

Appendix B: South West

Revocation of saved structure plan policies

County level structure plans were abolished under the Planning and Compulsory Purchase Act 2004, but the policies in them remained in force for a transitional period. In 2007 the Government wrote to local planning authorities to advise them which policies from their existing structure plans would be saved after 27 September 2007. This Appendix lists the 452 saved structure plan policies for the South West of England together with an assessment of whether the policies are still relevant or whether they have been superseded.

County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
Cornwall Structure Plan (adopted October 2004)					
Policy 1: Principles for Sustainable Development Development should bring about a long term and sustainable improvement to Cornwall's economic, social and environmental circumstances without harming future opportunity.			X		
Policy 2: Character Areas, Design and Environmental Protection The quality, character, diversity and local distinctiveness of the natural and built environment of Cornwall will be protected and enhanced. Throughout Cornwall, development must respect local character.			X		
Policy 3: Use of Resources Development must be		X			

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compatible with the prudent use of natural and built resources and energy conservation.					
<p>Policy 4: Marine Resources</p> <p>An integrated and co-ordinated approach to the coast will be taken to support the economic importance and conservation value of the maritime environment.</p>			X		
<p>Policy 5: Minerals</p> <p>Mineral resources should be conserved and managed to provide a steady supply of minerals to meet the needs subject to environmental and social considerations and the need for high standards in restoration and after care.</p>		X			
<p>Policy 6: Waste Management</p> <p>Overall capacity for waste arising in Cornwall will be provided through the sustainable management of waste streams based on the principles of the waste hierarchy, the proximity principle and regional self-sufficiency.</p>		X			
<p>Policy 7: Renewable Energy Resources</p> <p>Provision should be made for renewable energy generation to maximise environmental and economic benefits whilst minimising any adverse local impacts.</p>		X			

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<p>Policy 8: Housing</p> <p>Development should enhance the opportunities for a home for everyone in Cornwall. About 29,500 (annual average 1,970) dwellings should be built in the period 2001 – 2016.</p>			X		
<p>Policy 9: Mix and Affordability of Housing</p> <p>A mix of house type and tenure that meets the need of the whole community will be encouraged. Local plans should set targets for affordable housing based on assessments of defined local housing market areas, house price and household income characteristics.</p>			X		
<p>Policy 10: Location of Housing Development</p> <p>Most housing development should be in or well integrated with the existing built-up areas of towns, giving priority to previously developed sites and having regard to the character of settlements.</p>		X			
<p>Policy 11: The Urban and Rural Economy</p> <p>Economic growth and employment will be encouraged through the regeneration and investment in the Strategic Urban Centres (SUCs) and other towns and rural restructuring and diversification.</p>		X			
<p>Policy 12: Sites and Premises for</p>		X			

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<p>Employment</p> <p>A range and choice of marketable and quality sites for employment should be made available based on assessments of likely demand from existing and new firms, the need for employment in the locality, the suitability of sites in terms of their prospect of development and accessibility by all modes of travel.</p>					
<p>Policy 13: Tourism and Recreation</p> <p>The quality and opportunity for tourism and recreation should be enhanced by improvements to the existing resource and through appropriate new provision.</p>		X			
<p>Policy 14: Town Centres and Retailing</p> <p>Priority will be given to the improvement and enhancement of town centres in providing shopping, office and leisure facilities to meet the needs and aspirations of the whole community.</p>			X		
<p>Policy 15: Implementation, Monitoring and Review</p> <p>Development should make best use of existing infrastructure and ensure that the necessary improvements to infrastructure are made.</p>			X		
<p>Policy 16: Overall Distribution of Development</p> <p>Most development will</p>		X			

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be in, or well integrated with, the existing built areas of towns, according to their role and function and should not harm their character.					
Policy 17: Camborne-Pool-Redruth Camborne-Pool-Redruth is a strategic priority for regeneration and growth.			X		
Policy 18: Falmouth-Penryn Development should support and sustain the prosperity of the maritime, industrial and tourist economy while protecting important aspects of the marine environment. It should also accommodate and capitalise on deep water facilities as a port and opportunities arising from the proposal for a Combined University in Cornwall.			X		
Policy 19: Newquay Development should support and sustain the tourism industry and the restructuring of the economy to provide more balanced employment opportunities.			X		
Policy 20: St.Austell Development should support priorities to broaden the area's economic base, strengthening its links with the coast and nearby ports at Par and Fowey, and the regeneration of the town centre.			X		

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<p>Policy 21: Penzance</p> <p>Development should support the maritime and tourist industries and complement the role of the town as the major service and retail centre of Penwith. Priorities for regeneration will be the harbour areas of Penzance and Newlyn, where provision for the fishing industry will be supported. Development must respect the environmental qualities that provide a special setting for the town.</p>			X		
<p>Policy 22: Bodmin</p> <p>Development should consolidate the current employment and retail function of the town, maintaining a balance of homes and jobs.</p>			X		
<p>Policy 23: Truro</p> <p>Development should support and enhance Truro's sub-regional role and provide for greater balance between jobs and homes.</p> <p>Truro's role as the County's major retail and commercial centre should be sustained and enhanced without adverse effects on nearby centres; provision should be made for business opportunities arising from the Combined Universities in Cornwall and the Peninsula Medical School projects.</p>			X		
Policy 24: South East		X			

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<p>Cornwall (Saltash and Torpoint)</p> <p>Development should contribute to sustainable development in relation to Plymouth and its wider area of influence by improvement to employment and services to meet local needs and improved public transport links to the city.</p>					
<p>Policy 25: Other Main Towns and Local Centres</p> <p>Development should be in, or well integrated with, the built-up-areas, and support the role and function of centres in meeting the needs of their own populations and surrounding areas to reduce the need to travel.</p> <p>The level of development in the main towns and local centres will be assessed against their ability to consolidate their roles and functions and to support balanced growth through jobs, services and transport infrastructure.</p>			X		
<p>Policy 26: Rural Areas</p> <p>Development should support the continued social and economic viability of rural areas.</p>			X		
<p>Policy 27: Transport Strategy (and Proposals)</p> <p>Development and transport should contribute to a more</p>		X			

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effective, more environmentally friendly and safer transport system.					
<p>Policy 28: Accessibility</p> <p>Consideration should be given to the overall impact on travel patterns and the availability of alternatives locations for development in order to minimise the need to travel and to increase choice of travel by walking, cycling and public transport.</p>		X			
Devon Structure Plan (adopted October 2004)					
<p>Policy ST1: Sustainable Development</p> <p>In planning for the future of Devon, LPAs and other agencies should ensure that sustainable development objectives are achieved.</p>			X		
<p>Policy ST3: Self Sufficiency of Devon's Communities</p> <p>The self-sufficiency of communities should be maintained and enhanced by providing a balance of housing and employment, the provision of a range of local services and facilities, and a mix of compatible uses in order to maximise accessibility and reduce extent of travel.</p>		X			
<p>Policy ST4: Infrastructure Provision</p> <p>Local Authorities should identify the important</p>			X		

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infrastructure and facility requirements in relation to planned development, having regard to its cumulative impact, and take into account the overall capacity of existing and planned new infrastructure.					
<p>Policy ST5: Development Priority 2001 to 2016</p> <p>The Principal Urban Areas of Plymouth, Exeter, and Torbay will be primary focus for strategic development, while the Sub Regional Centres of Newton Abbot and Barnstaple should be a focus for balanced development to meet sub regional needs.</p>		X			
<p>Policy ST6: Plymouth Principal Urban Areas</p> <p>Policy ST6 identifies three development priorities for the Plymouth Principal Urban Area.</p>				X	
<p>Policy ST7: Plymouth PUA Housing and Employment Provision</p> <p>In the period 2001 to 2016, it is proposed that about 14,500 dwellings and 160 ha of employment land should be located at the Plymouth PUA (including the proposed new community, and the strategic employment site at Langage, within South Hams District), as illustrated on Inset A to the Key Diagram.</p>				X	
<p>Policy ST8: New Community at Sherford</p>				X	

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In the period 2001 to 2016, the new community at Sherford within South Hams District should include provision for at least 4,000 dwellings together with associated employment land and a range of community and other associated facilities.					
<p>Policy ST9: Barnstaple Sub-Regional Centre and Bideford</p> <p>Within northern Devon provision should be made for a balance of economic investment and additional housing to meet the needs of the area. In doing so, the main focus of development will be at Barnstaple, which should maintain and develop its role as a sub regional centre by providing for new development and an increased range of higher order services and facilities. Provision should also be made at Barnstaple for strategic employment site to accommodate larger scale economic investment. Bideford should meet its own development needs and contribute toward meeting the wider needs of northern Devon.</p>		X			
<p>Policy ST10: Exeter Principal Urban Areas</p> <p>Policy ST10 identifies three development priorities for the Exeter Principal Urban Area.</p>				X	
Policy ST11: Exeter PUA Housing and				X	

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<p>Employment Provision</p> <p>In the period 2001 to 2016, about 10,350 dwellings and 150 ha of employment land should be located at the Exeter PUA, (including the proposed new community, and the strategic employment sites at Skypark and the proposed science park, within East Devon District) as illustrated on Inset B to the Key Diagram.</p>					
<p>Policy ST12: East Devon New Community Proposal</p> <p>In the period 2001 to 2016 the new community in East Devon District, as shown on the Inset B to the Key Diagram, should include provision for at least 3,000 dwellings, associated employment land and a range of community and other associated facilities.</p>				X	
<p>Policy ST13: Torbay Principal Urban Area</p> <p>Policy ST13 identifies five development priorities for the Torbay Principal Urban Area.</p>		X			
<p>Policy ST13A: Newton Abbot Sub Regional Centre</p> <p>Policy ST13A identifies two development priorities for the Torbay Principal Urban Area.</p>		X			
<p>Policy ST15: Area Centres</p>			X		

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Local Plans should identify towns which provide a strategic focus for the provision of local housing and employment opportunities, education facilities and other local services to meet local needs and those of their rural hinterland, and only those needs.					
<p>Policy ST16: Local Centres and Rural Areas</p> <p>Within the rural areas, Local Plans should identify certain villages as Local Centres, which can complement the role of the Area Centres by acting as a focus for essential facilities within rural communities – including affordable housing, small scale employment and other local services.</p>			X		
<p>Policy ST17: Housing and Employment Provision</p> <p>To provide for the development of about 65,500 dwellings and 700 ha of employment land in the period 2001 to 2016 and illustrates the distribution across the county of dwellings and employment land.</p>			X		
<p>Policy ST18: Affordable Housing</p> <p>In providing for housing development in accordance with proposal ST17, Local Plans should ensure that adequate provision is made for affordable housing, based on an up to date assessment of</p>			X		

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need, and should secure affordable housing which best meets the needs of the area.					
<p>Policy ST18A: Mix and Type of Housing</p> <p>Local Plans should ensure the provision of a mix and type of housing that best meets the needs of local communities, taking into account an up to date assessment of the future housing need and existing housing availability.</p>			X		
<p>Policy ST19: Strategic development sites for employment</p> <p>Strategic development sites for employment are proposed in or adjacent to the Plymouth, Exeter and Torbay PUAs, and additional strategic provision is also identified at the Barnstaple Sub Regional Centre.</p>			X		
<p>Policy ST20: Re-assessment and Safeguarding Employment Land</p> <p>Local Plans should reassess all existing and allocated employment land in order to test whether it is necessary to meet the area's current or longer term economic development needs, taking into account the overall level of provision indicated by Proposal ST17.</p>			X		
<p>Policy ST21: Regeneration Priority</p> <p>Identifies three types of geographical areas,</p>		X			

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PUAs, tourist resorts and Area Centres in the county that when considering initiatives for economic and social regeneration priority should be given.					
<p>Policy ST23: Concept of New Community Development</p> <p>The new communities provided for in Policies ST8 and ST12 should be subject to an EIA and should be developed to secure the highest standards of design, and in such a way as to avoid pollution, minimise the use of resources and minimise waste.</p>			X		
<p>Policy ST24: New Community Implementation</p> <p>The new communities provided for in Policies ST8 and ST12 should be included as specific proposals within the District-wide Local Plan for South Hams and East Devon respectively.</p>				X	
<p>Policy ST25: New Community Landscape Setting</p> <p>Where new communities are proposed in accordance with Proposals ST8 and ST12, the appropriate District-wide Local Plans should include policies to protect the setting of those new communities within the landscape, ensure that they retain a separate identity and do not coalesce with existing settlements.</p>			X		

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<p>Policy CO1: Landscape Character and Local Distinctiveness</p> <p>The distinctive qualities and features of Devon's Landscape Character Zones, illustrated in Map 5, should be sustained and enhanced.</p>			X		
<p>Policy CO2: National Parks</p> <p>In Dartmoor National Park, the conservation and enhancement of the natural beauty, wildlife and cultural heritage will be given priority over other considerations in the determination of development proposals</p>			X		
<p>Policy CO3: AONB</p> <p>In designated AONB, the conservation and enhancement of their natural beauty will be given priority over other considerations.</p>			X		
<p>Policy CO4: Areas of Great Landscape Value</p> <p>The Areas of Great Landscape Value are identified as areas of high landscape quality having strong and distinctive characteristics which make them particularly sensitive to new development.</p>			X		
<p>Policy CO5: Coastal Preservation Areas</p> <p>Within the Coastal Preservation Areas, development, other than that of a minor nature, will not be provided for except</p>			X		

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where it is required for the benefit of the community at large.					
<p>Policy CO6: Quality of New Development</p> <p>The identity, distinctive character and features of existing settlements, urban and rural areas should be conserved and enhanced.</p>			X		
<p>Policy CO7: Historic Settlements and Buildings</p> <p>The quality of Devon's historic environment should be conserved and enhanced.</p>			X		
<p>Policy CO8: Archaeology</p> <p>Internationally, nationally and regionally important archaeological sites and their settings, whether Schedule Monuments or unscheduled, will be preserved.</p>			X		
<p>Policy CO9: Biodiversity and Earth Science Diversity</p> <p>The biodiversity and earth science resources of Devon's natural environment should be sustained and, where possible, enhanced in accordance with Biodiversity Action Plan objectives and targets. Its diversity and distinctiveness should not be diminished.</p>			X		
<p>Policy CO10: Protection of Nature Conservation Sites and Species</p> <p>Sites of National and International</p>			X		

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importance for nature conservation will be protected from development which would harm their nature conservation interests or conflict with their conservation objectives.					
<p>Policy CO11: Conserving Energy Resources</p> <p>The direct and indirect energy consumption of new development should be minimised by requiring the incorporation of energy saving features into design and layout.</p>			X		
<p>Policy CO12: Renewable Energy Development</p> <p>Provision should be made for renewable energy developments, including offshore developments, in the context of Devon's sub regional target of 151MW of electricity production from landbased renewable sources by 2010.</p>	X				
<p>Policy CO13: Protection of Water Resources and Flood Defence</p> <p>All new development should be subject to an appropriate drainage assessment, and wherever possible appropriate sustainable drainage systems.</p>			X		
<p>Policy CO14: Conserving Agricultural Land</p> <p>The use of agricultural land, particularly the best and most versatile agricultural</p>					

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land (grades 1, 2 and 3a), for any form of development not associated with agriculture or forestry should only be permitted where there is an over-riding need for development in that location which outweighs the need to protect such land or where it implements other policies and proposals of the Development Plan.					
<p>Policy CO15: Air Quality</p> <p>Development that would give rise to a significant deterioration in air quality should not be located where that deterioration would adversely affect other land-uses and amenity in the vicinity.</p>			X		
<p>Policy CO16: Noise Pollution</p> <p>Development should not be located where it would result in a significant increase in the level of noise affecting existing or proposed land uses in the vicinity, and noise sensitive land uses should not be located in areas affected by existing significant noise.</p>			X		
<p>Policy MN1: Safeguarding Minerals Resources</p> <p>Mineral deposits which are, or may become, of economic importance will be safeguarded from unnecessary sterilisation by surface development.</p>			X		

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<p>Policy MN2: Environmental Effects of Mineral Working</p> <p>Any adverse effects on the environment or the amenity of local residents of mineral development should be minimised.</p>			X		
<p>Policy MN3: Mineral Development in National Parks and AONB</p> <p>Proposals for mineral development within Dartmoor National Park and AONB will be subject to the most rigorous examination, and will only be approved where development can be demonstrated to be in the public interest and where there is an overriding national need for development which cannot reasonably be met in some other way.</p>			X		
<p>Policy MN4: Mineral Working Areas</p> <p>The continuation of mineral development will be acceptable in principle at Mineral Working Areas.</p>			X		
<p>Policy MN5: Aggregate Minerals</p> <p>Provisions should be made for an adequate supply of minerals, throughout the plan period.</p>			X		
<p>Policy MN6: Secondary and Recycled Materials</p> <p>The use of alternatives to primary aggregates should be prompted through development that provides for the</p>			X		

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beneficial use of secondary material from the beneficial use of secondary material from mineral waste and recycling of construction and demolition waste provided that any adverse environmental and transportation impacts can be reduced to acceptable level.					
Policy WMN1: Waste Management Hierarchy Waste Management facilities should be provided for in accordance with the principles of the best practicable environmental option while facilitating a movement towards the top of the management hierarchy.			X		
Policy TR1: Transport Devon Travel Strategy The movement of people and goods within and through Devon will be planned and provided for through an integrated approach to travel which will support the overall development Strategy.		X			
Policy TR2: Transport Co-ordination of Land Use/travel Planning Patterns of land use, in terms of its mix, location, density and layout should reduce the need to travel and optimise the potential for the most sustainable forms of travel.		X			
Policy TR3: Transport		X			

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<p>Managing Travel Demand</p> <p>Travel demand will be managed so as to minimise unnecessary travel, make the most effective use of transport networks and promote the use of sustainable travel modes.</p>					
<p>Policy TR4: Transport Parking Strategy, Standards and Proposals</p> <p>Parking strategies to be included within Local Plans and Local Transport Plans will contribute to effective management of travel demand.</p>			X		
<p>Policy TR5: Transport Hierarchy of Modes and Transport Assessment</p> <p>In co-ordinating land use and transportation planning and the management of traffic demand all development should make provision for and promote the safe use of the most sustainable and environmentally acceptable modes of travel.</p>		X			
<p>Policy TR6: Transport Network Integration</p> <p>New or improved interchanges should be provided in order to facilitate efficient transfer between modes of travel and to maximise the use of more sustainable modes of travel.</p>		X			
<p>Policy TR7: Transport Walking and Cycling</p>		X			

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Walking and cycling will be improved.					
Policy TR9: Transport Public Transport The use of public transport in Devon, including bus, rail and long distances coach.		X			
Policy TR10: Transport Strategic Road Network and Roadside Service Areas Devon's road network will be maintained and enhanced in such a way as to minimise the impact of traffic, reduce congestion, improve safety, promote environmental and economic enhancement and maximise operational efficiency.		X			
Policy TR11: Transport Safeguarding Transport Networks To ensure that opportunities to re-use or exploit existing, disused or safeguarded transport routes are not compromised – such routes will be protected for future transportation use wherever justified.			X		
Policy TR13: Transport Ports Port facilities and their associated infrastructure should be maintained and developed in order to ensure that the following ports fulfil their strategic function.			X		
Policy TR14: Transport			X		

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Airports Exeter and Plymouth Airports are Accessibility Points in the European Airport Network and these airports expanded.					
Policy TR15: Transport Freight Distribution Network Local Authorities, freight transport operators and other agencies will work together to achieve more sustainable patterns of freight distribution.		X			
Policy TR16: Transport Travel Investment Priorities In the period 2001 to 2016 investment in Devon's transport infrastructure will seek to support economic development, improve access both within Devon and beyond, reduce congestion, and minimise and impact of travel.		X			
Policy TR17: Transport Strategic Network Investment Proposals This policy illustrates an array major transport schemes which are programmed to commence in the period 2001 to 2016 in the county.		X			
Policy SH1: Shopping Facilities (Sequential Approach) Where a need for additional retail facilities can be			X		

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identified such facilities should be provided for within town centres. Where a town centre location is not available or appropriate, edge of centre sites may be acceptable.					
<p>Policy SH2: Shopping Facilities and Settlement Hierarchy</p> <p>A range of shopping facilities should be maintained within the central areas of the Principal Urban Areas, Sub-Regional Centres, Area Centres and Local Centres so as to sustain and enhance their role within the settlement hierarchy.</p>			X		
<p>Policy SH3: Retail Warehousing</p> <p>Retail warehouses should be located on the fringes of the central areas of the Principal Urban Areas, Sub-Regional and Area Centres where there is a demonstrated need and where suitable sites are identified.</p>			X		
<p>Policy SH4: Shopping Facilities in Rural Settlements</p> <p>The maintenance and enhancement of shopping facilities in rural settlements should be supported through the retention, provision and/or diversification of small shops and sub-post offices. Stores intended to serve more than the local community will not be permitted within Local Centres or other rural</p>			X		

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areas.					
<p>Policy TO1: Tourism Development in Resorts</p> <p>Within coastal resorts Local Plans should consider the need for additional tourist accommodation and tourism facilities on a scale compatible with existing development which would not adversely impact on the environment.</p>			X		
<p>Policy TO2: Tourism Development in Other Settlements</p> <p>Large scale accommodation and tourists facilities, other than those provided for policy TO1, should be located within Principal Urban Areas, Sub Regional or Area Centres, where they would be in keeping with the scale and character of the settlement.</p>			X		
<p>Policy TO3: Tourism Development in Rural Areas</p> <p>Outside the settlements referred to in Policies TO1 and TO2, this policy sets out the types of tourist development which will be acceptable.</p>			X		
<p>Policy TO4: Touring Parks and Camping Sites</p> <p>Touring parks will not be provided for Dartmoor National Park, AONB or Coastal Preservation Areas (CPAs), although small scale tented camping sites may be acceptable</p>			X		

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outside CPAs.					
<p>Policy T05: Major Recreational Facilities (and Golf Courses)</p> <p>The development of major recreational facilities will be provided for outside the Dartmoor National Park, AONB, Coastal Preservation Areas and Areas of Great Landscape Value.</p>			X		
<p>Policy T06: Long Distance Recreational Footpaths and Cycle Routes</p> <p>The long distance footpath and cycle route networks as defined on the Key Diagram should be maintained and extended, and proposals that would affect these routes should only be permitted where the integrity of the network can be maintained.</p>			X		
Gloucester (Second Review) Structure Plan (adopted November 2005)					
<p>Policy S.1: Strategy</p> <p>The bulk of new development should be accommodated within and adjacent to the County's larger towns.</p>		X			
<p>Policy S.2: Strategy</p> <p>Principal settlement should be identified in Local Plans which would form the focal points for a scale of development which is consistent with the character and function of the settlement, and supports local services and the economic well-being of local communities.</p>			X		

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<p>Policy S.3: Strategy</p> <p>Priority should be given to the development of land within existing built-up areas, particularly land availability for redevelopment, where this would not be detrimental to the urban environment.</p>			X		
<p>Policy S.4: Strategy</p> <p>Development in rural settlements should be limited in scale, and sustain and enhance the character and appearance and the social and economic well-being of local communities. Development within the open countryside should be strictly controlled.</p>		X			
<p>Policy S.5: Strategy</p> <p>In providing for development, local authorities will have regard to the need for community facilities and services.</p>		X			
<p>Policy S.6: Strategy</p> <p>In providing for development Policy S.6 identifies six aspects of the environment which contribute to local character and distinctiveness and should be safeguarded and wherever possible enhanced.</p>		X			
<p>Policy S.7: Strategy</p> <p>In providing for the development the quality of the County's environment should be maintained and enhanced.</p>		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>Policy H.1: Housing</p> <p>Provision should be made for about 50,000 new dwellings in the County between 1991 and 2011.</p>	X				
<p>Policy H.2: Housing</p> <p>Policy H.2 sets out the overall housing provision which will be distributed within six Districts across the County.</p>	X				
<p>Policy H.3: Housing</p> <p>Land should be released in phases in local plans where this can be justified. Phasing will need to be sufficiently flexible to take account of changes in land supply including the emergence of unidentified sites.</p>			X		
<p>Policy H.4: Housing</p> <p>Most residential development will be provided in the Central Severn Vale. Development should be provided in locations where employment, leisure, commercial and community facilities can be integrated and where there are opportunities to maximise the use of public transport.</p>		X			
<p>Policy H.5: Housing</p> <p>In accordance with Policy S.1 Local Plans should make provision for development at Quedgeley and south of Brockworth for major extensions to the urban area.</p>				X	
<p>Policy H.6: Housing</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
In rural areas residential development should be well integrated with the existing form and framework of settlements without adverse impact on the setting of the settlement or intrusion into the surrounding countryside.					
Policy H.7: Housing Provision should be made to meet the needs of those unable to compete in the housing market. Such provision should meet a demonstrable local need and any housing so provided should be available to successive occupiers who need affordable accommodation.			X		
Policy H.8: Housing Provision should be made for a range of dwellings in terms of location and size to meet local requirements.			X		
Policy H.9: Housing Provision should be made for residential densities at a level which makes the best use of land consistent with environmental considerations.			X		
Policy H.10: Housing Provision should be made for the residential and transitory needs of travellers residing in or resorting to the County by the release of small areas of land well related to areas of proven need.			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>Policy E.1: Employment</p> <p>Provision will be made for a choice of employment sites to provide for flexibility and competition in meeting the social and economic needs of communities.</p>		X			
<p>Policy E.2: Employment</p> <p>Employment development should be provided in locations where housing, commercial, leisure and community facilities can be integrated and wherever possible improved, including maximising opportunities to use public transport.</p>			X		
<p>Policy E.3: Employment</p> <p>Priority should be given to the development of sites for Class (B.8) Distribution and Warehousing uses at locations that have the potential to be served from wharves, harbours or railway sidings. All development for such uses should be located on sites that are readily accessible from the primary route network.</p>			X		
<p>Policy E.4: Employment</p> <p>Commercial and industrial development within and adjacent to villages will be appropriate in scale and well integrated with existing form and</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
framework of settlements, local employment needs, and to local services and infrastructure, especially public transport.					
<p>Policy E.5: Employment</p> <p>Existing employment sites will be safeguarded for employment use except where the site is not required to meet existing or future employment needs, where employment use creates unacceptable environmental or traffic problems, or an alternative use or mixed-use development would offer local community benefits which outweigh the loss of the employment uses.</p>			X		
<p>Policy E.6: Employment</p> <p>Land designated or committed for employment use should not be used for retail or other development where limit the range and quality of available employment sites.</p>			X		
<p>Policy T.1: Transport</p> <p>New development should be located so as to minimise the length and number of motorised journeys, and encourage the use of public transport, cycling and walking. New development should be genuinely accessible by these modes of transport as alternatives to the car.</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>Policy T.2: Transport</p> <p>Walking will be promoted by the development of a network of safe and convenient pedestrian routes, and by the provision of traffic-calming, pedestrian priority and traffic free areas. The needs of people with impaired mobility will be fully taken into account.</p>			X		
<p>Policy T.3: Transport</p> <p>Cycling will be promoted by the development of a comprehensive network of a safe and convenient cycle routes, defined where appropriate in local plans, and by the provision of secure cycle parking in town and local centres, at public transport interchanges, and in appropriate new developments.</p>			X		
<p>Policy T.4: Transport</p> <p>Policy T4 sets out four development objectives which will maintain and enhance the bus service network across the County.</p>		X			
<p>Policy T.5: Transport</p> <p>Provision should be made for the development of Park and Ride facilities adjacent to main road corridors into Gloucester and Cheltenham.</p>			X		
<p>Policy T.6: Transport</p> <p>Policy T6 sets out four development objectives which will</p>		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
maintain and enhance the rail service network across the County.					
Policy T.7: Transport Disused railway lines and canals which are used, or which have a potential for future use, as continuous transport corridors should be protected from development which would impair such use.			X		
Policy T.8: Transport Standard for car-parking provision in new development, co-ordinated on a County-wide basis, should be defined in local plans and sets out four strategic principles for the car-parking provision.			X		
Policy T.9: Transport Policy T9 sets out four principles which should underpin the control and management of public car-parking provision (both on-and off-street).		X			
Policy T.10: Transport Policy T.10 sets out eight strategic County road schemes will be undertaken in the period up to 2011, subject to the availability of resources.	X				
Policy T.11: Transport Heavy lorries will be encouraged to use appropriate routes, and measures will be introduced to prevent such lorries from using unsuitable roads.		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>Policy T.12: Transport</p> <p>Provision should be made for the development or expansion of road freight generators, transhipment depots and lorry parking areas, only close to routes which are appropriate for use by heavy goods vehicles.</p>			X		
<p>Policy T.13: Transport</p> <p>The County and District Councils should, subject to environmental considerations, give favourable consideration to the development of facilities which will enable the carriage of freight by rail, pipeline or waterway.</p>		X			
<p>Policy T.14: Transport</p> <p>Sharpness Dock, the Gloucester and Sharpness Canal, the navigable River Severn and their associated water transport infrastructure should be protected from development which would interfere with their transport function.</p>			X		
<p>Policy T.15: Transport</p> <p>Gloucestershire Airport at Staverton should be protected from development which would interfere with its transport function, and provision should be made at the airport only for development requiring an airport location.</p>			X		
<p>Policy GB.1: Green Belt</p>				X	

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>The Green Belt between Gloucester and Cheltenham and north of Cheltenham will be maintained. Within the Green Belt only appropriate development which would not compromise the open character of the Green Belt or which would not contribute to the coalescence of settlements will be permitted.</p>					
<p>Policy TC.1: Town Centres</p> <p>The vitality, viability and character of existing town, district and local centres should be sustained and enhanced. Policy TC.1 also sets out the hierarchy of centres for Gloucestershire.</p>			X		
<p>Policy TC.2: Town Centres</p> <p>Provision for development which generates many trips will be made within town centres. Where there is a demonstrated need for such development and where suitable options for such uses are not available in town centres, preference will be for edge-of-centre locations; followed by district and then local centres (both subject to Policy TC.1); and only then out-of-centre sites in locations which are easily accessible by a choice of means of transport. Provision will not be made for development which would have any of the</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
five effects set out Policy TC.2.					
<p>Policy TC.3: Town Centres</p> <p>Provision should be made for the retention and improvement of local shopping facilities and services, especially in rural areas, provided that the development is of a scale consistent with the function and character of the local centre.</p>			X		
<p>Policy NHE.1: The Natural and Historic Environment</p> <p>The countryside's character, appearance and non-renewable and natural resources will be protected from harmful development unless the social and economic needs of the area or wider environmental objectives outweigh such harm.</p>			X		
<p>Policy NHE.2: The Natural and Historic Environment</p> <p>Development will be required to protect and, wherever possible, enhance the biodiversity, including wildlife and habitats of the County. Potential and classified SPAs, candidate and designated SACs, and Ramsar sites will be protected from development that is likely to affect their integrity. SSSIs and NNRs will be protected from development which would have a significant effect on their nature</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
conservation interests.					
<p>Policy NHE.3: The Natural and Historic Environment</p> <p>The best and most versatile agricultural land (Grades 1, 2 and 3a) will be protected from development.</p>			X		
<p>Policy NHE.4: The Natural and Historic Environment</p> <p>AONB the conservation and enhancement of the natural beauty will be given priority over other considerations. Regard will also be had to the economic and social well being of the AONB.</p>			X		
<p>Policy NHE.5: The Natural and Historic Environment</p> <p>Provision should not be made for development that would detract from the particular landscape qualities and character of the Special Landscape Area. The broad location of County's Special Landscape Areas are set out Policy NHE.5.</p>			X		
<p>Policy NHE.6: The Natural and Historic Environment</p> <p>The distinctive historic environment of the County will be conserved and enhanced. Scheduled Ancient Monuments, Listed Buildings, Conservation Areas, and their setting will be preserved. Historic settlements and landscape, historic</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
parks and gardens, and sites of archaeological importance will be protected from the adverse effects of development.					
<p>Policy NHE.7: The Natural and Historic Environment</p> <p>Development will not be permitted which has a detrimental impact on the scientific value, landscape setting and character, and the archaeological remains of the Severn Estuary. The integrated management of the estuary will be essential to the protection of its special qualities.</p>			X		
<p>Policy NHE.8: The Natural and Historic Environment</p> <p>Proposals for development in the Cotswold Water Park should be considered in the context of the six objectives set out in Policy NHE.8 of the Water Park.</p>			X		
<p>Policy RE.1: Recreation</p> <p>The retention and provision of a wide range of recreational facilities in urban areas and all principal settlements, to meet local and sub-regional needs, will be supported.</p>		X			
<p>Policy RE.2: Recreation</p> <p>The high standard of open space provision in new residential development will be</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
required. Existing playing fields and recreational areas will be retained.					
<p>Policy RE.3: Recreation</p> <p>Improved public access to the countryside will be encouraged subject to there being no adverse impact on the natural and historic environment or on agriculture.</p>		X			
<p>Policy RE.4: Recreation</p> <p>The use of water for sport, recreation and tourism will be permitted, Policy RE.4 sets out six issues which would prevent this form of water based development.</p>		X			
<p>Policy RE.5: Recreation</p> <p>Restoration of the Stroudwater, Thames and Severn Canal, and the Herefordshire and Gloucestershire Canal, as navigable waterways will be encouraged and their routes protected where compatible with other policies.</p>		X			
<p>Policy M.1: Minerals</p> <p>In assessing proposals for the release of land for mineral working account will be taken of the quality, quantity and location of the minerals involved, and the period over which they will be worked to ensure that the least environmentally damaging sources of supply within the county are used. In</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
particular, suitable extension of existing mineral workings will be given preference to the development of new mineral working or the reopening of disused ones.					
Policy M.2: Minerals In order to reduce the demand on finite resources proposals that promote the greater use of secondary, waste and recycle materials as an alternative to primary aggregates will be encouraged where environmentally acceptable			X		
Policy M.3: Minerals In making provision for the supply of minerals, and taking into account national and regional guidance, Policy M.3 identifies two groups of types of landscape and landscape related characteristics which an appropriate degree of protection must be afforded to.			X		
Policy M.4: Minerals Policy M.4 sets out three issues which have to be addressed when making provision for mineral workings.			X		
Policy M.5: Minerals Provision for mineral working must use a method of transporting minerals from extraction/production sites to markets that has the least environmental impact including alternatives to road transport, unless shown to be			X		

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impracticable or not economically feasible.					
<p>Policy M.6: Minerals</p> <p>Potential workable mineral resources will as far as possible be safeguarded from sterilisation by other forms of development. Where appropriate, the extraction of minerals before other more permanent forms of development taken place, will be encouraged.</p>			X		
<p>Policy M.7: Minerals</p> <p>Provision will be made to maintain an appropriate contribution to local, regional and national aggregate needs, together with an appropriate land bank, consistent with national and regional guidelines, including the principles of sustainable development.</p>			X		
<p>Policy M.8: Minerals</p> <p>The need for sand and gravel will be met principally by the continued working of deposits in the Upper Thames Valley.</p>			X		
<p>Policy M.9: Minerals</p> <p>Provision will be made for the supply of limestone and sandstone for natural building stone where needs for local stone cannot be met by existing mineral workings and full account has been taken of all environmental factors.</p>			X		
<p>Policy M.10: Minerals</p>			X		

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Provision for the supply of coal, worked by open cast methods will not be made unless it can be demonstrated that it will not have an unacceptable adverse impact on the recreational and tourism role of the Forest of Dean, on the environmental or traffic conditions, or on settlements and neighbouring land-uses.					
Policy WM.1: Waste Management Waste management facilities located within Gloucestershire should operate on the basis that waste will be treated and/or disposed of by employing the best practicable environmental option (BPEO) for management of a particular waste stream.			X		
Policy WM.2: Waste Management Primary waste management facilities should be located near to major contributions of waste arising, principally the Cheltenham/Gloucester urban area, Forest of Dean and Stroud/Cirencester areas. Secondary facilities should be appropriately located in other parts of the County to serve the primary facilities.			X		
Policy WM.3: Waste Management Development intended			X		

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to primarily cater for Gloucestershire's waste will be encouraged in the appropriate locations.					
<p>Policy WM.4: Waste Management</p> <p>Provision will be, made for facilities associated with the recovery of materials recycling and composting. Policy WM.4 sets out three locational criteria for the locating of these facilities.</p>			X		
<p>Policy WM.5: Waste Management</p> <p>Provision will be made for energy from waste facilities in or near to the Gloucester and Cheltenham area. Provision will be made via land allocations and/or development control appraisal criteria, set out within the Waste Local Plan.</p>			X		
<p>Policy WM.6: Waste Management</p> <p>Provision will be made for the disposal of Gloucestershire's post-treatment un-recovered waste residues in appropriate locations where necessary.</p>			X		
<p>Policy EN.1: Energy Policies</p> <p>The County and District Councils will take into account energy conservation matters when considering the locations, orientation, layout and design of new development.</p>			X		
<p>Policy EN.2: Energy Policies</p>			X		

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The County Council will support the introduction of combined heat and power, and community heating schemes where there is potential for their efficient use subject to other environmental considerations.					
Policy EN.3: Energy Policies Proposals for the development of renewable sources of energy will be encouraged, particularly where there are benefits to the local community. Renewable energy proposals will be permitted provided that the proposed development meets the six criteria set out in Policy EN.3.			X		
Policy TSM.1: Tourism Proposals for all tourism developments will be judged against five principles set out in Policy TSM.1 so that tourism developments are sustainable.			X		
Policy TSM.2: Tourism The development of self-catering holiday accommodation not coming within the scope of TSM.3 and TSM.4 will be permitted in or adjoining existing settlements in accordance with Policy TSM.1.			X		
Policy TSM.3: Tourism Proposals for groups			X		

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of self-catering holiday accommodation units and permanent holiday caravan sites, transit and touring camping and caravan will considered against four criteria set out in Policy TSM.3.					
<p>Policy TSM.4: Tourism</p> <p>Encouragement will be given to the development of tourist attractions which have a special affinity with the physical and historic heritage of an area and no adverse impact on the local environment.</p>			X		
<p>Policy W.1: Water Resources</p> <p>Policy W.1 sets out three criteria for the development of water infrastructure.</p>			X		
<p>Policy F.1: Flooding and Flood Risk</p> <p>Provision will not be made for development where it would be at direct risk from flooding and or would increase the risk of flooding elsewhere. Local plans will define areas of flood risk.</p>			X		
<p>Policy P.1: Pollution</p> <p>Provision will only be made for development where it does not have an unacceptable effect in terms of:</p> <p>the environment and local community in terms of air, noise or light pollution,</p> <p>the quality of surface or ground water or,</p>			X		

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contamination of land or soil.					
<p>Policy TEL.1: Telecommunications</p> <p>Provision will be made for telecommunications structure where visual impact is minimised by careful positioning and design Priority will be given to the conservation and enhancement of the natural beauty of AONB. Consideration should also be given to their cumulative effects, and opportunities to use existing structures should be maximised.</p>			X		
Somerset AND Exmoor National Park Joint Structure Plan Structure Plan (adopted 1991)					
<p>Policy STR1: Sustainable Development</p> <p>Policy STR1 sets out ten objectives which development in Somerset and the Exmoor National Park should seek to achieve.</p>		X			
<p>Policy STR2: Towns</p> <p>Policy STR2 identifies 14 towns in the county which will function as locations for employment and shopping, cultural, community and education services and residential use. Taunton and Yeovil will provide a sub-regional role for certain services including, shopping and financial & administrative services.</p>			X		
<p>Policy STR3: Rural Centres and Villages</p>			X		

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Settlements which act as focal points for local employment and shopping, social and community activity in their areas should be identified as Rural Centres. Settlements which provide limited local services should be identified as villages.					
<p>Policy STR4: Development in Towns</p> <p>New development should be focused on the Towns where provision for such development should be made in accordance with their role and function, individual characteristics and constraints. Priority should be given to the re-use of previously developed land and to the encouragement of mixed use development.</p>			X		
<p>Policy STR5: Development in Rural Centres and Villages</p> <p>Development in rural centres and villages should be such as will sustain and enhance their role and will be commensurate with their size and accessibility, and to their character and physical identity.</p>		X			
<p>Policy STR6: Development outside Towns, Rural Centres and Villages</p> <p>Development outside towns, rural centres and villages should be strictly controlled and restricted to that which benefits economic</p>			X		

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activity, maintains or enhances the environment and does not foster growth in the need to travel.					
<p>Policy STR7: Implementation of the Strategy</p> <p>To ensure that development in Somerset and the Exmore National Park is implemented in a way that meets the sustainable development aims of the strategy, development should fairly and reasonably contribute towards the provision of relevant community services and facilities, environmental improvements & infrastructure, that are directly related to and necessary for the development to proceed.</p>			X		
<p>Policy 1: Natural Conservation</p> <p>The biodiversity of Somerset and the Exmoor National Park should be maintained and enhanced. The greatest protection will be afforded to nature conservation sites of international and national importance.</p> <p>Local plans should include policies to maintain and enhance sites and features of local nature conservation importance including landscape features which provide wildlife corridors, links or stepping stones between habitats.</p>			X		

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<p>Policy 2: Exmoor National Park</p> <p>In the Exmoor National Park:</p> <p>the conservation and enhancement of the natural beauty, wildlife and cultural heritage; and</p> <p>the promotion of opportunities for public understanding and enjoyment of the special qualities of the area;</p> <p>should be given priority over other planning considerations. In cases of conflict between these purposes, greater weight should be attached to the first. Due regard should be had to fostering the economic and social well being of local communities.</p>			X		
<p>Policy 3: AONB</p> <p>In AONB the conservation of the natural beauty of the landscape should be given priority over other planning considerations. Regard should also be had to fostering the economic or social well being of the locality. Provision should only be made for major industrial or commercial development where it is in the national interest and there is a lack of alternative sites. Particular care should be taken to ensure that any</p>			X		

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development proposed does not damage the landscape character of the area.					
<p>Policy 4: Levels and Moors</p> <p>The biodiversity and unique character of the Somerset Levels and Moors should be maintained and enhanced.</p>		X			
<p>Policy 5: Landscape Character</p> <p>The distinctive character of the countryside of Somerset and the Exmoor National Park should be safeguarded for its own sake. Particular regard should be had to the distinctive features of the countryside in landscape, cultural heritage and nature conservation terms in the provision for development.</p>			X		
<p>Policy 6: Bristol/Bath Green Belt</p> <p>A small area of Somerset lying to the north-east of Norton St Philip will be left permanently open as part of the Bristol-Bath Greenbelt which aims to prevent the unrestricted sprawl of Bristol, Bath, Bradford on Avon and Trowbridge and the coalescence of settlements.</p>					X
<p>Policy 7: Agricultural Land</p> <p>Subject to the overall aims of the strategy, provision should not be made for permanent</p>			X		

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development, excluding forestry and agriculture, involving the best and most versatile agricultural land (Grades 1, 2 & 3a) unless there are no alternative sites on lower quality agricultural land and there is an overriding need for the development in that location. Where land in Grade 1, 2 and 3A does need to be developed and there is a choice between different grades, development should be directed towards land of the lowest grades.					
<p>Policy 8: Outstanding Heritage Settlements</p> <p>Policy 8 identifies 43 settlements identified as having the special character of Outstanding Heritage Settlements.</p>			X		
<p>Policy 9: The Built Historic Environment</p> <p>The setting, local distinctiveness and variety of buildings and structures of architectural or historic interest should be maintained and where possible be enhanced. The character or appearance of Conservation Areas should be preserved or enhanced.</p>			X		
<p>Policy 10: Historic Landscapes</p> <p>Development proposals which affect a registered historic landscape (historic parks, gardens and</p>			X		

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battlefields) should take account of their impact on the character of the landscape.					
<p>Policy 11: Areas of High Archaeological Potential</p> <p>Development proposals should take account of identified Areas of High Archaeological Potential or, elsewhere where there is reason to believe that important remains exist, so that appropriate assessment and necessary protection can be afforded to any archaeological remains identified.</p>			X		
<p>Policy 12: Nationally Important Archaeological Remains</p> <p>There should be a presumption in favour of the physical preservation in situ of nationally important archaeological remains. The setting and amenity value of the archaeological remains should be protected.</p>			X		
<p>Policy 13: Locally Important Archaeological Remains</p> <p>Development proposals which affect locally important archaeological remains should take account of the relative importance of the remains. If the preservation in situ of the archaeological remains cannot be</p>			X		

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justified, arrangements should be sought to record those parts of the site that would be destroyed or altered.					
<p>Policy 14: Archaeologically Strategies</p> <p>Policy 14 identifies 46 settlements, development proposals in these towns, rural centres and villages should ensure that, where appropriate, the protection of archaeological remains should be undertaken.</p>			X		
<p>Policy 15: Coastal Development</p> <p>Provision for any development along the coast, including the Exmoor Heritage Coast, should be made within towns, rural centres and villages. Where development requires an undeveloped coast location it should respect the natural beauty, biodiversity and geology of the coast and be essential in that in that location. New coastal developments should minimise the risk of flooding, erosion and landslip.</p>			X		
<p>Policy 16: Provision of land for Industrial, Warehouse and Business Development</p> <p>Provision will be made for 405 hectares of land for industrial, warehouse and business development purposes over the period 1991–2011.</p>			X		

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This will include activities within classes B1, B2 and B8 of the Town and Country Planning (Uses Classes) Order 1987. Policy 16 identifies five districts across the county and divides up the number of hectares of land for B1, B2 and B8 which they should host.					
Policy 17: Mixed-Use Development Industrial, commercial and business activities which are major generators of travel demand and are part of a mixed-use development should be provided for in the town centre locations and sites which are highly accessible by means of transport other than the private car.			X		
Policy 18: Location of Land for Industrial, Warehouse and Business Development Policy 18 identifies four considerations which should be taken into account, when determining the location of land for employment generating activities, in the context of other policies in the plan.			X		
Policy 19: Employment and Community Provision in Rural Areas In rural areas provision should be made for development which creates or enhances local employment, shopping or community facilities,			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
including development necessary for the purposes of agriculture and development associated with the diversification of agricultural units.					
<p>Policy 20: The Retail Framework</p> <p>Retail development should be well related to settlements. The overall scale of retail facilities in, or adjacent to, any particular settlements should be commensurate with the strategic importance attributed to that settlement by the strategic policies of the plan.</p>			X		
<p>Policy 21: Town Centre Uses</p> <p>The functional centres of towns and rural centres will be the primary focal points of new facilities particularly for shopping, leisure, entertainment and, financial and administrative services, which need to be accessible to a wide range of the population and are suitable for access by a choice of means of transport. In identifying sites for such development, a sequential approach, that respects the sustainable development of the plan.</p>			X		
<p>Policy 22: Tourism Development in Settlements</p> <p>Provision should be made for the development of tourist</p>			X		

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attractions and accommodation in settlements or defined Tourism Development Areas. New developments which would generate substantial transport movements should be accessible by public transport.					
<p>Policy 23: Tourism Development in the Countryside</p> <p>Policy 23 sets out three considerations in which tourism outside settlements of defined Tourism Development Areas, will be considered, the priority is to improve attractions and accommodation and to mitigate the environmental impact of existing development.</p>			X		
<p>Policy 24: Mineral Safeguarding</p> <p>Significant known or locally important mineral resources and the infrastructure for, and associated with, the transport of minerals should be safeguarded from sterilisation by other development.</p>			X		
<p>Policy 25: Aggregate Production</p> <p>The working of limestone and other hard rocks for the production of construction aggregates will be centred on the East Mendip Area. The release of further resources will seek to achieve a balance between the</p>			X		

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environmental impacts and economic and other benefits of extraction.					
<p>Policy 26: Mineral Development in the Exmoor National Park and AONB</p> <p>Policy 26 sets out three considerations when considering applications for the provision of mineral extraction in the Exmore National Park and AONB. Provision for the extraction of minerals in the Exmoor National Park and AONB should only be made where it is in the national interest or meets the local requirement for traditional building materials.</p>			X		
<p>Policy 27: Minerals Landbanks</p> <p>A Landbank of permitted reserves of aggregates minerals will be maintained in accordance with national minerals policy guidance.</p>			X		
<p>Policy 28: Level of Mineral Output</p> <p>Subject to acceptability on environment, transport and economic grounds, land will be made available for mineral working to maintain an adequate supply of minerals to contribute to national, regional and local needs.</p>			X		
<p>Policy 29: Peat Working</p> <p>The working of peat will be limited to</p>			X		

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<p>designated production zones between Glastonbury and Wedmore where:</p> <p>the site has little or no nature conservation or archaeological value;</p> <p>the deposits are economically viable;</p> <p>the site is likely to become available during the plan period.</p>					
<p>Policy 30: Reclamation and After-Use</p> <p>Proposals for the extraction of mineral resources should provide for a reclamation scheme which must be beneficial to the local area and be environmentally acceptable.</p>			X		
<p>Policy 31: Recycling Mineral Waste</p> <p>The recycling of mineral waste for use as aggregate, where not otherwise required in connection with future reclamation or landscape proposals and the provision of necessary plant should be favourably considered in the provision for minerals extraction.</p>			X		
<p>Policy 32: Extraction Criteria</p> <p>Policy 32 sets out four criteria where provision for the extraction of minerals other than crushed rock or peat should be made.</p>			X		
<p>Policy 33: Provision for Housing</p>	X				

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<p>Provision will be made for about 44,800 dwellings over the period 1991–2011. Policy 33 also sets out the distribution in accordance with the strategy across the six local authorities which cover the county.</p> <p>In addition to the district distribution, provision for about 100 dwellings will be identified within that part of the Exmoor National Park that is in Devon.</p> <p>In the Exmoor National Park provision for new residential development should only be made where it would help to meet local social or economic needs and be of scale in keeping with the size and character of the settlement, and the rural character of the surrounding area.</p>					
<p>Policy 34: Phasing</p> <p>Land for residential development may be released on a phased basis where it accords with the objectives of Policy STR1.</p>			X		
<p>Policy 35: Affordable Housing</p> <p>Provision will be made for housing to meet the needs of those without the means to buy or rent on the open market. This provision shall meet an identified local need and should be available and affordable for</p>			X		

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successive occupiers.					
<p>Policy 36: Sites for Gypsies and Travelling People</p> <p>The provision of sites for Gypsies and other travelling people should be made where the site is within reasonable distance of a settlement providing local services and facilities.</p>			X		
<p>Policy 37: Facilities for Sport and Recreation within Settlements</p> <p>Provision should be made for the protection, maintenance and improvement of the range of facilities for sport and recreation, where they are compatible with the size and function of the settlement. New developments which would generate substantial transport movements should be accessible by public transport.</p>			X		
<p>Policy 38: Sport and Recreation in the Countryside</p> <p>Outside of settlements, provision may be made for sport and recreation facilities, provided that they are compatible with the amenity, landscape and environment of the area. Additionally, protection should be afforded to land accessible to the public and associated access routes, including bridleways and green lanes. New</p>			X		

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developments which would generate substantial transport movements should be accessible by public transport.					
Policy 39: Transport and Development Policy 39 sets out three considerations in which proposals for transport and development should be considered.			X		
Policy 40: Town Strategies In Towns a range of measures should be implemented to facilities more sustainable modes of transport and reduce reliance on the private car in order to improve the living and working environment. Such transport measures should complement development proposals.			X		
Policy 41: Corridor Strategies Policy 41 identifies a list of seven transport corridors in the county which are of strategic importance. It also sets out three objectives, these transport corridors will be managed in order to achieve.		X			
Policy 42: Walking Facilities for pedestrians should be improved by maintaining and extending the footpath network, particularly between residential areas, shops, community facilities, workplaces and		X			

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schools and by ensuring that improvements to the highway provide for safe use.					
<p>Policy 43: Access for People with Disabilities</p> <p>Facilities for people who are mobility impaired should be improved by maintaining and extending the network of suitable footpaths, bridleways and cycle routes and by facilitating ease of access to other transport infrastructure and new development.</p>			X		
<p>Policy 44: Cycling</p> <p>Urban and longer distance facilities for cyclists should be improved by maintaining and extending the cycle network between residential areas and schools, shops, community facilities and work places, and by making the best use of existing highways infrastructure. Improvements to the highway should provide for safe use by cyclists.</p>		X			
<p>Policy 45: Bus</p> <p>Facilities for buses should be improved. This should include measures to give priority to buses and to introduce park and ride systems where these are the most sustainable option.</p>		X			
<p>Policy 46: Rail Operation</p> <p>Policy 46 sets out</p>		X			

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three objectives for improving the operation of railway services in the county.					
<p>Policy 47: Interchange Facilities</p> <p>Provision should be made for the improvement of development of interchange facilities between different modes of transport.</p>		X			
<p>Policy 48: Access and Parking</p> <p>Developments which generate significant transport movements should be located where provision may be made for access by walking, cycling and public transport. The level of parking provision in settlements should reflect their functions, the potential for the use of alternatives to the private car and the need to prevent harmful competitive provision of parking.</p>			X		
<p>Policy 49: Transport Requirements of New Development</p> <p>Proposals for development should be compatible with the existing transport infrastructure, or, if not, provision should be made for improvements to infrastructure to enable to proceed.</p>			X		
<p>Policy 50: Traffic Management</p> <p>Traffic management schemes which improve safety, travel conditions and the environment should be</p>			X		

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<p>implemented to make the best possible use of the highway network. Such schemes should remove or reduce heavy or unnecessary vehicles from settlements or sensitive environments and improve conditions for pedestrians, cyclists and public transports users.</p>					
<p>Policy 51: Road Hierarchy</p> <p>Policy 51 sets out the road hierarchy for the county. The road hierarchy will consist of National Primary Routes and County Routes, Distributor Roads and Local Roads.</p>		X			
<p>Policy 52: Freight Traffic (Lorries in the Environment)</p> <p>Traffic, and particularly lorries, should be encouraged to use National Primary Routes wherever possible through appropriate measures such as positive signing and by discouraging the use of unsuitable roads through traffic management schemes.</p>		X			
<p>Policy 54: Transport Proposals and the Environment</p> <p>Policy 54 identifies five considerations which new transport proposals and improvements, particularly road schemes must take into account.</p>		X			

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<p>Policy 55: Major Highways Improvements</p> <p>The County Route networks should be maintained and improved where necessary, in the context of the resources available and priorities afforded to other transport investment.</p>		X			
<p>Policy 56: Roadside Facilities</p> <p>Provision should be made for roadside facilities on National Primary Routes where they are not in conflict with other policies of the Structure Plan.</p>		X			
<p>Policy 57: General Aviation Facilities</p> <p>General aviation facilities should be safeguarded from development which would prejudice their future use in the transport network. Proposals for new facilities should be environmentally acceptable and well related to settlements.</p>			X		
<p>Policy 58: Ports and Wharves</p> <p>Existing port and wharf facilities should be safeguarded from development which would prejudice their potential in the transport network. Any proposals for new facilities should be within or related to settlements.</p>			X		
<p>Policy 59: Safeguarding Water Resources</p>			X		

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Protection will be afforded to all surface, underground and marine water resources from development which could harm their quality and quantity.					
<p>Policy 60: Floodplain Protection</p> <p>Areas vulnerable to flooding should continue to be protected from development which would cause a net loss of flood storage area or interrupt the free flow of water or adversely affect their environmental or ecological value. In allocating land for development in local plans, consideration must be given to measures to mitigate the impact on the existing land drainage regime to avoid exacerbating flooding problems.</p>			X		
<p>Policy 61: Development in Areas Liable to Marine Flooding</p> <p>Provision should only be made for development in areas vulnerable to marine or tidal flooding where; the development is needed in that location, no alternative location exists for the development and adequate measures exists or can be readily provided to protect the development.</p>			X		
<p>Policy 62: Telecommunications</p> <p>Provision should be made for the</p>			X		

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establishment of telecommunications facilities in new development and the development of existing and new systems. Priority should be given to the protection of nationally designated areas.					
Policy 63: Utilities Development Provision should be made for utility developments where they respect the environment in which they are located in terms of their scale, location and design.			X		
Policy 64: Renewable Energy Provision should be made, where environmentally acceptable, for the development of renewable resources.			X		
Policy 65: Provision of Waste Management Facilities Provision of land should be made for the management of the forecast waste arising with due regard being had to cross county border waste management issues, in period to 2021.			X		
Policy 66: Development of Waste Management Facilities Provision of land for waste management facilities should be made, utilising previously developed land if appropriate.			X		
Policy 67: Waste Management in the Exmoor National Park and AONB			X		

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<p>Provision of waste disposal and recycling facilities should not be made in the Exmoor National Park and AONB unless they are in the national interest and no alternative sites are available outside of these designated areas, or the proposals is small in scale and is to meet specific identified local need.</p>					
<p>Policy 68: Use of Inert Wastes Arising from Development</p> <p>Where provision is made for development , the potential and practicality of the reuse of the inert wastes generated should be examined, in order to reduce demand for primary aggregates, minimise traffic movements associated with waste disposal and the land take for landfill facilities.</p>			X		
<p>Avon (Bath & North East Somerset, Bristol, North Somerset, South Gloucestershire Joint Replacement) Structure Plan (adopted September 2002)</p>					
<p>Policy 1: Strategy</p> <p>Planning and transport policies for the area will be based on the principles of sustainable development, and will seek to reconcile, balance and integrate the protection and enhancement of the environment, the maintenance and enhancement of economic prosperity and meeting the social needs and aspirations of the people of the area through the</p>			X		

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provision of opportunities for commercial and industrial development, housing and related services and activities.					
Policy 2: Strategy Policy 2 sets out the location strategy to be adopted by the structure plan area.		X			
Policy 4: Strategy Provision will be made for an integrated, corridor based approach to transport improvements which maximises opportunities to secure travel by alternatives to the car. Priority will be given to improvements which reinforce the locational strategy as required by Policy 2.		X			
Policy 5: Strategy Policy 5 sets out five objectives so as to secure the role of Bristol City Centre as the regional centre for business, shopping, leisure and cultural activity.		X			
Policy 6: Strategy In Bath, development and transport proposals will maintain and enhance the City's economic and social prosperity, and its roles as a regional centre and a focus for international tourism, whilst safeguarding and contributing to its status as a World Heritage Site.		X			
Policy 7: Strategy The role of Weston-		X			

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<p>super-Mare as an employment location and tourist destination will be reinforced; the vitality and viability of its town centre maintained and enhanced; and requirements for additional dwellings met only where supported by increased local employment and significant improvements to public transport links both within the town and with the main employment areas in the Bristol area which together prevent unacceptable levels of congestion arising on the M5 and A370.</p>					
<p>Policy 9: Strategy In the Bath – Keynsham – Bristol corridor, the facilities already established for bus and rail travel will be enhanced by provision for improved rail infrastructure and improved services, better interchange, and further provision for bus priorities and promotion.</p>		X			
<p>Policy 10: Strategy Policy 10 sets out three criteria in the Bristol – Weston-super-Mare corridor, by which rail and bus services will be improved.</p>		X			
<p>Policy 11: Strategy In South Bristol, the regeneration of the local economy will be progressed by an integrated and comprehensive</p>		X			

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<p>strategy towards community development, which will include business development, employment retention and creation, education, training and better access to jobs, improved local facilities and public transport, enhancing the quality of life in general whilst maintaining adequate and accessible provision of open space for amenity and recreational use.</p>					
<p>Policy 12: Strategy In the North Fringe, provision will be made for a greater mix of land uses including in particular residential uses, of a compact form, focused around identified centres that provide local facilities and jobs, which are better integrated with, and more able to support, public transport.</p>		X			
<p>Policy 13: Strategy At Emersons Green, on land east of the Avon Ring Road and south of Westerleigh Road/M4, provision will be made for a major mixed use development comprising a science park, other business and industrial uses to meet local employment needs, and residential development with associated facilities integrated into the wider Emersons Green residential development west of</p>	X				

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the Ring Road. The development will be planned on a comprehensive basis to integrate the different land uses and to maximise provision for public transport, walking and cycling.					
Policy 14: Strategy At Avonmouth and Severnside, provision will be made for the expansion of a broad range of employment uses over a long-term period, on a scale appropriate to the capacity of the transport network and the environment.			X		
Policy 15: Strategy At Royal Portbury Dock, the continued expansion of port operations and associated activities will be supported where there are no unacceptable implications for the environment, traffic congestion, Green Belt objectives and purposes, and meeting other development requirements.			X		
Policy 16: Strategy A Green Belt shall continue to surround and separate Bristol and Bath and identifies five reasons for maintaining the Green Belt.		X			
Policy 17: Policies for the Environment and Natural Resources Within Local Plans, emphasis will be placed on ensuring the continued conservation and			X		

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enhancement of the character and distinctiveness of the landscape, and where necessary the restoration or regeneration of degraded landscapes. Local Plans will identify landscapes character areas using a common characterisation approach and planning authorities should seek to coordinate policy approaches for such areas across administrative boundaries.					
<p>Policy 21: Policies for the Environment and Natural Resources</p> <p>The creation of the Forest of Avon will be supported and assisted.</p>		X			
<p>Policy 22: Policies for the Environment and Natural Resources</p> <p>Local Plans covering the coastline should define a coastal zone based on five criteria set out in Policy 22.</p>			X		
<p>Policy 23: Policies for the Environment and Natural Resources</p> <p>Provision will be made for development only where adequate water resources exist or can be made available, and where it can be demonstrated that the development will not cause a deterioration in the quality or quantity of underground, surface or coastal waters; nor pose a threat to the water environment including nature</p>			X		

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conservation, amenity, navigation or fishery interests.					
<p>Policy 26: Policies for the Environment and Natural Resources</p> <p>In assessing the need for the release of land for mineral extraction during the plan period, regard will be had to the need to make an appropriate contribution to national, regional and local supply, consistent with national and regional guidelines for particular minerals and the principles of sustainable development.</p>			X		
<p>Policy 27: Policies for the Environment and Natural Resources</p> <p>Policy 27 sets out five criteria in which proposals for mineral working will be assessed against.</p>			X		
<p>Policy 29: Policies for the Environment and Natural Resources</p> <p>In accordance with the principles of sustainable waste management, appropriate provision of land should be made for safe management, recycling, treatment and disposal of forecast waste arising in the area, together with an appropriate proportion of regional waste flows as necessary, in the period to 2011.</p>	X				
<p>Policy 30: Policies for Employment, Housing, Shopping and</p>			X		

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<p>Recreation</p> <p>Local plans will safeguard existing employment sites and buildings for employment unless these sites and premises meet three criteria set out in Policy 30.</p>					
<p>Policy 31: Policies for Employment, Housing, Shopping and Recreation</p> <p>The provision of new greenfield sites for employment will be limited to a scale that does not prejudice the take-up of existing commitments or previously developed land and meet two criteria set out in Policy 31.</p>			X		
<p>Policy 32: Policies for Employment, Housing, Shopping and Recreation</p> <p>Provision will be made within and adjoining rural settlements for commercial and industrial development which contributes to maintaining the local and meeting employment needs. Commercial and industrial developments in the open countryside will be restricted to three criteria set out in Policy 32.</p>			X		
<p>Policy 33: Policies for Employment, Housing, Shopping and Recreation</p> <p>Policy 33 sets out three characteristics which new housing developments should</p>	X				

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<p>have. Provision will be made in Local Plans for 50,200 additional dwellings between 1996 and 2011 and their distribution across local authorities in the area and that local plans will set out proposals for controlling the release of sites for housing development.</p>					
<p>Policy 38: Policies for Employment, Housing, Shopping and Recreation</p> <p>The vitality and viability of city, sub regional, town, local and village centres will be maintained and enhanced in making provision for meeting the changing requirements of the catchment populations. Policy 38 also sets out the settlement hierarchy for the area.</p>		X			
<p>Policy 39: Policies for Employment, Housing, Shopping and Recreation</p> <p>Proposals for further retail development at Cribbs Causeway will only be permitted where compatible with the criteria for out-of-centre retailing in Policy 40.</p>			X		
<p>Policy 40: Policies for Employment, Housing, Shopping and Recreation</p> <p>Provision to meet requirements for new development will be made within the city, sub-regional, major town and district centres where suitable</p>			X		

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sites available, followed by edge-of-centre sites, and then minor town, district, local and village centres and where consistent with Policy 38.					
<p>Policy 41: Policies for Employment, Housing, Shopping and Recreation</p> <p>Local shopping facilities will be safeguarded and new provisions to meet the needs of the local community will be encouraged, subject to considering the implications for residential amenity, local environment, traffic and parking, and provided there are no adverse consequences for village or other local centres.</p>			X		
<p>Policy 43: Policies for Employment, Housing, Shopping and Recreation</p> <p>Provision will be made in Local Plans for an appropriate range of facilities for recreation and leisure at locations well related to users and accessible by a choice of travel mode.</p>			X		
<p>Policy 44: Policies for Employment, Housing, Shopping and Recreation</p> <p>Opportunities will be considered for the development of major sports stadiums within Bath and in the wider Bristol area that provide all-seater accommodation for</p>		X			

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approximately 20,00 spectators and facilities for a range of sporting and other events.					
<p>Policy 46: Policies for Employment, Housing, Shopping and Recreation</p> <p>In Bath, Bristol and Weston-super-Mare, provision will be made for new tourist and visitor attractions and accommodation, including conference facilities.</p>		X			
<p>Policy 48: Policies for Transport</p> <p>Local Transport Plans will provide for whole corridor improvements to bus transport, to offer bus travel a decisive advantage and achieve a key role for buses in meeting transport needs within the Structure Plan period.</p>			X		
<p>Policy 49: Policies for Transport</p> <p>Provision will be made in Local Plans and Local Transport Plans for improved rail transport by identifying, protecting and implementing proposals to promote and enhance rail services and improved infrastructure, and to introduce rapid transit systems, both as attractive alternatives to the car and to serve the Plan's locational strategy.</p>		X			
<p>Policy 53: Policies for Transport</p> <p>Local Plans will safeguard routes of</p>		X			

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disused and dismantled railways as transport routes, with preference given to cycle/walking and public transport routes rather than highways and identifies six safeguarded transport routes across the area.					
<p>Policy 56: Policies for Transport</p> <p>Local plans and/or Local Transport Plans will include, a route hierarchy and heavy vehicle network. The routes and areas of strategic importance shown on the Key Diagram, and included in Policies 4-15, are strategic corridors for long-and medium-distance through traffic, and priority development of bus and rail infrastructure.</p>		X			
<p>Policy 57: Policies for Transport</p> <p>Local plans will include policies for the environmental impacts of freight transport to be minimised through the provision of six facilities and infrastructure set out in Policy 57.</p>			X		
<p>Policy 58: Policies for Transport</p> <p>Policy 58 sets out seven criteria for proposals for alterations to the non-trunk road network will be assessed, and advanced.</p>		X			
<p>Policy 61: Policies for Transport</p> <p>Commercial air passenger and freight services serving the</p>		X			

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requirements of the surrounding region will be handled by Bristol International Airport at Lulsgate, and proposals for such services at other locations in the Plan area will be resisted. Bristol International Airport will be encouraged to improve and maintain its role and services.					
Policy 62: Policies for Transport On the major core motorway network in the Plan area, and the parallel long-distance rail routes, identified as TENS routes, provision for travel will be made through a multi-modal approach to corridor development.		X			
Bournemouth, Dorset and Poole Structure Plan (Formerly Dorset County Structure Plan) (adopted 2000)					
Policy A Economy: Provision will be made to ensure that 300 hectares of land are developed for employment uses (B1 to B8) between 1994 and 2011. The policy distributes the scale of employment land between the eight local authorities in the county.	X				
Policy B Economy: New employment development should be directed to locations providing the opportunity to reduce commuting by car, well related to residential and associated facilities, accessible by public transport.			X		
Policy C Economy:		X			

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<p>In the outer urban areas of South East Dorset provision should be made for employment opportunities which reduce commuting by car.</p>					
<p>Policy D Economy:</p> <p>Provision should be made for major sites to meet the special needs of companies which require locations with high quality landscaping. Such sites should be well related to residential and associated facilities, accessible by public transport, with good road and, where possible, rail access. Such sites should be protected from other uses.</p>			X		
<p>Policy E Economy:</p> <p>Major growth points for employment during the period of the plan and beyond will be:</p> <p>Bournemouth International Airport to serve South East Dorset;</p> <p>Winfrith Technology Centre to serve primarily South Dorset;</p> <p>The former defence sites in the Weymouth and Portland area to serve that area.</p>		X			
<p>Policy F Economy:</p> <p>New commercial office developments of more than 2,000 metres gross floorspace will be accommodated in the town centre, the Landsdowne/Central</p>			X		

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Station area and Castle Lane East Lane areas of Bournemouth, the town centre of Poole and locations well related to public transport in Weymouth and Dorchester.					
Policy G Economy: In the Weymouth and Portland area, land for employment development should be made available to enable the restructuring of the local economy.			X		
Policy H Economy: Provision should be made for development contributing to the diversification of the rural economy in locations where commuting by car is minimised.			X		
Policy B Tourism: Provision will be made for major new tourist attractions in the Bournemouth-Poole conurbation and in the Weymouth-Portland area.			X		
Policy C Tourism: The development or extension of serviced tourist accommodation will be concentrated within the built-up areas of South East Dorset and other towns identified in settlement Policies B and C.			X		
Policy D Tourism: Within the Heritage Coast and undeveloped coast of the Isle of Portland, the development of new sites for chalets,			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
caravans or tents should not be permitted.					
<p>Policy A Housing:</p> <p>Provision will be made to enable about 52,900 dwellings (gross) to be constructed between April 1994 and March 2011. Policy A also distributes these housing numbers across the county's eight local authorities.</p>	X				
<p>Policy B Housing:</p> <p>In providing for the levels of housing set out in housing Policy A, a mix of accommodation and housing types should be provided to achieve balanced communities and to meet the needs of those with special housing requirements.</p>			X		
<p>Policy C Housing:</p> <p>New housing development should be directed to locations well-related to employment, education, shopping, transport and community facilities to reduce the overall need for residents to travel and to enable best use to be made of public transport.</p>			X		
<p>Policy D Housing:</p> <p>Local plans should make provision through appropriate policies to meet the needs of those unable to compete in the housing market.</p>			X		
<p>Policy E Housing:</p> <p>Proposals for the development of</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
residential caravan sites should be treated in the same manner as permanent residential development, and be subject to the same policies, except where visual appearance would make a site unacceptable.					
<p>Policy F Housing:</p> <p>Where there is an identified need, provision should be made for additional permanent transit sites for Gypsies. Such sites should not be located in the South East Dorset Green Belt. Elsewhere the location of sites should take account of the need to be within reasonable distances of local services and facilities and have regard to the possible mix of uses on site.</p>			X		
<p>Policy G Housing:</p> <p>Planning permission for residential development should not be granted in advance of the provision of, or agreement to provide, associated community facilities.</p>			X		
<p>Shopping Policy A, Chapter Shopping and Community Facilities:</p> <p>The search for the location of shopping development and/or redevelopment will follow the sequential approach, which Policy A illustrates.</p> <p>In addition and where appropriate, all development and/or</p>			X		

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>redevelopment should:</p> <p>be compatible in character with the centre;</p> <p>maintain and/or enhance the vitality and viability of the centre;</p> <p>not adversely affect to a significant degree the vitality and viability of any nearby town, district or local centre as a whole;</p> <p>not prejudice the availability of employment lands; and</p> <p>be easily accessible by a choice of means of transport.</p>					
<p>Shopping Policy B, Chapter Shopping and Community Facilities:</p> <p>Provision should be made for the retention and improvement of local shopping facilities.</p>			X		
<p>Community Facilities Policy A, Chapter Shopping Community Facilities:</p> <p>Major education, health, sport, recreation, cultural and other community service developments will be concentrated in the Bournemouth-Poole conurbation and the main towns as defined in settlement policies B and C.</p>			X		
<p>Community Facilities Policy B, Chapter Shopping Community</p>		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>Facilities:</p> <p>Provision should be made for the retention and improvement of local services and facilities for the community, including those related to education, health, sport, recreation and culture.</p>					
<p>Community Facilities Policy C, Chapter Shopping Community Facilities:</p> <p>Provision should be made for the development of countryside recreational facilities compatible with the character of the rural environment where they are easily accessible by a choice of means of transport from the main centres of residential and holiday population and/or will reduce recreational and tourism pressures on the Heritage Coast and other sensitive area.</p>		X			
<p>Community Facilities Policy D, Chapter Shopping Community Facilities:</p> <p>At the coastal resorts, particularly those identified in Tourism Policy A, provision should be made for the development of new and the retention of existing facilities for marine recreation, subject to consideration of the impact of such facilities on the marine</p>			X		

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environment.					
<p>Community Facilities Policy E, Chapter Shopping Community Facilities:</p> <p>Playing fields should be protected from development, and provision should be made for further playing fields to meet the needs of the community.</p>			X		
<p>Transportation Policy A, Chapter Transportation and Telecommunications :</p> <p>Development of the transport system will be progressed as an integrated strategy for the safe and efficient movement of people and goods. This strategy will be directed at reducing the need to travel, controlling the rate of traffic growth, promoting public transport.</p>		X			
<p>Transportation Policy B, Chapter Transportation and Telecommunications :</p> <p>Local plans will provide for patterns of land use and transport infrastructure which make alternatives to the car more practical, increase accessibility to local services and allow for multi-purpose journeys. Development will be located and designed to promote the use of the most sustainable and environmentally acceptable modes of</p>		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
transport using the travel hierarchy set out Policy B.					
<p>Transportation Policy C, Chapter Transportation and Telecommunications :</p> <p>Major employment and travel intensive land-use should be located at sites which are well served by public transport.</p>		X			
<p>Transportation Policy D, Chapter Transportation and Telecommunications :</p> <p>The integrated strategy will give priority to measures which:</p> <p>support the economic regeneration of the Weymouth and Portland area;</p> <p>improve north-south links from the Port of Poole to the M4/M5;</p> <p>improve sustainable forms of movement within the South East Dorset conurbation.</p>		X			
<p>Transportation Policy E, Chapter Transportation and Telecommunications :</p> <p>Where traffic congestion or associated impacts are significant, traffic demand will be managed by an integrated package of policies. The package will be tailored to suit</p>		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
the particular area, and put into effect the objectives of the integrated transport strategy.					
<p>Transportation Policy F, Chapter Transportation and Telecommunications :</p> <p>An effective car parking strategy will be developed to support the integrated strategy for movement and the locational policies in development plans. In the Bournemouth-Poole conurbation and the main towns as defined in settlement policies B and C and particularly where integrated packages are introduced, the parking strategy will play a key role in controlling the rate of traffic growth and promoting public transport and other alternatives.</p>			X		
<p>Transportation Policy G, Chapter Transportation and Telecommunications :</p> <p>Maximum and operational minimum parking requirements for development will be established at a strategic level and will be applied through local plans. Parking requirements associated with new development will reflect the level of accessibility by all means of transport.</p>			X		
<p>Transportation Policy H, Chapter Transportation and Telecommunications</p>			X		

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<p>:</p> <p>Parking standards and strategies will avoid prejudicing the strategic development aims of adjoining local authorities and avoid competition between town centres and out of town locations.</p>					
<p>Transportation Policy I, Chapter Transportation and Telecommunications</p> <p>:</p> <p>A network of safe pedestrian and cycle routes will be introduced by enhancing existing facilities and constructing new routes. Priority will be given to the development of a comprehensive network within the Bournemouth-Poole conurbation and the main towns as defined in settlement Policies A and B.</p>		X			
<p>Transportation Policy J, Chapter Transportation and Telecommunications</p> <p>:</p> <p>Public transport will be promoted and developed to play a key part in the integrated strategy for movement and Policy J sets out six actions by which this objective can be promoted.</p>		X			
<p>Transportation Policy K, Chapter Transportation and Telecommunications</p> <p>:</p> <p>Bus priority schemes will be concentrated</p>		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
<p>on the strategic network of high frequency bus services which exist within the Bournemouth-Poole conurbation and the main towns as defined in settlement Policies A and B. Bus priority schemes will also be developed to link these areas to each other.</p>					
<p>Transportation Policy L, Chapter Transportation and Telecommunications :</p> <p>Commercial public transport services should be supplemented to ensure that the needs of the community are met. Where conventional services are not appropriate, community based transport schemes should be provided.</p>		X			
<p>Transportation Policy M, Chapter Transportation and Telecommunications :</p> <p>New development areas will be designed for efficient bus operation and at an early stage of the development the provision of bus services will be sought.</p>			X		
<p>Transportation Policy N, Chapter Transportation and Telecommunications :</p> <p>The rail network should be retained and improved to encourage its use for passenger and freight</p>		X			

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County structure plan / Saved policies	Policy has been implemented or has expired	Policy is generic	Applicable national policy in place	Superseded by local plan policy	Policy still relevant
traffic.					
<p>Transportation Policy O, Chapter Transportation and Telecommunications :</p> <p>The following rail network improvements should be provided: (1) Salisbury-Exeter: resignaling and dual track; (11) Yeovil Junction: New Interchange; (111) Swanage-Wareham; line reinstatement plus park and ride facilities.</p>		X			
<p>Transportation Policy P, Chapter Transportation and Telecommunications :</p> <p>Rail stations should be improved to promote the use of park and ride and act as a focus for other changes of transport mode.</p>		X			
<p>Transportation Policy Q, Chapter Transportation and Telecommunications :</p> <p>When considering the future use of redundant railway routes, first priority will be given to their use for transport purpose.</p>		X			
<p>Transportation Policy R, Chapter Transportation and Telecommunications :</p> <p>The port facilities at Poole should be improved subject to safeguarding the ecological value of the harbour and its use for recreation.</p>			X		
<p>Transportation Policy S, Chapter</p>			X		

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<p>Transportation and Telecommunications :</p> <p>The port facilities at Weymouth and Portland should be improved subject to safeguarding the ecological value of the Fleet and Portland harbour.</p>					
<p>Transportation Policy T, Chapter Transportation and Telecommunications :</p> <p>The facilities at Bournemouth International Airport should be improved.</p>		X			
<p>Transportation Policy U, Chapter Transportation and Telecommunications :</p> <p>Major improvements to the strategic highway network, comprising primary and county distributor routes, will be progressed to support other policies within the structure plan and as part of the integrated transport strategy.</p>		X			
<p>Transportation Policy V, Chapter Transportation and Telecommunications :</p> <p>The strategic highway network will be managed to ensure maximum operational efficiency by such measures as junction improvements and by the restriction of parking, turning movements and development access.</p>		X			
Transportation		X			

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<p>Policy W, Chapter Transportation and Telecommunications :</p> <p>The following trunk road schemes are proposed by the Government:</p> <p>A31 to Poole Link;</p> <p>Poole Harbour crossing; and</p> <p>A31 Stage Gate improvement.</p>					
<p>Transportation Policy X, Chapter Transportation and Telecommunications :</p> <p>Major improvements to the strategic highway network will be constructed by 2011, Policy X sets out the approximate order by priority these works should be undertaken.</p>	X				
<p>Transportation Policy Y, Chapter Transportation and Telecommunications :</p> <p>Reservations are proposed for the following major highway schemes:</p> <p>A354 Underhill Relief road;</p> <p>A350 Shaftsbury Bypass;</p> <p>A341 Kinson Bypass; and</p> <p>A3060 Castle Lane West Relief Road.</p>		X			
<p>Transportation Policy Z, Chapter Transportation and Telecommunications</p>		x			

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<p>:</p> <p>The following schemes will be constructed in conjunction with major development:</p> <p>A351 Northport on-line improvements;</p> <p>Bournemouth International Airport Link road/B3073 improvements;</p> <p>B3072 Verwood distributor road and B3072 improvements;</p> <p>B3072 West Moor bypass.</p>					
<p>Transportation Policy AB, Chapter Transportation and Telecommunications</p> <p>:</p> <p>Service areas on the primary route network should be provided in the following general locations: Bridport, Dorchester, Bere Regis, Ameysford (Ferndown), Blandford and Shaftesbury.</p>		X			
<p>Telecommunications Policy in the Chapter Transportation and Telecommunications</p> <p>:</p> <p>Groups of telecommunications masts, and major satellite dishes whether singly or grouped, should not be allowed in internationally recognised areas of nature conservation importance or the Heritage Coast and undeveloped coast of the Isle of Portland.</p>			X		
<p>Minerals and Waste</p>			X		

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<p>Policy A, Chapter Minerals, Waste and Energy:</p> <p>Provision will be made for a supply of minerals and Policy A also sets out four principles which underpin the provision of minerals.</p>					
<p>Minerals and Waste Policy D, Chapter Minerals, Waste and Energy:</p> <p>Minerals or waste management operations in any area, either individually or cumulatively, should not have any significant adverse effects on the environment.</p>			X		
<p>Minerals and Waste Policy E, Chapter Minerals, Waste and Energy:</p> <p>During or following mineral and waste management operations, land must be restored at the earliest opportunity to match or improve the site use and condition before operations commenced, and to complement or enhance surrounding land uses, and restoration.</p>			X		
<p>Minerals and Waste Policy G, Chapter Minerals, Waste and Energy:</p> <p>Important minerals resources should be protected from sterilisation by other forms of development and where appropriate prior extraction of the minerals sought. The</p>			X		

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encroachment of development into areas where it could be adversely affected by working of minerals or the operation of waste facilities should be permitted.					
<p>Energy Policy A, Chapter Minerals, Waste and Energy:</p> <p>Proposals for the generation of energy from renewable resources will be encouraged. Any such proposals should be assessed against the environment policies of this plan and should be located as close as is practicable possible to the resources used so as to achieve a significant net energy gain.</p>			X		
<p>Energy Policy B, Chapter Minerals, Waste and Energy:</p> <p>Proposals for the construction and refurbishment of buildings should take into account energy efficiency in their design.</p>			X		
<p>Environment Policy A in the Chapter Caring for the Environment:</p> <p>Proposals for development which may adversely affect the integrity of a candidate or designated special area of conservation, "potential" or classified special protection area, or RAMSAR site, will be allowed only if there is no alternative solution and if there are imperative reasons</p>			X		

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of overriding public interest.					
<p>Environment Policy B in the Chapter Caring for the Environment:</p> <p>Proposals for development which may adversely affect sites of special scientific interest or national nature reserves will be allowed only if it is evident that the benefits arising from the development or land-use clearly outweigh the intrinsic nature conservation or scientific interest of the site itself.</p>			X		
<p>Environment Policy C in the Chapter Caring for the Environment:</p> <p>Proposals for development which may adversely affect sites of nature conservation interest or regionally important geological and geomorphology sites will be allowed only if it is evident that the benefits arising from the development clearly outweigh the intrinsic nature conservation or scientific value of the site itself.</p>			X		
<p>Environment Policy D in the Chapter Caring for the Environment:</p> <p>Proposals for development which may result in harm to a specially protected species or its habitat will be allowed only if there is no alternative</p>			X		

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<p>solution and if there are imperative reasons of overriding public interest.</p>					
<p>Environment Policy E in the Chapter Caring for the Environment:</p> <p>The biodiversity of Dorset will be maintained and enhanced, particularly through:</p> <p>The re-establishment of 500 hectares of lowland heath, adjacent, or in close proximity, to existing heathlands; and</p> <p>The replacement of appropriate habitats in situations where damage or loss occurs as a result of development.</p>		X			
<p>Environment Policy F in the Chapter Caring for the Environment:</p> <p>The quality and diversity of the Dorset landscape should be maintained and enhanced, Policy F identifies three objectives for enhancing the environment.</p>		X			
<p>Environment Policy G in the Chapter Caring for the Environment:</p> <p>Within the AONB priority will be given to the conservation of the natural beauty of the landscape.</p>			X		
<p>Environment Policy H in the Chapter Caring for the Environment:</p> <p>The quality of life in</p>		X			

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the urban areas will be maintained and enhanced by redevelopment and new development making a positive contribution to the urban environment and landscape, and through the careful consideration of design, layout and form in relation to the function and setting of the development.					
<p>Environment Policy I in the Chapter Caring for the Environment:</p> <p>Within the urban areas parks and other open spaces which contribute to the quality of the environment should be protected from development. Provision should be made for further open areas, and in the Bournemouth-Poole conurbation these should contribute to a network of greenspaces.</p>		X			
<p>Environment Policy J in the Chapter Caring for the Environment:</p> <p>Within the areas defined as Heritage Coast, and the undeveloped coast of the Isle of Portland, priority will be given to conserving natural beauty, biodiversity and geology, whilst facilitating and enhancing, where consistent with these aims, public access, enjoyment and appreciation of the coastal zone.</p>			X		
<p>Environment Policy K in the Chapter</p>			X		

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<p>Caring for the Environment:</p> <p>Development should not be allowed in areas where coastal erosion, flooding, sea level rise and increased storminess are likely to affect it during the lifetime of the development.</p>					
<p>Environment Policy L in the Chapter Caring for the Environment:</p> <p>Development which is essential for coastal protection and Sea defence should take account of:</p> <p>the environmental significance of the location in which it is proposed; and</p> <p>its effect on natural processes.</p>			X		
<p>Environment Policy M in the Chapter Caring for the Environment:</p> <p>Development should not be allowed which would be materially harmful to the quantity or quality of surface, underground and marine water resources.</p>			X		
<p>Environment Policy N in the Chapter Caring for the Environment:</p> <p>The best and most versatile agricultural land should be protected.</p>			X		
<p>Environment Policy O in the Chapter Caring for the Environment:</p> <p>The improvement or</p>			X		

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reclamation of derelict or disused land will be encouraged.					
<p>Environment Policy P in the Chapter Caring for the Environment:</p> <p>Provision should be made for the expansion and replanting of forests and woodlands, especially broad-leaved varieties, in sympathy with important natural habitats and the wider character of the local landscape.</p>		X			
<p>Environment Policy Q in the Chapter Caring for the Environment:</p> <p>The architectural and historic heritage of Dorset should be safeguarded through the preservation of listed buildings and their settings, and the preservation of listed buildings and their settings, and the preservation of enhancement of the character and appearance of areas and features of special architectural or historic space.</p>			X		
<p>Environment Policy R in the Chapter Caring for the Environment:</p> <p>Nationally important archaeological remains and their settings should be preserved in situ.</p>			X		
<p>Environment Policy S in the Chapter Caring for the Environment:</p>			X		

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Proposals for development which may affect locally important archaeological remains and their settings will be subject to special scrutiny, weighing the intrinsic importance of the remains against the need for the development.					
<p>Implementation Policy A, Chapter Implementation, Monitoring and Review:</p> <p>When preparing local plans and determining applications for development, the local planning authorities will need to ensure that all proposals support the principle of sustainable development.</p>			X		
<p>Implementation Policy B, Chapter Implementation, Monitoring and Review:</p> <p>When preparing local plans and determining applications for development, the local planning authorities should take into account the stability of the site and its surroundings.</p>			X		
<p>Implementation Policy C, Chapter Implementation, Monitoring and Review:</p> <p>When preparing local plans and determining applications for development, the local planning authorities should take into account the</p>			X		

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implications of all forms of pollution.					
<p>Implementation Policy D, Chapter Implementation, Monitoring and Review:</p> <p>When preparing local plans and determining applications for development, local planning authorities should take into account the implications for the security and safety, and the interests and amenity, of local residents, visitors and neighbouring users.</p>			X		
<p>Implementation Policy E, Chapter Implementation, Monitoring and Review:</p> <p>When preparing local plans and determining applications for development, the local planning authorities should ensure that the development can be satisfactorily serviced in terms of water supply, drainage, sewerage, energy supplies, telecommunications and a range of transport modes. Where appropriate, developer contributions to the provision of such services will be sought.</p>			X		
Wiltshire and Swindon Structure Plan (adopted 2006)					
<p>Policy DP1, Chapter Development Pattern:</p> <p>Policy DP1 sets out six objectives that will be given priority to in the pursuit of sustainable</p>			X		

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development.					
<p>Policy DP2, Chapter Development Pattern:</p> <p>Development should not proceed unless the infrastructure, services and amenities made necessary by the development can be provided at the appropriate time.</p>		X			
<p>Policy DP3, Chapter Development Pattern:</p> <p>Development should primarily be focused at the Swindon principal urban area to support and enhance its role and function and the regeneration of the central area.</p> <p>Local development documents should identify Salisbury, Chippenham and Trowbridge as strategic service centres for small scale growth to serve the needs of the rural area beyond the hinterland of the principal urban areas.</p> <p>Elsewhere, local development documents should:</p> <ol style="list-style-type: none"> 1. identify towns as local service centres to accommodate smaller scale development to meet local needs and to make services available to the wider rural areas; and 2. identify small towns and villages to meet local needs only. 			X		
<p>Policy DP4, Chapter Development</p>			X		

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<p>Pattern:</p> <p>In the plan area provision should be made for 60,000 net additional dwellings and 725 hectares of additional strategic employment land between 1996 and 2016, Policy DP4 also distributes these dwellings and employment land across the county's five district authorities.</p> <p>Provision should also be made for 1,000 dwellings at the principal urban area at the western side of Swindon in accordance with Policy DP10B.</p>					
<p>Policy DP5, Chapter Development Pattern:</p> <p>Those employment, shopping, leisure and other service uses which attract large numbers of people should be concentrated at existing town centres, centres of other main settlements and district centres or new centres built to serve major development, where there is most potential for access by public transport, cycling or walking.</p> <p>Provision should also be made for those employment uses which attract significant movements of freight, in locations away from central areas with good access to the rail and road networks and</p>			X		

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accessible by public transport, cycling or walking.					
<p>Policy DP6, Chapter Development Pattern:</p> <p>Policy DP6 sets out the shopping centre hierarchy for the county. The role of each centre should be maintained and enhanced by provision for shopping development which is consistent with the role of each centre and which will promote its vitality and viability.</p>			X		
<p>Policy DP7, Chapter Development Pattern:</p> <p>New housing developments at towns and main settlements should have good access to nearby employment areas, community facilities, other services and open space, including provision for safe movement by cycling or walking. They should also have access to public transport links to town or sub centres and other major employment areas.</p>		X			
<p>Policy DP8, Chapter Development Pattern:</p> <p>Provision should be made for affordable housing on appropriate sites at towns and villages, to meet identified local needs for low cost accommodation for successive occupants.</p>			X		
Policy DP9, Chapter			X		

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<p>Development Pattern:</p> <p>Within or adjoining settlements, suitable previously developed land and buildings should be reused in preference to the use of undeveloped land.</p>					
<p>Policy DP10A, Chapter Development Pattern:</p> <p>Within the Swindon principal urban area, new housing will be provided between April 2003 and April 2016 at:</p> <p>(1) 5,260 the Northern Development Area, (2) 4,100 the Southern Development Area, (3) 3,000 Central Area and (4) 4,400 remainder of Urban Area.</p>				X	
<p>Policy DP10B, Chapter Development Pattern:</p> <p>At the Western side of the principal urban area provision will be made for 1,000 dwellings to be identified in local development documents following a joint study by the local planning authorities.</p>				X	
<p>Policy DP10D, Chapter Development Pattern:</p> <p>Swindon central area will be the prime location for offices development which is not ancillary to other commercial uses, and will be the preferred</p>			X		

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location for major shopping and other commercial uses, health, education, leisure, recreation, entertainment, cultural and public services and any other high trip-generating uses.					
<p>Policy DP11, Chapter Development Pattern:</p> <p>There will be no provision for a new settlement to meet the additional dwellings and employment land required in accordance with Policy DP4.</p>		X			
<p>Policy DP12, Chapter Development Pattern:</p> <p>A Western Wiltshire Green Belt will be maintained as part of the Bristol and Bath Green Belt, to maintain the open character of land between Bath, Trowbridge and Corsham and to project the setting and historic character of Bradford-on-Avon.</p>			X		
<p>Policy DP13, Chapter Development Pattern:</p> <p>Rural buffers should be maintained to protect the separate identities of twelve towns and villages identified in Policy DP13 and present their coalescence with Swindon.</p>			X		
<p>Policy DP15, Chapter Development Pattern:</p> <p>Special consideration should be given to bona fide proposals to provide caravan sites</p>			X		

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for Gypsies.					
<p>Policy T1, Chapter Transport:</p> <p>Comprehensive transport plans should be developed for both urban and rural areas of the plan area with a view to improving the existing transport infrastructure and reducing the need to travel by private car.</p>			X		
<p>Policy T2, Chapter Transport:</p> <p>At the Swindon principal urban area a package of transportation measures will be identified to enable growth in development within (and beyond) the plan period, so as to assist with realising the economic and regeneration potential of the principal urban area.</p> <p>The package will provide opportunities to reduce the reliance on the private car by increasing and improving the choices available to meet transport needs and will be strongly biased towards public transport and improving conditions for pedestrians and cyclist.</p> <p>The mechanism for development and delivery of the packages will be identified in Local Transport Plans, with significant opportunities for funding available from contributions secured</p>		X			

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from new development.					
<p>Policy T3, Chapter Transport:</p> <p>An appropriate level of accessible, safe and efficient public transport services should be secured.</p>		X			
<p>Policy T4, Chapter Transport:</p> <p>Provision should be made for new or improved interchange facilities between all modes of transport. Land required for realistic rail proposals, and bus park and ride facilities, should be safeguarded from inappropriate development.</p>		X			
<p>Policy T5, Chapter Transport:</p> <p>Measures should be provided to encourage cycling and walking, and improve safety of these modes in order to offer alternatives to private car use.</p>		X			
<p>Policy T6, Chapter Transport:</p> <p>Demand management measures will be promoted where appropriate to reduce reliance upon the car and to encourage the use of sustainable transport modes.</p>		X			
<p>Policy T7, Chapter Transport:</p> <p>Overnight lorry parks for heavy goods vehicles should be provided in the vicinity of the strategic highway network, either where demand can be demonstrated,</p>		X			

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or to alleviate nuisance caused in local settlements.					
<p>Policy T8, Chapter Transport:</p> <p>Proposals for new developments should not be accessed directly from the national primary route network outside built-up areas, unless an over-riding need can be demonstrated. Developments should provide appropriate mitigating measures to offset any adverse effects on the transport network arising from traffic generated at both construction and operational stages.</p>		X			
<p>Policy T9, Chapter Transport:</p> <p>The provision of intermodal and other rail freight terminals in suitable areas should be supported, and land required for realistic proposals should be protected from inappropriate development.</p> <p>Specifically, land at South Marston should be safeguarded for provision of an international freight interchange with associated rail links to the adjacent employment area.</p>			X		
<p>Policy T10, Chapter Transport:</p> <p>Where carriage of freight by rail is not appropriate, encouragement will be given for heavy goods vehicle traffic to use</p>		X			

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<p>those roads where a minimum of environmental damage will occur, principally the national primary route network or advisory lorry routes, accessed via the most suitable link for such traffic, where problems caused by heavy good vehicles making unnecessary and undesirable use of routes other than national primary routes or secondary routes are identified, area wide traffic management measures will be considered.</p>					
<p>Policy T11, Chapter Transport:</p> <p>The councils, in conjunction with the Highways Agency, the Strategic Rail Authority, transport operators and other agencies, will seek to develop and improve the strategic transport network. Policy T11 illustrates each category of the network, including the Trans-European road and rail networks.</p>		X			
<p>Policy T12, Chapter Transport:</p> <p>Improvements to enhance the strategic network will be progressed to support other policies in the Structure Plan and the Local Transport Plans. Policy T12 identifies six individual improvements to be made to strategic transport network.</p>		X			
<p>Policy T13, Chapter Transport:</p>		X			

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Roads will be maintained and will be improved in accordance with their functional importance.					
Policy T14, Chapter Transport: Roadside facilities, including motorway service areas, on the national primary route network should be provided commensurate with a demonstrable need, and if there is a minimal impact on the environment.			X		
Policy C1, Chapter Natural Environment and the Countryside: The maintenance and enhancement of the county's nature conservation resources should be safeguarded, through the control of development, and by positive action such as sympathetic land management.			X		
Policy C2, Chapter Natural Environment and the Countryside: Sites identified for their wildlife or earth science importance at international, national, regional and county level should be protected from development unless the need for development outweighs the adverse impact, taking into account the significance of the designation.			X		
Policy C3, Chapter Natural Environment and the Countryside:			X		

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<p>The nature conservation importance of habitats listed within the Wiltshire and Swindon Biodiversity Action Plans, habitats for protected species and wildlife corridors should be protected and, where possible, enhanced. Where significant harm would result to these biodiversity interests, adequate mitigation should be put in place. If mitigation is not possible, appropriate compensatory measures should be sought.</p>					
<p>Policy C4, Chapter Natural Environment and the Countryside:</p> <p>Development related to the use of Salisbury Plain for military training purposes should provide for the continued protection of the integrity and value of the nature conservation, archaeology and landscape features of the plain and should, as far as possible, safeguard the interests of local communities.</p>			X		
<p>Policy C5, Chapter Natural Environment and the Countryside:</p> <p>The water environment, including surface waters, floodplains and groundwater resources, should be protected by the control of development. The strategic planning authorities will support</p>			X		

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<p>initiatives which seek to protect, restore or enhance the natural elements of the river or waterway environment, and which improve the quality and efficient use of water.</p>					
<p>Policy C6, Chapter Natural Environment and the Countryside:</p> <p>The wildlife value of the Cotswold Water Park as a whole is recognised to be special significance. Wildlife and the features upon which it is based should be maintained and, where possible, enhanced.</p>		X			
<p>Policy C8, Chapter Natural Environment and the Countryside:</p> <p>In areas of AONB, proposals for development should be considered having particular regard to the national designation of their landscape quality, and the need to protect, conserve and where possible enhance by positive measures, the natural beauty of the landscape.</p>			X		
<p>Policy C9, Chapter Natural Environment and the Countryside:</p> <p>Within special landscape areas any proposals for development should have regard to the need to protect landscape character and scenic quality. Policy C9 identifies seven special landscape areas in the county.</p>			X		

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<p>Policy C10, Chapter Natural Environment and the Countryside:</p> <p>Provision should be made for the protection of important areas of green space within and adjoining towns and villages, and corridors which provide access to the countryside.</p>		X			
<p>Policy C11, Chapter Natural Environment and the Countryside:</p> <p>The planting of new woodlands and the effective management of existing woodland areas will be encouraged, particularly where this retains or enhances amenity, provides recreation opportunities, is compatible with the landscape character, and will not lead to loss of an existing wildlife resources or damage to an archaeological site.</p>		X			
<p>Policy C12, Chapter Natural Environment and the Countryside:</p> <p>Local planning authorities will protect the best and most versatile agricultural land from non-agricultural development.</p>			X		
<p>Policy C13, Chapter Natural Environment and the Countryside:</p> <p>The restoration and reclamation or spoiled land in the open countryside to appropriate rural uses will be sought wherever possible,</p>			X		

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<p>especially where this enhances the landscape quality of AONB, the New Forest Heritage Area, the World Heritage Site, the Great Western Community Forest, the Western Wiltshire Green Belt and special landscape areas.</p>					
<p>Policy HE1, Chapter Historic Environment:</p> <p>The world Heritage Site of Stonehenge and Avebury, together with its landscape setting, should be afforded protection from inappropriate development, to reflect its outstanding international value. No development should take place which by reason of its scale, siting and design would prejudice the World Heritage site and its setting in the landscape.</p>			X		
<p>Policy HE2, Chapter Historic Environment:</p> <p>Features of archaeological or historic interest and their settings should be protected from inappropriate development. Where nationally important archaeological or historic remains, whether scheduled sites or not, are affected by proposed development there should be a presumption in favour of their physical preservation "in situ".</p>			X		
<p>Policy HE3, Chapter Historic</p>			X		

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<p>Environment:</p> <p>Registered historic parks and gardens and their settings should be protected from inappropriate development, having regard to the scale and location of any development proposals and their impact on the character and features of historic importance of these sites.</p>					
<p>Policy HE4, Chapter Historic Environment:</p> <p>The registered historic Roundway Battlefield and its setting should be protected from inappropriate development, having regard to the scale and location of any development proposals and their impact on the character and features of historic importance to the battlefield.</p>			X		
<p>Policy HE5, Chapter Historic Environment:</p> <p>World heritage sites, scheduled ancient monuments, registered battlefields, registered parks and gardens and other historic sites should be enhanced, as far as practicable, through appropriate management, interpretation and public access arrangements, having regard to the impact of any new development on the character of the area.</p>			X		
<p>Policy HE6, Chapter Historic</p>			X		

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<p>Environment:</p> <p>Proposals for development should not adversely affect the landscape setting of the following historic towns: Bradford On Avon, Devizes, Highworth, Malmesbury, Marlborough, Salisbury, Warminster, Wilton and Wootton Bassett.</p>					
<p>Policy HE7, Chapter Historic Environment:</p> <p>The archaeological and historic heritage of the plan area will be safeguarded from inappropriate development.</p> <p>Development proposals should preserve or enhance the character of conservation areas.</p>			X		
<p>Policy RLT1, Chapter Recreation, Leisure and Tourism:</p> <p>Provision should be made for a wide range of facilities for sport, recreation, leisure and the arts to meet local, county and sub-regional needs, taking account of the distribution of existing facilities, and the public transport network, provided there is no adverse impacts on the environment and the interests of local communities.</p>		X			
<p>Policy RLT2, Chapter Recreation, Leisure and Tourism:</p> <p>The provision of</p>		X			

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opportunities for informal countryside recreation will be achieved by positive measures, Policy RLT2 identifies five measures to promote the informal recreational use of the countryside.					
Policy RLT3, Chapter Recreation, Leisure and Tourism: Provision should be made for recreation and tourism developments associated with the Kennet and Avon Canal, having regard to navigational interests and their environmental impact.		X			
Policy RLT4, Chapter Recreation, Leisure and Tourism: The historic alignments of the Wilts and Berks Canal, the North Wiltshire and Thames and Severn Canals will be safeguarded with a view to their long-term re-establishment as navigable waterways.		X			
Policy RLT5, Chapter Recreation, Leisure and Tourism: Provision should be made for water based sport, recreation and tourism in the Cotswold Water Park in the Upper Thames Valley, having regard to the impact on local communities and the environment and the need to maintain the nature conservation importance of the water park.		X			
Policy RLT6, Chapter		X			

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<p>Recreation, Leisure and Tourism:</p> <p>Proposals for recreation and other development along the River Thames should maintain the existing character of the river environment.</p>					
<p>Policy RLT7, Chapter Recreation, Leisure and Tourism:</p> <p>Proposals for the retention and re-use of MOD airfields for general aviation purposes to satisfy local needs should be encouraged, provided that there are no acceptable impacts on the environment.</p> <p>Provision for any new airfields, extension to an existing airfield or aircraft landing site for local recreational purposes should take account of the distribution of existing facilities and the environmental impacts, particularly on local residential amenity.</p>			X		
<p>Policy RLT8, Chapter Recreation, Leisure and Tourism:</p> <p>Proposals for new or improved tourist attractions should be based on the natural or historic heritage, provided there is no adverse impact on the environment and they are well related to the public transport network.</p>		X			
<p>Policy RLT9, Chapter Recreation, Leisure and Tourism:</p>			X		

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Provision for hotel, conference and other serviced accommodation should be concentrated within towns and villages. Elsewhere developments should be limited to conversion of existing buildings or be related in scale, character and style to appropriate existing buildings.					
<p>Policy RLT10, Chapter Recreation, Leisure and Tourism:</p> <p>Proposals for the development of additional camping and touring caravan or chalet/static holiday homes should have regard to their impact on the countryside. Provision for such development should not be made in the New Forest Heritage Area and the World Heritage site. In AONB any development should be consistent with the purpose of such designation.</p>			X		
<p>Policy RE1, Chapter Renewable Energy:</p> <p>Renewable energy schemes will be supported in appropriate locations. In examining proposals, regard should be paid to their impact on the environment and to the potentially cumulative effects of similar development in the locality.</p>			X		
<p>Policy RE2, Chapter Renewable Energy:</p>			X		

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<p>Proposals for wind turbine generators and wind farms, together with any connections to the electricity distribution network, should not detract from the value or interest of areas and features designated for their landscape and natural conservation interests.</p> <p>Provision of major proposals within the World Heritage site, the New Forest Heritage Area and AONB should not be made unless proved to be in the national interest and incapable of being accommodation outside these areas.</p>					
<p>Policy MSP1, Chapter Minerals:</p> <p>A contribution to meeting local, regional and national needs for minerals will be maintained at a level which is appropriate to the nature and extent of the plan area's mineral resources and which would not give rise to unacceptable impacts.</p>			X		
<p>Policy MSP2, Chapter Minerals:</p> <p>Within AONB and the New Forest Heritage Area, proposals for the extraction of sand and gravel, crushed rock, clay or chalk should be assessed and demonstrated to be in the public interest and will only be permitted in exceptional circumstances.</p>			X		
<p>Policy MSP3, Chapter Minerals:</p>			X		

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<p>Land used for minerals exploration or working and for associated plant or buildings should be restored at the earliest opportunity to a state which will preserve or enhance the overall quality of the environment and which is suitable for beneficial after-use appropriate to the location.</p>					
<p>Policy MSP4, Chapter Minerals:</p> <p>Significant workable mineral deposits should be safeguarded against other forms of development and, whenever practicable, should be extracted prior to any development which could result in their sterilisation.</p>			X		
<p>Policy MSP5, Chapter Minerals:</p> <p>The mineral planning authorities will seek to:</p> <p>(1) maintain a landbank for sand and gravel in accordance with government guidance. In doing so, separate landbanks will be maintained for soft and sharp sand and gravel; and</p> <p>(2) identify preferred areas, areas of search and site selection criteria for the extraction of soft sand and sharp sand and gravel in the minerals local plan, based on the sub-regional apportionment as agreed by the regional aggregates working</p>			X		

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party, to ensure the maintenance of three landsbanks.					
<p>Policy MSP6, Chapter Minerals:</p> <p>Provision for the extraction of cement raw materials will be sought in the vicinity of Westbury cement works to maintain landsbanks in accordance with Government guidance, subject to safeguarding the environment.</p>			X		
<p>Policy MSP7, Chapter Minerals:</p> <p>Provision should be sought, where appropriate, for the transportation of minerals by rail or pipeline subject to environmental safeguards.</p>		X			
<p>Policy W1, Chapter Waste Management:</p> <p>Reduction of volumes of waste requiring disposal will be sought by encouraging initiatives to minimise the production of waste, as well as maximising the re-use of materials and the recycling of household, commercial, industrial and construction waste.</p>			X		
<p>Policy W2, Chapter Waste Management:</p> <p>In order to increase recycling and recovery of resources from waste, proposals for the recycling or the recovery of energy from waste will be favourably considered,</p>			X		

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subject to their environmental impact.					
<p>Policy W4, Chapter Waste Management:</p> <p>Proposals for waste management facilities should have regard to effects on local amenities, nearby land uses, landscape, the natural and historic environment, traffic generation, water resources, pollution and restoration and aftercare of the site.</p>			X		
<p>Policy TE1, Chapter Telecommunications :</p> <p>Proposals for telecommunications infrastructure should have regard to their impact on the environment. Major proposals in the World Heritage site, the New Forest Heritage Area and in AONB should only be allowed if proved to be in the national interest and incapable of being accommodation outside these areas.</p>			X		