). <p>Transport outcomes Action should be taken to improve movement and accessibility for all and tackle congestion on the corridor between Dorchester and Weymouth. This should comprise:</p> <ul style="list-style-type: none"> • demand management measures; • sustainable travel measures; and • if necessary, targeted new infrastructure investment to unlock pinch points.
Policy HMA13	South Somerset HMA	<p>In the South Somerset HMA provision will be made for:</p> <ul style="list-style-type: none"> • growth of about 10,700 jobs • growth of at least 19,700 homes, distributed between the local authorities as: <ul style="list-style-type: none"> ➤ South Somerset 19,700 <p>Yeovil SSCT Yeovil will realise its economic potential and enhance its role as an employment, housing, educational and cultural centre by</p>

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Policy Reference	Policy Name	Policy Wording
		<p>providing for:</p> <ul style="list-style-type: none"> • diversification of the town's economy; • a broadening of the range of retail and leisure facilities in the town centre. <p>Provision for sustainable housing growth will comprise:</p> <ul style="list-style-type: none"> • 6,400 new homes within the existing urban area of Yeovil (South Somerset); • 5,000 new homes at Area of Search 13A at Yeovil (South Somerset and West Dorset). <p>Planning for employment will provide for around 9,100 jobs in the Yeovil TTWA including the provision of around 43 ha of employment land.</p>
HD1	Sub-Regional Distribution of Housing 2006-2026: Managing and Stepping Up Supply	<p>Provision should be made across the HMAs and LPA areas to deliver the total number of dwellings in the periods between 2006-2016 and 2016-2026 as set out in Tables 4.1 and 4.2. To support the required step-up in the delivery of new homes and to ensure that new homes are in locations that accord with the Core Spatial Strategy;</p> <p>Local Planning Authorities should complete Strategic Housing Land Availability Assessments (SHLAAs) as evidence for LDFs</p> <p>Local Planning Authorities should identify and manage the release of land to maintain the momentum of housing delivery to meet the region's objectives for places by;</p> <ul style="list-style-type: none"> • Identifying sites and contributions from areas of planned change in LDFs (based on Strategic Housing Land Availability Assessments and other evidence) to ensure a 15 year supply of land for housing , including a 5 year supply of specific, deliverable sites; • Where needed, identifying broad locations in LDFs so that these locations can be included in the 11-15 year supply and be further tested before sites are identified; • Co-ordinating the release of housing land with the necessary improvement to and/or provision of infrastructure • Adopting a flexible approach to delivery by not treating housing figures as ceilings whilst ensuring that development is focused on locations that deliver the Plan's Core Spatial Strategy; • Maintaining housing and brownfield land trajectories, and managing delivery where actual performance is outside of acceptable ranges. <p>The Regional Planning Body should monitor the five-year supply in the region, along with levels and patterns of migration, household and population change, the recent and projected performance of the regional economy, housing mix, affordability, and delivery in rural areas. The RPB should maintain a regional housing trajectory, linked to regional and local Annual Monitoring Reports. Where monitoring suggests that the expected outcomes of the Plan are not being achieved, consideration should be given to reviewing the Plan.</p> <p>The Plan will be refined through a partial review to ensure that additional and longer term housing growth is planned and accommodated in the most sustainable way by identifying broad locations to meet longer term development needs, taking account of New Growth Points, Ecotown initiatives, and other evidence.</p>
RTS1	Corridor Management	<p>In the following corridors of:-</p> <p>National importance:</p> <ul style="list-style-type: none"> • London - South Wales (via Bristol); and • Exeter - Birmingham (via Bristol). <p>Regional importance:</p>

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Policy Reference	Policy Name	Policy Wording
		<ul style="list-style-type: none"> • Exeter - London (via Taunton and/or Salisbury); • Exeter - Penzance (via Plymouth or Okehampton); • Weymouth - London (via South East Dorset); • Swindon - Gloucester / Cheltenham; • Bristol/Bath - South Hampshire; • Torbay - Exeter (via Newton Abbot); • Barnstaple - Exeter; • Exeter - Dorchester; and • Penzance - Isles of Scilly. <p>In order to improve the reliability and resilience of journey times, to develop opportunities to facilitate a modal shift and support growth at the SSCTs, provision will be made to manage the demand for long distance journeys and reduce the impacts of local trips on these corridors. Measures will include:-</p> <ul style="list-style-type: none"> • Demand management measures and improvements to the local transport networks serving the SSCTs along the corridors (particularly walking, cycling, public transport and interchange facilities) that will reduce the rate of road traffic congestion on the corridors of national and regional importance; • Developers managing down the impacts of their developments on the corridors of national and regional importance; • Access control measures on the corridors of national and regional importance; • Improvements to road junctions that will reduce the rate of road traffic growth and congestion on the corridors of national and regional importance; • Proposals that will make the best use of the existing infrastructure; • Improvements in information management, including the timetabling of rail services; • Engineering measures to enable increasing frequency of rail services; and • Capacity enhancements to the corridors, including rail passenger services. <p>Substantial priority should be given to those measures that will have the greatest impact in reducing the rate of growth of congestion on the corridors of national importance. Priority on corridors of regional importance should be commensurate with the relative level of economic and housing growth along and within the corridor.</p>
RTS2	Demand Management and Sustainable Travel Measures at the SSCTs	<p>Demand management measures should be introduced progressively at the SSCTs to reduce the growth of road traffic levels and congestion. This should be accompanied by a 'step change' in the prioritisation of sustainable travel measures serving these places. The range and degree of demand management measures should be determined by the functional role of the SSCT and the availability of sustainable travel modes. Priority should be given to those measures that will have the greatest impact in relieving congestion at the most congested SSCTs. Consideration should be given to the following range of measures:</p> <ul style="list-style-type: none"> • better walking and cycling measures; • the promotion of more sustainable travel behaviour (e.g. 'Smarter Choices'); • improved facilities for public transport; • new and expanded park-and-ride; • improved management of road space including schemes to improve average bus speeds and high occupancy vehicle

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Policy Reference	Policy Name	Policy Wording
		<p>lanes;</p> <ul style="list-style-type: none"> • parking strategies including charging regimes; • congestion charging/road pricing.
RTS3	Parking	<p>Parking measures should be implemented to reduce reliance on the car and encourage the use of sustainable transport modes. Relevant plans and strategies should include policies and proposals for:</p> <p>Parking Standards Standards should promote sustainable transport choices. In those parts of the region (particularly the SSCTs) where levels of accessibility by sustainable modes are high (or are planned to be high), lower levels of parking provision for new development should be provided.</p> <p>Parking Provision The total parking stock should be managed to reflect local circumstances and the relative accessibility by sustainable transport modes.</p> <p>Parking Charges Parking charging regimes should be designed to:</p> <ul style="list-style-type: none"> • Discourage commuting while protecting the commercial viability of town centres; • Avoid wasteful competition between different locations; and • Reflect the availability of alternative more sustainable travel modes.
RTS4	Freight and the Primary Route Network	<p>Relevant plans and strategies should include policies and proposals for rest and service areas for freight vehicles.</p> <p>The primary route network (including motorways and trunk roads) should be promoted for use by HGVs in preference to other roads. The routes should be signed appropriately. Environmental weight restrictions should not be placed on these routes.</p> <p>The priority for road maintenance investment should reflect the importance of the corridors identified in RTS1 and the rest of the Primary Route Network.</p> <p>A site for a road/rail freight interchange should be identified and safeguarded in Local Development Documents at or near Exeter subject to viability.</p>
RTS5	Ports	<p>Relevant plans and strategies should include policies and proposals that maintain and enhance the role of the following:</p> <ul style="list-style-type: none"> • Bristol Port to meet its potential for providing general and deepwater container freight; • Plymouth, Poole and Weymouth as the main 'roll-on/roll-off' freight and passenger ports in the region; • Plymouth, Poole and Fowey serving niche markets; and • Penzance and St Mary's Harbours in providing the sea link to the Isles of Scilly. <p>Bristol, Plymouth, Poole and Fowey ports should give priority to the preparation of 'Masterplans' as a means of identifying future landside infrastructure requirements and demonstrating how conflicts between existing and future uses in the port or on adjacent land can be managed.</p>
RTS6	Airports and Heliports	<p>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. Relevant plans and strategies should include policies and proposals that:</p> <ul style="list-style-type: none"> • Support the development of Bristol, Bournemouth and Exeter within the currently agreed levels of growth set out in the 'Future of Air Transport' White Paper;

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Policy Reference	Policy Name	Policy Wording
		<ul style="list-style-type: none"> Support Plymouth City Airport and Newquay to sustain and enhance their roles of serving local catchment areas; Support the role of Gloucestershire and Filton Airports in continuing to serve business aviation needs; and Support the role of Land's End Aerodrome, Penzance Heliport, St Mary's Airport and Tresco Heliport in providing lifeline air services to the Isles of Scilly. <p>Airport operators required to prepare Masterplans should also prepare Airport Surface Access Strategies and set targets for their airport to achieve:</p> <ul style="list-style-type: none"> Minimising the environmental impact of surface access; and A higher modal share in favour of public transport, cycling and walking.
H1	Housing Affordability	<p>Within the 23,060 29,623 dwellings per annum (at least) required for the region, at least 7,500 10,000 affordable homes per annum will be provided in the period to 2026. Provision will be made for at least 30 35% of all housing development annually across each Local Authority area and Housing Market Areas to be affordable housing.</p> <p>Development Plan Documents should include policies to deliver a substantial increase in the amount of affordable in the region and reflect the outcome of joint working including Strategic Housing Market Area Assessments. These should;</p> <ul style="list-style-type: none"> Specify targets for and proportions of affordable housing; Identify an appropriate division of affordable housing between social rented and intermediate tenures; Help to secure and maintain an appropriate supply of affordable housing in the wider context of maintaining an overall five year housing land supply.
H2	Housing Densities	<p>In formulating and monitoring their LDDs and when exercising their development control functions, Local Planning Authorities should;</p> <ul style="list-style-type: none"> Aim to achieve a target net density of 40 dph averaged across all new housing in their respective Housing Market Areas; Seek to ensure that the net density of housing development within the SSCTs falls within the range of 40-50 dph, with higher densities in the most accessible locations; Promote net densities of 50 dph or more overall in planned urban extensions to SSCTs and adjacent new communities.
H3	Mix of Housing	<p>The needs of all groups of society will be taken in to account when planning the development of mixed communities. LDDs should include policies which require an appropriate range and mix of housing opportunities by identifying;</p> <ul style="list-style-type: none"> the likely profile of household types requiring market housing, reflecting the mix of households identified through the strategic housing market assessment; the size and type of affordable housing required; the need to adapt the existing housing stock.
GT1	Gypsy and Traveller Pitch Requirements	<p>Local authorities will identify realistically deliverable sites in their DPDs to provide for 1634 additional pitches for Gypsies and Travellers in the region, over the period 2006-2011, distinguishing between residential and transit pitches to deliver the distribution of pitches contained in Table 4.3. Where it is appropriate to make provision beyond 2011 and other data is not available, provision should allow for a 3% compound growth in requirements per annum. Local Planning Authorities should take account of the specific needs of different groups of Gypsies and Travellers in making site allocations. The provision of temporary accommodation in connection with festivals and other similar annual events is an important requirement, but should not be regarded as formal transit</p>

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Policy Reference	Policy Name	Policy Wording
		provision to meet the requirements identified in Table 4.3
GT2	Travelling Showpeople Pitch Requirements	Local authorities will identify realistically deliverable sites in their DPDs to provide for 94 additional plots for Travelling Showpeople in the region, over the period 2006-2011, to deliver the distribution of plots contained in Table 4.4. Local Planning Authorities should take account of the specific needs of different groups of Travelling Showpeople, in making site allocations.
CS1	Provision of Services and Community Infrastructure	Local Authorities should work with their Local Strategic Partnerships and other relevant organisations to provide up to date assessments of the need for a full range of community facilities and services suitable for all sections of the community. LDDs should ensure that timely and sufficient provision is planned in parallel with housing and other development.
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 (the Strategic Health Authority, Primary Care Trusts and NHS Trusts) to ensure that timely provision is made. Local Development Frameworks should support proposals for the provision of additional healthcare facilities, recognising that the structure of provision is changing.
HE2	Promoting Health	LDDs should embrace preventive measures to address the causes of ill health and reflect the role spatial planning can play in shaping healthy communities. Health Impact Assessment should be an integral part of the decision making process on all major development proposals.
SK1	Education and Skills	Local Planning Authorities, should work with partners, including the Learning and Skills Council, Higher Education Funding Council, SWRDA and others to ensure the adequate provision of pre-school, school, community learning facilities, and facilities that support the higher and further education sectors.
GI1	Green Infrastructure	<p>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.</p> <p>Plans, strategies, proposals and schemes should aim to deliver wider spatial outcomes that incorporate environmental and socio-economic benefits by;</p> <ul style="list-style-type: none"> • Conserving and managing existing GI; • Creating new GI; and • Enhancing its functionality, quality and connectivity. <p>GI is required as an integral part of development and should include the identification, development and management of new areas of open space, not just more intensive use of existing areas of open space. Local Authorities and partners will:</p> <ul style="list-style-type: none"> • Build Draw upon existing expertise and initiatives to take forward GI planning and 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; • Integrate proposals to improve GI in the delivery of new developments, particularly through area based regeneration initiatives and major development proposals; • Ensure that a key aim of green infrastructure is the maintenance and improvement of biodiversity; • Protect the integrity of sites of international importance and provide new areas of appropriate greenspace where

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Policy Reference	Policy Name	Policy Wording
		<p>development would otherwise cause unacceptable recreational pressure on sites of international ecological importance;</p> <ul style="list-style-type: none"> • Maximise the role of GI in mitigating and adapting to climate change; • Develop a GI Plan with a delivery programme to support GI policies.
C1	Regional and Sub-regional Cultural Infrastructure	Provision will be made to enhance cultural facilities and participation in cultural activity taking account of regional and sub-regional cultural strategies.
ENV1	Protecting and Enhancing the Region's Natural and Historic Environment	<p>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.</p> <p>Any development that could have any negative effect on the integrity and conservation objectives of a N2K site would not be in accordance with the development plan. Further assessment of the implications for N2K sites is required at subsequent levels including LDDs, and any development that would be likely to have a significant effect on a N2K site, either alone or in combination, will be subject to assessment at the project application stage. Three locations are considered to be particularly vulnerable and require special protection - Dorset Heath, River Avon (Hampshire) and Severn Estuary. Paragraph 4.1.16 identifies a number of other sites where further protection may be necessary depending on the impacts of new development proposed through LDDs or planning applications.</p>
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	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>Consideration will also be given to proposals which promote the understanding and enjoyment of the special qualities of the Areas of Outstanding Natural Beauty.</p> <p>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.</p>

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Policy Reference	Policy Name	Policy Wording								
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: <ul style="list-style-type: none"> • Does not detract from the unspoilt character and appearance of the coast; • 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: <ul style="list-style-type: none"> • 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; • Identify areas of opportunity for managed realignment to reduce the risk of flooding and create new wildlife areas. <p>In preparing their LDDs Local Authorities should have regard to the Regional Flood Risk Assessment.</p>								
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 capacity, from a range of onshore renewable electricity technologies in the following broad distribution: <table style="margin-left: 20px;"> <tr> <td>Sub-region</td> <td>Installed Electricity Capacity (MWe)</td> </tr> <tr> <td>Former Avon</td> <td>35-52</td> </tr> <tr> <td>Gloucestershire</td> <td>40-50</td> </tr> <tr> <td>Wiltshire</td> <td>65-85</td> </tr> </table>	Sub-region	Installed Electricity Capacity (MWe)	Former Avon	35-52	Gloucestershire	40-50	Wiltshire	65-85
Sub-region	Installed Electricity Capacity (MWe)									
Former Avon	35-52									
Gloucestershire	40-50									
Wiltshire	65-85									

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Policy Reference	Policy Name	Policy Wording										
		<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Somerset</td> <td style="text-align: right;">61-81</td> </tr> <tr> <td>Devon</td> <td style="text-align: right;">151</td> </tr> <tr> <td>Dorset</td> <td style="text-align: right;">64-84</td> </tr> <tr> <td>Cornwall</td> <td style="text-align: right;">93-108</td> </tr> <tr> <td>Total</td> <td style="text-align: right;">509-611</td> </tr> </table> <p>By 2020 a minimum cumulative target of 850 MWe installed capacity from a range of onshore renewable electricity technologies.</p>	Somerset	61-81	Devon	151	Dorset	64-84	Cornwall	93-108	Total	509-611
Somerset	61-81											
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Dorset	64-84											
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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	<p>LDDs will include positive policies to enable the achievement of the following targets by the use of appropriate resources and technologies:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">Timescale</td> <td style="text-align: right;">Installed Thermal Capacity (MWth)</td> </tr> <tr> <td>2010</td> <td style="text-align: right;">100</td> </tr> <tr> <td>2020</td> <td style="text-align: right;">500</td> </tr> </table>	Timescale	Installed Thermal Capacity (MWth)	2010	100	2020	500				
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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. Proposals in protected areas should be of an appropriate scale and not compromise the objectives of designation.										
RE5	Decentralised Energy to Supply New Development	Local planning authorities should set targets in their DPDs for the energy to be used in new development to come from decentralised and renewable or low-carbon energy sources where it is feasible and viable, and the development thresholds to which such targets would apply. In the interim, before targets are set in DPDs, at least 10% of the energy to be used in new development of more than 10 dwellings or 1000m ² of non-residential floorspace should come from decentralised and renewable or low-carbon sources, unless, having regard to the type of development involved and its design, this is not feasible or viable.										
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 trees, 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. Ancient or veteran trees should be protected against loss. Where woodland is unavoidably lost through development it should be replaced with appropriate new woodland on at least the same scale.										

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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. This should include consideration of the potential impacts of new developments and increased traffic levels on internationally designated nature conservation sites, and adopt mitigation measures to address these impacts.																																													
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 local, regional and national 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	<p>Minerals Planning Authorities (MPA's) should meet the primary aggregate apportionment during the period to 2016 as set out in Table M1. For the period 2016 to 2026 MPA's should base their primary aggregate apportionment for Minerals Local Development Documents and land banks assessments on extrapolation of the annual production rates set out in the sub-regional apportionments at Table M1.</p> <p>Table M1 Sub-Regional Apportionment for Aggregates Demand 2001 - 2016</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Mineral Planning Authority</th> <th style="text-align: center;">Crushed Rock(Mt)</th> <th style="text-align: center;">Annualised production rate (Mt)</th> <th style="text-align: center;">Sand and Gravel (Mt)</th> <th style="text-align: center;">Annualised production rate (Mt)</th> </tr> </thead> <tbody> <tr> <td>Former Avon</td> <td style="text-align: center;">94.95</td> <td style="text-align: center;">5.93</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Cornwall</td> <td style="text-align: center;">29.04</td> <td style="text-align: center;">1.82</td> <td style="text-align: center;">Included with Devon</td> <td style="text-align: center;">0</td> </tr> <tr> <td>Devon</td> <td style="text-align: center;">55.99</td> <td style="text-align: center;">3.5</td> <td style="text-align: center;">21.8</td> <td style="text-align: center;">1.36</td> </tr> <tr> <td>Dorset</td> <td style="text-align: center;">7.7</td> <td style="text-align: center;">0.48</td> <td style="text-align: center;">36.35</td> <td style="text-align: center;">2.27</td> </tr> <tr> <td>Gloucestershire</td> <td style="text-align: center;">39.09* (31.09)</td> <td style="text-align: center;">2.44* (1.94)</td> <td style="text-align: center;">18.18</td> <td style="text-align: center;">1.14</td> </tr> <tr> <td>Somerset</td> <td style="text-align: center;">226.18</td> <td style="text-align: center;">14.14</td> <td style="text-align: center;">Included with Devon</td> <td style="text-align: center;">Included with Devon</td> </tr> <tr> <td>Wiltshire</td> <td style="text-align: center;">Included with Dorset</td> <td style="text-align: center;">Included with Dorset</td> <td style="text-align: center;">29.66</td> <td style="text-align: center;">1.85</td> </tr> <tr> <td>Total</td> <td style="text-align: center;">452.95</td> <td style="text-align: center;">28.31</td> <td style="text-align: center;">105.99</td> <td style="text-align: center;">6.62</td> </tr> </tbody> </table> <p>* Potential reduction if proposed re-apportionment of 8 Mt is feasible</p>	Mineral Planning Authority	Crushed Rock(Mt)	Annualised production rate (Mt)	Sand and Gravel (Mt)	Annualised production rate (Mt)	Former Avon	94.95	5.93	0	0	Cornwall	29.04	1.82	Included with Devon	0	Devon	55.99	3.5	21.8	1.36	Dorset	7.7	0.48	36.35	2.27	Gloucestershire	39.09* (31.09)	2.44* (1.94)	18.18	1.14	Somerset	226.18	14.14	Included with Devon	Included with Devon	Wiltshire	Included with Dorset	Included with Dorset	29.66	1.85	Total	452.95	28.31	105.99	6.62
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RE12	Recycled and Secondary Aggregates	Provision should be made for 121 Mt of secondary and recycled aggregates to be utilised over the plan period to 2016 and 75.6 Mt between 2016 and 2026. 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 should make provision in their Local Waste Development Frameworks (involving joint working where necessary) 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 tabulated below																																													

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Policy Reference	Policy Name	Policy Wording				
		Table 1 Municipal Waste – Annual Municipal Waste Management Capacities for Landfill Directive Target Years				
		Target Year	Sub-Region	Minimum Source Separated¹ (000s t/annum)	Secondary Treatment² (000s t/annum)	Minimum Landfill³ (000s t/annum)
		2010	Former Avon	230	150	300
			Cornwall	120	80	150
			Devon	310	210	410
			Dorset	210	140	270
			Gloucestershire	130	80	160
			Somerset	140	90	180
			Wiltshire	180	120	240
			Totals	1,320	870	1,710
		2013	Former Avon	280	220	240
			Cornwall	140	110	120
			Devon	380	300	310
			Dorset	250	200	210
			Gloucestershire	150	120	130
			Somerset	170	130	140
			Wiltshire	220	180	190
			Totals	1,590	1,260	1,340
		2020 ⁴	Former Avon	310	370	120
			Cornwall	150	190	60
			Devon	410	500	150
			Dorset	270	330	100
			Gloucestershire	170	200	60
			Somerset	180	220	70
			Wiltshire	240	290	90
			Totals	1,730	2,100	650
		¹ Source separated waste includes all municipal and household waste collected and segregated by material at source such as kerbside collection, bring banks and Household Waste Recycling Centres. It also includes separated organic materials sent direct to				

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		<p>composting and anaerobic digestion systems.</p> <p>² Secondary treatment is indicative of the types of technologies known and near market to treat the mixed residual waste streams from households. It necessarily includes mechanical and biological treatment methods, MBT and thermal treatment systems from conventional incineration to potential gasification and pyrolysis plants.</p> <p>³ Landfill figures are minimum assuming primary recycling and secondary treatment divert sufficient quantities of the biodegradable fraction of municipal waste from landfill to meet the requirements of the Landfill Directive as implemented by The Waste and Emission Trading Act and the draft Local Authority Trading Scheme Regulations.</p> <p>⁴ Figures to 2020 are included for reference. The extended length of the plan period means these figures will be revised and reviewed particularly when the impact of further waste policy measure such as Extended Producer Responsibility become known.</p> <p>Table 2 Commercial and Industrial Waste – Annual Commercial and Industrial Waste Management Capacities for Target Years</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Sub-Region</th> <th>Recycling/Re-use (000s t/annum)⁵</th> <th>Recovery (000s t/annum)⁶</th> <th>Landfilled (000s t/annum)</th> </tr> </thead> <tbody> <tr> <td rowspan="8">2010</td> <td>Former Avon⁷</td> <td>420-460</td> <td>220-240</td> <td>470-515</td> </tr> <tr> <td>Cornwall</td> <td>160-170</td> <td>80-90</td> <td>175-195</td> </tr> <tr> <td>Devon</td> <td>420-460</td> <td>220-240</td> <td>460-505</td> </tr> <tr> <td>Dorset⁸</td> <td>240-260</td> <td>120-140</td> <td>260-290</td> </tr> <tr> <td>Gloucestershire⁹</td> <td>260-280</td> <td>150-180</td> <td>285-315</td> </tr> <tr> <td>Somerset</td> <td>240-260</td> <td>120-140</td> <td>260-290</td> </tr> <tr> <td>Wiltshire</td> <td>260-290</td> <td>140-150</td> <td>290-320</td> </tr> <tr> <td>Totals</td> <td></td> <td>2,000-2,180</td> <td>1,050-1,180</td> <td>2,200-2,430</td> </tr> <tr> <td rowspan="8">2013</td> <td>Former Avon</td> <td>440-490</td> <td>280-310</td> <td>390-430</td> </tr> <tr> <td>Cornwall</td> <td>170-190</td> <td>100-120</td> <td>150-160</td> </tr> <tr> <td>Devon</td> <td>440-490</td> <td>270-300</td> <td>380-420</td> </tr> <tr> <td>Dorset</td> <td>250-280</td> <td>160-170</td> <td>220-240</td> </tr> <tr> <td>Gloucestershire</td> <td>270-300</td> <td>170-190</td> <td>240-260</td> </tr> <tr> <td>Somerset</td> <td>250-280</td> <td>160-170</td> <td>220-240</td> </tr> <tr> <td>Wiltshire</td> <td>280-300</td> <td>170-180</td> <td>240-270</td> </tr> <tr> <td>Totals</td> <td></td> <td>2,100-2,330</td> <td>1,310-1,440</td> <td>1,840-2,020</td> </tr> <tr> <td rowspan="3">2020</td> <td>Former Avon</td> <td>490-530</td> <td>430-470</td> <td>190-200</td> </tr> <tr> <td>Cornwall</td> <td>180-200</td> <td>160-180</td> <td>70-80</td> </tr> <tr> <td>Devon</td> <td>480-520</td> <td>430-460</td> <td>190-200</td> </tr> </tbody> </table>	Year	Sub-Region	Recycling/Re-use (000s t/annum) ⁵	Recovery (000s t/annum) ⁶	Landfilled (000s t/annum)	2010	Former Avon ⁷	420-460	220-240	470-515	Cornwall	160-170	80-90	175-195	Devon	420-460	220-240	460-505	Dorset ⁸	240-260	120-140	260-290	Gloucestershire ⁹	260-280	150-180	285-315	Somerset	240-260	120-140	260-290	Wiltshire	260-290	140-150	290-320	Totals		2,000-2,180	1,050-1,180	2,200-2,430	2013	Former Avon	440-490	280-310	390-430	Cornwall	170-190	100-120	150-160	Devon	440-490	270-300	380-420	Dorset	250-280	160-170	220-240	Gloucestershire	270-300	170-190	240-260	Somerset	250-280	160-170	220-240	Wiltshire	280-300	170-180	240-270	Totals		2,100-2,330	1,310-1,440	1,840-2,020	2020	Former Avon	490-530	430-470	190-200	Cornwall	180-200	160-180	70-80	Devon	480-520	430-460	190-200
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W2	Waste Facilities and the Waste Hierarchy	<p>Proposals for the provision of new waste management facilities should accord with the following sequential approach:</p> <ul style="list-style-type: none"> • Accommodate the management of waste on the site where it arises, wherever possible (waste minimisation); and then • In order to minimise the distance waste is transported, particularly by road, waste should be managed as close as practicable to where it arises. <p>The location of new 'strategic' waste management or disposal facilities should accord with the following sequential approach: They should be at SSCTs, as follows:</p> <ul style="list-style-type: none"> • Within, or if that is not practicable; • On the edge of, or if that is not practicable; • In close proximity to the urban area primarily served by the facility. <p>To the extent that such facilities cannot meet the needs of smaller towns and rural areas, there should be provision of:</p> <ul style="list-style-type: none"> • A network of local waste management facilities concentrated at, or close to, centres of population identified through Policy B. <p>Identification of sites for the provision of new waste facilities will take account of the following:</p> <ul style="list-style-type: none"> • Established and proposed industrial sites, in particular those that have scope for the co-location of complementary activities, such as proposed resource recovery parks; • 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. • Opportunities for connection to the rail network and 																									

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		<ul style="list-style-type: none"> • Opportunities to maximise efficiency through use of by-products of the waste management process in other processes, e.g waste heat and/or materials.
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	Proposals for major 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.
ES1	Sustainable Economic Prosperity	<p>Local Authorities, working with SWRDA, other public sector organisations and the private sector, should include measures in their LDDs to promote a switch from employment-led to productivity-led growth. These measures should include:</p> <ul style="list-style-type: none"> • Guiding investment to locations where it will have maximum benefit and reduce the need to travel recognising; <ul style="list-style-type: none"> ➢ the role of the region's large urban areas as key drivers of productivity; ➢ the need to support and diversify the rural economy and promote sustainable communities; ➢ the need to achieve successful regeneration as well as ongoing economic development; • Ensuring a range and choice of appropriate sites and premises to meet business need, including a quota of smaller sites for micro, small and medium sized enterprises, to cater for both organic growth and inward investment; • Promoting innovation and the development of the knowledge driven economy by harnessing the potential of Higher and Further Education Institutions, hospitals and other knowledge intensive institutions. • Supporting the development of science parks, innovation centres and incubator units through the identification and safeguarding of appropriate sites and premises; and • Supporting the development of priority business sectors (as identified in the RES), including clusters of related activity and other key sectors of importance sub-regionally.
ES2	Providing for Employment Land and Premises	<p>Local Authorities working in partnership with SWRDA and other public and private sector representatives and sub-regional partnerships will ensure that LDDs provide a range and choice of available employment land and premises to meet the needs of businesses in terms of organic growth and inward investment.</p> <p>A 20 year supply of employment land, including strategic sites, will be identified to support:</p> <ul style="list-style-type: none"> • The on-going development of the SSCTs, including providing sufficient land to accommodate the employment numbers identified in the sub-regional policies; • A better balance between the location of jobs and housing; • The on-going restructuring and diversification of the economy, including the rural economy; • The successful delivery of economic development and regeneration initiatives; • The development of key established and emerging business sectors, including clusters of related activity; • The development of the knowledge driven economy by fostering linkages with knowledge intensive institutions including HEIs, FEIs, hospitals and research institutions through the development of science parks, innovation centres and incubator units; • The development of more accommodation for smaller businesses, including smaller units for SMEs and micro-

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		<p>businesses;</p> <ul style="list-style-type: none"> • The functional role of airports and ports; • The role of non B use class sectors, including health, leisure, tourism and education as key employment generators; and • The contribution of mixed-use development to employment supply. <p>The location of new employment land should reflect the objective to reduce the need to travel, maximising the use of ICT and sustainable modes of transport.</p>
ES3	Review of Employment Sites	<p>The supply of land should be critically reviewed in line with Policy ES2 on a three year rolling basis so as to ensure that allocations continue to meet the needs of business and the current and longer term needs for economic development. A portfolio of the best employment sites should be identified and preserved for such uses.</p> <p>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:</p> <ul style="list-style-type: none"> • For non-B use class employment generating uses; • For mixed use re-development including residential use taking account of the potential for higher employment densities; and • For residential use only.
ES4	Waterside Employment Sites	<p>Within coastal settlements and the developed coast, waterside sites must be safeguarded for social and economic uses which require such a location, giving priority to maritime industries.</p>
TC1	City and Town Centres	<p>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.</p> <p>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.</p> <p>The central areas of the SSCTs will also be the prime location for office development (B1a), which is not related to other commercial uses. The planning of office development at other employment development areas should reflect the need to avoid putting at risk any approved Local Development Documents for a city or town centre.</p> <p>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 should recognise the role of central area investment in supporting regeneration objectives.</p> <p>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.</p>
TC2	Other centres	<p>Outside of strategic centres the planning of retail provision should be based on the following principles:</p> <ul style="list-style-type: none"> • The development of major new regional shopping facilities will not be supported • The strategic extension of the existing major shopping centres of Cribbs Causeway and Clarks Village will not be

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Policy Reference	Policy Name	Policy Wording
		<p>supported</p> <ul style="list-style-type: none"> The planning of new centres to serve proposed new development areas should reflect the need to compliment rather than compete with the retail facilities in the relevant strategic centre.
TO1	Sustainable Tourism	<p>Local Authorities, regional partners, stakeholders and the tourism industry (particularly Destination Management Organisations) should have regard to the development of sustainable tourism by:</p> <ul style="list-style-type: none"> embedding sustainability practices in all new tourism development; taking into account identified regional and sub-regional cultural needs of our visitors and local communities; improving the quality and diversity of existing facilities and accommodation throughout the region, particularly where this would increase out of season visits especially in the winter and spring periods; 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; ensuring that, as far as possible, new tourism developments are accessible by public transport and supported by green transport plan and visitor management programmes. In rural areas creative and collaborative solutions may need to be found where it is difficult to meet the objectives of access by sustainable modes of transport; and, identifying opportunities for the development of new facilities and accommodation related to outdoor leisure pursuits and recreational cycle and footpath networks within the region.
TO2	Safeguarding and Investing in Tourism Destinations	<p>Within the context of Policy TO1, Local Authorities, Destination Management Organisations and stakeholders should collaborate across administrative boundaries to define the future role of tourism in each of the nine recognised destination zones, identify the measures required to support it, and develop action plans for their delivery. Such plans should identify;</p> <ul style="list-style-type: none"> the need to allocate specific sites for new tourism related investment; the development needs of existing businesses to tackle the seasonality challenge; 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. <p>The role of existing resorts should be maintained and enhanced, especially the major resorts of Bournemouth, Poole, Torbay, Weymouth, Weston-super-Mare and Newquay, by safeguarding existing high quality accommodation and facilities, developing new facilities where appropriate and be of an appropriate scale and supporting the specialisation of resorts into particular markets suited to their location.</p> <p>Local Development Documents and Local Transport Plans developed in the south east of the region will in particular need to give full consideration to the tourism infrastructure development opportunities offered by the 2012 Olympics and Paralympics.</p>
TO3	Major New Tourism Facilities	<p>Major new tourism facilities should be located within, or close to, SSCTs where they will;</p> <ul style="list-style-type: none"> 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; help to extend the tourism season and contribution to the regional economy; demonstrate that their development will add substantive additional value to the local area and increase, rather than just

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Policy Reference	Policy Name	Policy Wording
		displace visitors from other areas and attractions.
ADD1	Priorities for Addressing Deprivation and Disadvantage	<p>Addressing deprivation and disadvantage to reduce intra-regional inequalities will require action at a number of levels by a range of public bodies and the voluntary and private sectors. This will range from tackling multiple deprivation at the neighbourhood level, to addressing the gradient of productivity and incomes at the regional level. Critically this will also need to harness the role of prosperous areas with high levels of economic potential, as a process of ongoing economic development, in order to secure wider regional benefits. This will require investment and action to be focused within the following spatial priorities:</p> <ul style="list-style-type: none"> • Economic development – harnessing the economic potential of Bristol (city centre and north fringe), Swindon and Exeter as well as Bournemouth/Poole and Cheltenham and Gloucester; • Regeneration and neighbourhood renewal – securing concerted economic regeneration and restructuring and tackling the significant clustering of multiple deprivation in parts of Bristol, Plymouth, Cornwall (Objective 1 and Convergence), Bournemouth, Gloucester, Swindon, Weston-super-Mare and Torbay; • Urban renaissance – supporting targeted intervention to bring about the renaissance of the region’s main urban areas, particularly Urban Regeneration Companies in Swindon, Gloucester and Camborne-Pool-Redruth; • Rural renaissance – focussing improvements in productivity in 10 rural priority districts: six Cornish Districts, Forest of Dean, West Devon, North Devon and Torridge, ensuring that these improvements address need arising from problems with accessibility to jobs and services and affordability of housing. <p>LDDs should identify and seek to address pockets of deprivation at the neighbourhood level in both urban and rural communities.</p>
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.