

Appendix A

Policies in Regional Planning Guidance for the South West (RPG10)

This Appendix sets out the text of the policies that make up the Regional Planning Guidance for the South West (RPG10) published in September 2001.

Regional Planning Guidance for the South West

POLICY VIS 1: Expressing the Vision

The vision of RPG is to:

- Promote a sustainable development pattern and set out a sequential approach to the location of development.
- Minimise the need to develop on greenfield sites and to travel.
- Develop an integrated approach to urban and rural areas eg policies to promote development on previously developed land will not only benefit urban areas: by easing pressures on rural development, they will also help to secure the future of the countryside.
- Concentrate growth at the Principal Urban Areas (PUAs) and other designated centres of growth.
- Recognise the different roles of appropriate development in market towns, and key villages in rural and coastal locations, as places where development will be favoured locally.

POLICY VIS 2: Principles for Future Development

Local Authorities in their development plans and other agencies in their plans, policies and programmes, should:

- seek the development of suitable previously developed urban land (or buildings for re-use or conversion) and other appropriate sites in urban areas as a first priority for urban-related land uses; authorities and all agencies involved should examine critically the potential of the urban areas to accommodate new development;
- seek a balance of land uses in urban localities:

† by promoting mixed-use development and, where sites are smaller, through complementary land allocations over a wider urban area;

† including a mix of housing types, retail, business and commercial development,

industry, education, social and cultural facilities, leisure, sport, recreation and open space uses;

- ensure that land is used efficiently in both urban and rural locations, with well designed development taking place at as high a density as possible commensurate with a good living and working environment, and by carrying out a rigorous reappraisal of policies on development in order to achieve increasing density, ensure good design and reduce parking requirements;
- make adequate provision for all land uses, including those with large space requirements, the development needs of new or expanding firms and those unable to be accommodated within urban areas;
- meet the economic and social needs of rural communities;
- promote the provision and enhancement of networks for walking, cycling and public transport and ensure that development which generates large amounts of movement is well served by sustainable transport networks;
- conserve and enhance environmental assets and promote a good quality of design, including good building design, quality landscape and urban spaces and a mixture of complementary uses;
- reduce and minimise flood risk to people and properties and take fully into account issues of water supply and treatment infrastructure.

POLICY VIS 3: Achieving the Vision

In order to achieve the vision, local authorities, SWRDA, funding agencies and other regional stakeholders should set out clear strategies, policies and proposals for the location of development and investment in physical and social infrastructure in accordance with the guidance set out in this document.

POLICY VIS 4: Monitoring the Vision

Regular and effective monitoring of regional circumstances should be undertaken, involving the use of targets and indicators to measure the effectiveness of policies. The Regional Planning Body should consider and agree with the Government Office and other regional partners, the arrangements for monitoring, taking account of this guidance, targets and indicators identified in the Sustainable Development Framework and other relevant targets.

POLICY SS 1: Regional Spatial Strategy

Within the vision and objectives of this RPG, Local Authorities and other Agencies in their plans, policies and programmes should recognise the role of the South West region in contributing to the wider priorities of promoting national prosperity. This aim needs to be pursued within a context that respects and balances the inter-

dependence of the region's economic, social and environmental assets (i.e. sustainable growth).

This RPG recognises that the South West is a diverse area that can be broadly subdivided into four spatially based sub-regions, each of which makes an important contribution to the region as a whole. Local Planning Authorities through their development plans and other agencies should reflect these varying sub-regional issues and take into account, where appropriate, important linkages with adjoining regions. In particular:

- The *Northern sub-region* will continue to be the main focus for growth in the South West; its prosperity should be maintained and enhanced, because of the contribution the area makes to the well-being of both the region and the nation. In developing and implementing sustainable policies, the important relationships in both economic, transport and environmental terms between this sub-region and the adjoining regions of the South East, West Midlands and South Wales should be recognised;
- In the *South East sub-region*, it is important to sustain economic growth, while recognising that the level of protection afforded to environmental assets at international level means that physical development will be constrained. Policies should recognise this area's important contribution to the SW region, as well as its links with the adjoining Hampshire part of the South East region;
- The policies for the *Central sub-region* should reflect its pivotal role in the South West of helping spread economic prosperity westwards throughout the region; and
- In the *Western sub-region* there is a need for strong policies and action to tackle long term and deep seated economic and social problems, which are particularly accentuated by its peripherality in relation to the SW region and the Country as a whole.

POLICY SS 2: Regional Development Strategy

Local Planning Authorities, in their development plans and other agencies and developers in their plans, policies and programmes, should consider the needs of the whole of their area and the best opportunities to promote more sustainable patterns of development, in accordance with the vision, aims and principles of development set out in section 2, taking into account the following strategic guidance:

- the 11 PUAs identified in this RPG offer the best opportunity for accommodating the majority of development in the most sustainable way. The aim should be to concentrate most development at the PUAs;
- development should take place primarily within the defined PUAs. Where this is not possible, development should be in the form of planned urban extensions to the PUA in sustainable locations with good access to the urban area by public transport, cycle and foot;

- other designated centres for growth can provide for sustainable and balanced growth to meet other identified sub-regional growth. The aim in designating towns as centres for growth should be to maintain and enhance the range of employment, housing and other facilities in areas of the region beyond the direct influence of the 11 PUAs and to reduce the need to travel. The level of growth to be accommodated in these centres, however, must be considered in relation to their function and not provide for growth that can be accommodated at the PUAs;
- new settlements should be considered and be identified in structure plans only where they are clearly more sustainable than meeting development needs in PUAs, or urban extensions to PUAs, or by the designation of other centres for growth;
- outside the PUAs and other designated centres for growth towns should be designated to act as local service centres for the wider rural areas of the region, other small towns and villages in rural areas should provide for local needs;
- policies should also resist the continuing substantial planned expansion of residential development of small dormitory towns within easy commuting distance of the PUAs that has occurred historically.

POLICY SS 3: The Sub-Regional Strategy

The planning of development and infrastructure investment in the region should be based on the following sub-regional objectives:

Northern sub-region

- build on the economic strengths of the north of the region and foster economic growth in the area to improve its performance in relation to the EU average;
- make adequate provision to meet future development requirements at the PUAs, including the identification of major strategic employment sites;
- seek a more sustainable pattern of development than in the past by strengthening the roles of the PUAs, fostering urban renaissance, curbing unsustainable outward expansion and aiming for greater self-containment in towns within commuting distance of the PUAs;
- encourage appropriate housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;
- develop and improve sustainable urban and inter-urban transport networks;
- give priority to measures for economic and social restructuring in parts of Bristol and the Forest of Dean and improve transport and economic linkages between the economically successful and less successful parts of the sub-region;
- conserve and enhance important environmental assets.

South-Eastern sub-region

- continue to exploit the economic growth potential of the area;

- spread the benefits of economic growth to the more disadvantaged parts of the subregion, in particular to Weymouth and Portland, by co-ordinating economic promotion, environmental improvements and transport and other infrastructure improvements to encourage regeneration;
- encourage appropriate housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;
- conserve and enhance important environmental assets.

Central sub-region

- raise the economic performance of the sub-region;
- encourage sustainable growth at Exeter and Taunton and economic diversification at Torbay;
- improve transport and economic links within and through the sub-region and with neighbouring areas;
- focus housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;
- conserve and enhance important environmental assets.

Western sub-region

- alleviate remoteness through investment in transport infrastructure and other communications networks;
- create the conditions for growth, regeneration and diversification in the sub-region by promoting economic development and environmental improvements and, in Cornwall and the Isles of Scilly, maximising the opportunities afforded by Objective 1 funding;
- focus major new employment, social and cultural investment at Plymouth, Camborne and Redruth (where the area forms a significant potential area for growth and is a focus for regeneration), Barnstaple, St Austell, Newquay and Bodmin and maintain Truro's role as a sub-regional shopping and administrative centre;
- encourage appropriate investment in tourism in accordance with Policy TCS1;
- encourage appropriate housing, employment, retail and social facilities in sustainable locations to reduce social exclusion and rural need;
- conserve and enhance the coastline, landscape, historic and industrial heritage of the sub-region and recognise them as major assets in the drive to encourage regeneration;
- maintain and enhance the physical and cultural distinctiveness of Cornwall and Devon;
- conserve and enhance important environmental assets.

POLICY SS 4: Green Belt

Green Belts in the region should continue to fulfil the purposes set out in PPG2. As a key element of the future planning of the region, local authorities when preparing their development plans should:

- critically review the Green Belt to examine whether boundary alterations are needed to allow for long term sustainable development needs;
- remove land from the Green Belt for development if, on balance, this would provide the most sustainable solution for accommodating future development requirements;
- include additional land within the Green Belt where clearly necessary for the purposes set out in PPG2.

POLICY SS 5: Principal Urban Areas

Structure planning authorities should plan for the long term growth of the PUAs, on a basis to be agreed with the RPB. This will be necessary in order that the regional monitoring, both for this RPG and the Annual Monitoring Statement required by PPG3, to ensure a consistent and comparable basis; and as the best way to inform the required work for urban housing capacity exercises. Planning should involve all the districts for the area of each PUA, with early outputs for a new round of co-ordinated structure plans following publication of this RPG, using:

- urban housing capacity studies for the whole PUA, using existing and additional research;
- constraints mapping for PUA extensions, using existing and additional research;

and for the Bristol, Bournemouth/Poole, Exeter, Plymouth, Swindon, Cheltenham and Gloucester and Taunton PUAs:

- urban extension studies which, where relevant, will need to take account of and be taken into account in reviews of any Green Belt, including transportation and infrastructure needs (including costs) studies.

Structure plans should define the general geographic extent of each PUA, in the same way that the general extent of Green Belt is set out. They should support forward planning and investment in infrastructure and a more sustainable distribution of development by:

- providing for a balance of housing and employment in towns with good facilities and services, thus reducing the need to travel to the PUAs;
- providing an indicative target in structure plans for the number of dwellings and the amount of other developments to be located at each PUA;

- producing compact urban developments likely to be well served by public transport;
- identifying major transport proposals for inclusion in LTPs and where appropriate in the Regional Transport Strategy.

POLICY SS 6: Other Designated Centres for Growth

Future development in the region outside the PUAs should:

- generally avoid significant growth in the larger towns within easy commuting distance of PUAs and especially housing development proceeding out of step with employment.

Development plans should:

- provide for balanced development and growth at identified centres designated to meet sub-regional growth needs outside the PUAs while maintaining and enhancing the range of employment, housing and other facilities in the area;
- recognise the Camborne and Redruth area as one where there are major regeneration issues and where policies, plans, proposals and programmes will need to promote opportunities for employment growth in particular.

POLICY SS 7: Meeting Local Needs

When planning for future development outside the PUAs and other designated centres for growth, development plans should:

- identify, where appropriate, towns to accommodate smaller scale development to serve local needs and make services available to the wider rural areas of the region;
- recognise that other small towns in rural areas should provide for local needs only. Policies should also resist the substantial expansion of residential development at small dormitory towns within easy commuting distance of the PUAs.

POLICY SS 8: The Bristol Area

Local authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for the Bristol area:

- new and improved central urban facilities, including a strengthening of city centre retailing, economic and social functions;

- redevelopment of appropriate areas at a higher density to provide mixed uses, including a much greater housing element in business and retail areas in the city centre and inner Bristol;
- balanced provision of additional housing, employment, social and recreational facilities within the urban area or as planned urban extensions;
- integrated public transport facilities within Bristol and linking the city with nearby urban areas;
- an enhanced economic base by providing for the full range of growth generated by the city and its hinterland and an element of inward investment;
- the most effective use of Bristol International Airport as an important airport for both the local area and the wider region, including associated employment spin-off;
- a review of the Green Belt in accordance with Policy SS 4;
- investment in programmes for economic, physical and social regeneration, with an emphasis on encouraging development in the more disadvantaged areas, including south Bristol.

POLICY SS9: Bath

The local authority, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Bath:

- ensure that Bath's unique environment is conserved and enhanced;
- encourage development for housing within the city where it can be achieved without damage to environment quality;
- recognise the need for economic development that enhances its role as a centre for business, cultural activities, retailing and tourism;
- give a high sub-regional priority to new public transport initiatives and other measures to reduce road traffic and congestion within the city, including that arising from road traffic between the M4 and the South;
- review the Green Belt in accordance with Policy SS 4.

POLICY SS 10: Weston-super-Mare

The local authority, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Weston-super-Mare:

- promote the town as a destination for employment investment that will increase accessible employment and regeneration opportunities and reduce the need to travel;
- enhance the town's environment and its surroundings;
- support investment to enhance tourist and business facilities to aid economic regeneration;

- focus transport related investment on improved public transport, including improvements to the rail network and services with the Bristol area to reduce the need for car use;
- limit further housing growth until employment development is more closely in balance with housing.

POLICY S11: Swindon

Local authorities, developers, infrastructure and transport providers and other agencies, should work together to achieve the following for Swindon:

- continued economic investment and associated development;
- adequate housing provision to provide a better balance with employment growth;
- investment to achieve improvements in the urban environment and in retail, cultural and social infrastructure;
- more efficient use of land within the urban areas through the development of brownfield land, development at higher densities and the selective redevelopment of parts of the urban area;
- sustainable urban extensions incorporating a mixture of uses and sustainable transport facilities, involving a review of the rural buffer;
- appropriate and timely investment in public transport, water resources and treatment and other infrastructure to meet the long term needs of the town and to support the spatial strategy.

POLICY SS 12: Gloucester and Cheltenham

Local authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Gloucester and Cheltenham:

- economic and housing development at sustainable locations, either through the intensification of development within the urban areas or, if all development needs cannot be met in this way, through planned urban extensions;
- a review of the Green Belt in accordance with Policy SS 4;
- investment in public transport and in other measures to reduce road traffic and congestion in and around the urban areas.

POLICY SS 13: Bournemouth/Poole

Local authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Bournemouth/Poole:

- further economic expansion of the area, in particular by attracting and fostering high skill employment and by investing to improve educational and training levels given the constraints on physical expansion;
- conservation and enhancement of the important national and international environmental designations;
- an improved public transport system;
- more efficient use of land and buildings within the existing urban areas through conversion, appropriate redevelopment and significantly increased residential and building densities;
- a review of the Green Belt in accordance with Policy SS4;
- continued development of Bournemouth International Airport as an important airport for the region and as a site for airport-related development;
- continued development of the port of Poole, including the improvement of regional and local transport links.

POLICY SS14: Taunton

Local authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Taunton:

- an enhanced role as a focal point for increasingly diversified economic activity and as a commercial, cultural and service centre for the central part of the region;
- balanced housing and economic development, facilities and services consistent with the town's enhanced role;
- investment in transport and other infrastructure and facilities to support this strategy, including measures to address capacity problems at M5 junction 25.

POLICY SS15: Exeter

Local authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Exeter:

- developing the role of the city as the main commercial, cultural and service centre for the central part of the region;
- developing the city's role as a focal point for strategic economic investment, having regard to the need to expand and diversify the local economy and economic base;
- providing for additional housing to support this enhanced role;
- recognising the strategic location of the city in relation to the regional road, rail and air networks and exploiting opportunities to develop inter-modal transport facilities;
- supporting the continued development of Exeter Airport, the TENs rail network and the enhancement of the Exeter to Waterloo line.

POLICY SS16: Torbay

Local authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Torbay:

- investment in new strategic facilities for the tourist industry;
- support for economic restructuring through regeneration in town centres and at key focal points;
- promoting the high quality development and redevelopment of land to attract inward investment;
- improvement in transport linkages to reduce peripherality;
- balanced level of housing provision consistent with the area's economic objectives.

POLICY SS17: Plymouth

Local authorities, developers, infrastructure and transport providers and other agencies should work together to:

- promote employment investment and economic regeneration, by exploiting the city's considerable scenic and historical advantages, capitalising on the city's location as the regional gateway to the Objective 1 Area, investing in measures to improve the environment and public transport and making provision for major employment growth;
- encourage investment that supports diversification of the city's economy and strengthens its role as the primary commercial centre for the sub-region;
- improve links with the surrounding hinterland so that the benefits of economic investment can be spread throughout the sub-region;
- invest in infrastructure including supporting Plymouth Airport, the TENs rail network and the ferry port in order to reduce peripherality;
- accommodate as much of the city's future growth needs as possible within the city through the development of brownfield land, conversions of existing buildings, the redevelopment of appropriate areas in a more efficient manner and development at significantly increased densities;
- where it is not possible to accommodate all development needs within the urban area, develop planned urban extensions adjacent to the existing urban area consisting of mixed developments in sustainable locations well served by public transport.

POLICY SS 18: Cornwall and the Isles of Scilly

Local Authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Cornwall and the Isles of Scilly:

- the regeneration of the main towns to act as employment and service centres for their population and rural hinterlands;
- the significant improvement of the Camborne and Redruth urban area as a focus for economic growth;
- the enhancement of Truro as a sub-regional centre for retailing and administration and as a location for sustainable development;
- the conservation and enhancement of the distinctiveness of the natural and historic environment.

POLICY SS19: Rural Areas

Market towns should be the focal points for development and service provision in the rural areas and this role should be supported and enhanced. Outside market towns, development should be small scale and take place primarily within or adjacent to existing settlements, avoiding scattered forms of development. Local authorities in their development plans should:

- locate development to support the rural areas primarily in market towns, identified and designated in development plans through a balanced mix of homes, jobs, services and facilities suitable to the scale and location of such settlements;
- adopt policies which support the restructuring of the rural economy and the provision of jobs to satisfy local needs;
- set out policies for supporting sustainable farm diversification schemes which help to maintain the viability of the agriculture sector and rural economic vitality;
- seek ways of providing for essential shops and services to serve the rural areas;
- promote improved and integrated public transport, communications and service delivery and support innovative community based solutions to public transport and communications, in order to increase access to jobs, housing and facilities;
- limit housing growth in market towns near larger urban areas where it would fuel commuting rather than meet local needs.

POLICY SS20: Rural Land (including Urban Fringe) Uses

Local authorities and other agencies in their plans, policies and proposals should:

- support rural development and agri-environment measures that are in keeping with the rural, biodiversity and countryside character objectives of this RPG;
- conserve the region's best and most versatile agricultural land and associated soils in accordance with the guidance in PPG7; land of a poorer quality should be used in preference to higher quality except where other sustainability criteria suggest otherwise;
- support and further landscape and biodiversity objectives including the protection of designated environmental assets and enhancement of the countryside as a whole;

- protect woodland and support community woodland projects, including Community Forests, including woodland management and enhancement, particularly where they would preserve or enhance biodiversity, encourage rural regeneration, provide community access and recreational opportunities and bring about landscape improvement;
- ensure enhancement and better management of the urban fringe having regard to the identification of any areas designated for urban extensions.

Development Plans should set out policies on the level of protection from development, to be afforded to the best and most versatile agricultural land and associated soils in relation to other considerations such as landscape character, biodiversity and sustainability.

POLICY SS21: Coastal Areas

Coastal towns in the region should be the focal points for development and service provision in the coastal areas and this role should be supported and enhanced. Where such towns are not already identified as either PUAs or other designated centres for growth, they may need to be identified in the spatial strategy as coastal market towns. Development in such towns should be small scale and take place primarily within or adjacent to existing settlements, avoiding scattered forms of development. Local authorities in their development plans should:

- locate development to support the coastal areas primarily in coastal market towns, identified and designated in development plans through a balanced mix of homes, jobs, services and facilities suitable to the scale and location of such settlements;
- adopt policies which support the restructuring of the coastal economies and the provision of jobs to satisfy local needs;
- set out policies for supporting sustainable diversification schemes which help to maintain the viability of the fishing sector and coastal economic vitality;
- seek ways of providing for essential shops and services to serve the coastal areas;
- promote improved and integrated public transport, communications and service delivery and support innovative community based solutions to public transport and communications, in order to increase access to jobs, housing and facilities.

POLICY EN 1: Landscape and Biodiversity

Local authorities and other agencies in their plans, policies and proposals, should:

- provide for the strong protection and enhancement of the region's internationally and nationally important landscape areas and nature conservation sites;
- draw up policies for the protection of nature conservation interests of regional and local significance;
- encourage the maintenance and enhancement of the biodiversity resources of the

- region, having particular regard to the targets set out in tables 3, 4 and 5;
- promote the restoration and expansion of depleted and vulnerable biodiversity resources in order to reverse fragmentation and create continuous viable habitats;
- indicate that the protection and, where possible, enhancement of the landscape and biodiversity should be planned into new development;
- have regard to the significant landscape joint character areas of the region set out in this RPG (Map 4) and aim to conserve and enhance local character;
- take measures to protect the character of the countryside and the environmental features that contribute towards that character, including the minimisation of light pollution.

POLICY EN2: Air Quality

Local authorities should:

- include in their development plans and proposals policies on the location of potentially polluting developments and of sensitive developments in the vicinity of existing polluting developments, in line with guidance in PPG23 (as and when it is updated) and in Air Quality and land use planning LAQM.G3 (00);
- designate air quality management areas where required as part of the local air quality management process;
- ensure that air quality considerations are properly considered along with other material considerations in the planning process, particularly where any air quality management areas have been designated.

POLICY EN 3: The Historic Environment

Local authorities and other agencies in their plans, policies and proposals should:

- afford the highest level of protection to historic and archaeological areas, sites and monuments of international, national and regional importance;
- indicate that new development should preserve or enhance historic buildings and conservation areas and important archaeological features and their settings, having regard to the advice in PPG15 and PPG16;
- indicate that policies and programmes should work towards rescuing buildings and monuments at risk;
- encourage the restoration and appropriate re-use of buildings of historic and architectural value and take a particularly active role in bringing about their restoration where this would help bring about urban regeneration;
- take account of the landscape context and setting of buildings and settlements; of building materials; and of the patterns of fields, hedgerows and walls that distinguish one area from another.

POLICY EN 4: Quality in the Built Environment

Local authorities, developers and other agencies should work together to further the objectives of urban renaissance and make the urban areas places where people wish to live. They should aim to achieve:

- high quality architecture, urban design, layout and landscape architecture in all new development;
- improvements to the environment in cities, towns and villages. This should also recognise and maximise the positive contribution that trees, other planting and open spaces can make to urban areas in terms of their recreational, nature conservation and wider environmental and social benefits; schemes to create more sustainable, safer, secure and attractive urban and built forms, a balanced mix of uses, higher densities and sustainable transport patterns;
- land assembly to bring forward previously developed “brownfield” sites and enable urban restructuring and redevelopment;
- schemes both within urban areas and at the urban fringe that protect and enhance distinctive features and settings of the locality and make use of local character to create identity and a sense of place that reflects their context;
- design and layout solutions relevant to particular sites and their context, which take account of public health, crime prevention and community safety issues and which build upon local distinctiveness.

POLICY EN5: Health, Education, Safety and other Social Infrastructure

Health, education and other social infrastructure requirements need to be taken into account fully in development planning throughout the region. Development plans and programmes should:

- facilitate the reconfiguration and modernisation of local health services, in accordance with sustainable development principles, informed by partnership working with Health Authorities and others on Health Improvement and Modernisation Plans (HIMPs);
- encourage new facilities to be developed or redeveloped wherever possible on sites that are well served by public transport and accessible on foot or by cycle, to ensure access for patients, staff and visitors;
- enable the varied provision of facilities for education and training;
- facilitate provision of other facilities required by local communities, wherever possible maximising the potential of existing community buildings;
- include policies and proposals for the provision of appropriate services within rural areas. For example, encouraging mixed use developments, which incorporate health care provision with other uses;
- local authorities should take steps to ensure that crime prevention considerations are incorporated in the design of new development.

- should have regard to the impacts of proposed developments on the health of local communities, taking advice from Health Authorities.

POLICY EC 1: Economic Development

Local authorities, the SWRDA, local economic partnerships and other agencies should support the sustainable development of the regional economy by:

- positively promoting and encouraging new economic activity in the areas where it can bring the greatest economic and social benefits and make the greatest contribution to reducing regional disparities in prosperity;
- accommodating continued economic development in sustainable locations in the more prosperous north and east of the region and seeking to develop beneficial economic linkages between these areas and areas to the west whose economies have performed less well;
- ensuring that the region's unique environmental and cultural assets are maintained, enhanced and utilised to attract and develop business activity;
- developing the skills and abilities of the region's people by improving access to training, education and employment opportunities.

POLICY EC 2: Areas of Special Need

Geographical priority should be given in the policies, programmes and funding of local authorities, investment agencies and partnership bodies to measures for economic restructuring and regeneration in areas of special need. Special needs include:

- structural decline (Cornwall and the Isles of Scilly, Plymouth, Torbay and the Weymouth/Portland area);
- urban deprivation (pockets of spatially concentrated need in parts of Bristol, Plymouth and other urban areas);
- rural need (disadvantage arising from problems with accessibility to jobs and services and affordability of housing in parts of North and West Devon, West Somerset, the Forest of Dean and other rural areas);
- other areas that may be identified in the light of additional information.

POLICY EC 3: Employment Sites

Local authorities, the SWRDA and other agencies should aim to provide for a range and choice of employment sites to meet the projected needs of local businesses and new investment. These should include:

- major strategic sites, suitable for significant inward investment and large-scale reinvestment by existing companies;
- locally significant sites, suitable for smaller scale inward investment and local reinvestment by small and medium sized enterprises and small-scale opportunity sites suitable for small businesses. The supply of sites should take into account the requirements of:
 - regional and local economic clusters with growth potential;
 - the expansion of other businesses and the needs of the public sector, training establishments and centres of learning;
 - particular users, including those that have high freight transport requirements.

The location of sites should meet the sustainable development criteria of the strategy by:

- giving preference to land within urban areas, particularly previously-developed land;
- being well integrated with the existing settlement pattern and accessible to sources of labour and business services;
- being likely to provide a realistic choice of access, including being well served by public transport;
- supporting programmes of regeneration in urban and rural areas and coastal towns;
- in rural areas, being primarily at the most accessible locations, (recognising that the potential for using public transport and other car modes is more limited than in urban areas);
- supporting sustainable farm diversification schemes, particularly where these are accessible by public transport, walking and cycling and do not give rise to significant additional traffic generation.

Existing employment land allocations should be reviewed, together with any unused or under-used sites, to assess whether they continue to meet future requirements, are capable of being easily developed and are compatible with the sustainable development criteria of the strategy. Where land meets these criteria, it should be safeguarded for employment purposes. Where it does not meet these criteria, or where it can be demonstrated that alternative uses would achieve a more sustainable balance of uses in an area, its use for other purposes should be actively considered when reviewing development plans or considering development proposals.

POLICY EC 4: Major Strategic Sites

A portfolio of Major Strategic Sites should be identified jointly by the Regional Planning Body and SWRDA, to meet the needs of major business users or groups of users, based on the following criteria:

- a minimum size of 12 and preferably 50 + hectares;
- ideally on flat land, free from significant constraints that would impede the delivery of a site – preference should be given to previously developed sites, particularly within existing urban areas, well located in them with respect to infrastructure, servicing and public transport and where opportunities exist for making good past environmental damage including contamination;
- in areas close to a large pool of labour, with appropriate service infrastructure, good accessibility and capable of being served by sustainable modes of transport.

Most major strategic sites will be at the PUAs and the Principal Regeneration Area in Cornwall. Some larger PUAs may be able to offer a choice of two or more sites. Each strategic site should be identified in a structure plan which will need to set out clearly why these are sustainable locations. The public and private sectors should work together to protect major strategic sites from incremental development.

POLICY EC5: Communications Networks

Local authorities, telecommunication operators, the business community and other agencies should:

- support and encourage investment in the development and expansion of communications networks and associated technology, to support the region's economic development;
- enhance the opportunities for business and reduce social exclusion;
- promote the choice of location of sites and design of necessary equipment that has regard to local environmental and amenity considerations.

POLICY EC 6: Town Centres and Retailing

Local authorities in their development plans and other agencies in their plans, policies and programmes should:

- seek to locate developments which attract large numbers of people, including retailing, leisure, commercial activity and public facilities, in the centres of the PUAs and in the other designated centres for growth specified in the spatial strategy;
- encourage town centre developments of an appropriate scale in the market towns and larger settlements elsewhere in the region in keeping with their size and function; ensure that such development is located where it will contribute to the regeneration and environmental improvement of town centres, can help to reduce the need to travel and encourage journeys by modes other than the private car;

- ensure that the vitality and viability of existing centres, including suburban centres, is protected and enhanced, notably by assessing the need for new development and by applying the sequential approach in PPG6 (*Town Centres and Retail Development*) to site selection for new retail and leisure developments (for convenience shopping, a distribution of provision should be maintained that minimises the lengths and frequency of trips, so that any settlement of reasonable size has access to all normal day-to-day necessities. Such provision should be in keeping with the scale of the centre and the catchment that it conveniently serves so as not to encourage longer trips or to undermine the viability of other nearby centres); and
- make no further provision for proposals to build or extend major regional or subregional out-of-town shopping centres. Any proposal to extend or redevelop the existing regional shopping centre at Cribbs Causeway should be brought forward and fully justified in a future review of Regional Planning Guidance;
- ensure that such development is located where it can help to reduce the need to travel, encourage journeys by modes other than the private car and contribute to the regeneration and environmental improvement of town centres;
- ensure that the vitality and viability of existing centres, including suburban centres, is protected and enhanced, notably by assessing the need for new development and by applying the sequential approach in PPG6 (*Town Centres and Retail Development*) to site selection for new retail and leisure development.

POLICY TCS1: Tourism

Local authorities, tourism bodies and other agencies should seek to promote and encourage sustainable tourism in the South West by:

- improving the quality and range of attractions and accommodation in the region, especially those which:
 - promote the special cultural, heritage and countryside features of the region;
 - complement or enhance the local environment and are of a scale appropriate to the location and setting of the area;
 - support regeneration initiatives in coastal resorts, market towns and larger urban areas;
 - providing for major new flagship attractions in sustainable locations which:
 - will substantially expand the tourism market away from areas already under greatest pressure;
 - are readily accessible by public transport and can be integrated into cycle and pedestrian routes;
 - can provide opportunities for secondary attractions to locate nearby rather than compete with existing attractions;
 - promote the use of environmentally sound and sustainable construction, design and operational practices; (identifying and implementing management

measures and action to deal with the pressures of tourism in ‘honeypot’ areas (ie traditional, well known sites that attract large numbers of tourists) and ensuring that additional development does not exacerbate the problems facing such areas;

- encouraging small scale tourism, including farm and activity tourism initiatives, in areas where it will assist the diversification of the rural economy and primarily at the most locally accessible locations (recognising that the potential for using public transport and other non-car modes is more limited than in urban areas).

POLICY TCS2: Culture, Leisure and Sport

Local authorities and other agencies in their plans, policies and proposals should:

- identify and protect recreational open spaces and playing fields;
- identify sites and opportunities for the provision of new cultural, leisure and community sports facilities, particularly in areas of identified underprovision, or major new development (including the UK Sports Institute National Network Centre and the proposed new national sailing facility at Portland) and ensure that new facilities are readily accessible by sustainable modes of transport;
- maximise the use of highly managed areas such as country parks, national trails, cultural attractions and sports facilities;
- encourage less intensive recreation in other areas such as river valleys and coastal areas by providing essential facilities, such as toilets, bus stops, footpaths and cycleways in appropriate sustainable locations;
- maximise the positive benefits of sport, leisure, recreation and cultural development for the environment, local communities, local economies and visitors;
- reflect planning policy guidance including that contained in PPG7 (The Countryside – Environmental Quality and Economic and Social Development), PPG13 (Transport), PPG17 (Sport and Recreation), PPG20 (Coastal Planning) and PPG21 (Tourism);
- prepare management strategies for inland and coastal waters of major recreational significance, taking into account recreational demands and the need for environmental protection.

POLICY HO 1: Levels of Housing Development 1996 – 2016

The levels of net additional housing for which provision should be made in the region’s structure plan areas over the period 1996- 2016 should be based on the following average annual rates:

Dwellings per annum

Avon 3,700

Cornwall	2,050
Devon	4,300
Dorset	2,650
Gloucs	2,400
Somerset	2,100
Wiltshire	3,000
South West	20,200

In preparing development plans, strategic and local planning authorities should make additional allowance for dwelling losses that will occur during the plan period.

These rates of provision should apply to the period up to 2006. Where development plans are reviewed and the new plan extends beyond 2006, they should continue to provide for additional dwellings at the annual average rates above until such time as any different rate is adopted following review of this guidance.

POLICY HO2 Monitoring and Managing Housing Provision

The adequacy the level of housing provision and distribution in Policy HO1 should be reviewed by regular monitoring of key indicators, in accordance with the guidance set out in PPG3 (*Housing*) and PPG11 (*Regional Planning*). The outcome of monitoring these indicators should be reported in the Regional Planning Body's annual monitoring report and form the basis for decision on the timing of reviews of this guidance.

- (a) The Regional Planning Body, developers, house-builders, representatives of environmental organisations, relevant agencies such as the Housing Corporation and SWRDA and the Government Office, should continue to discuss all the factors that contribute to the planning of housing requirements, with a view to the preparation of revised Draft Regional Planning Guidance on the topic of housing, as necessary and in any case within five years. The assessment of the required scale and distribution of housing should be kept under review so that any over- and under-provision can be corrected quickly. Monitoring of demographic and economic trends, housing needs, the use of the housing stock, the impact of development on environmental resources, or other factors, could singly or in combination prompt a revision of this aspect of Regional Planning Guidance.
- (b) In addition to monitoring and reviewing the housing requirement and the distribution set out above, the Regional Planning Body should initiate studies into the scope for and capacity of the PUAs identified in section 3 for longer term planned growth.
- (c) Until the capacity of urban areas to accommodate additional development has been assessed throughout the region and the scope for any additional

development in the PUAs has been examined, it is premature to specify precisely what a different level of provision might be and how it would be distributed in a sustainable way.

POLICY HO 3: Affordable Housing

Local authorities, social housing providers and other agencies in their relevant plans, policies and programmes should aim to ensure that sufficient affordable housing is provided in order to meet community needs in both urban and rural areas. This should involve:

- the identification of targets in development plans indicating the levels of affordable housing required in each area; these should be based on local housing needs assessments undertaken to consistent standards across the region, which take into account both need and supply-side considerations;
- an indication of the circumstances in which 'exceptions' to planning policies in rural areas will be appropriate in order to meet affordable housing needs;
- setting out the circumstances, in accordance with Circular 6/98, which would justify the application of lower thresholds for the inclusion of affordable housing in new developments (i.e. down to 15 dwellings or 0.5 hectare in urban areas). Where local authorities can demonstrate that local circumstances, particularly the likely viability of developments, justify adopting a lower threshold, they should bring proposals forward through the development plan system;
- encouraging partnership approaches to the assessment and delivery of affordable housing by local authorities, registered social landlords, developers and other agencies operating in the same broad local housing market area; and
- making the most of the existing housing stock in meeting housing needs including, where appropriate, the purchase by registered social landlords of dwellings on the open market, especially in areas where it would otherwise be difficult to deliver affordable housing and where this would help the development of mixed communities.

In addition the Regional Planning Body should monitor the overall provision of affordable housing against a provisional indicator of 6,000-10,000 units a year. This indicator should be reviewed in the light of the cumulative result of local needs assessments.

POLICY HO 4: Housing in Rural Areas and the Isles of Scilly

Local authorities, social housing providers and other agencies should make provision for limited additional housing within or adjacent to settlements in rural areas and in the Isles of Scilly in circumstances where:

- it will support local services which could become unviable without some modest growth;
- it is needed to support local economic development which will help diversify the rural economy;
- it is required to meet the needs of the rural communities, including affordable housing. Special rural measures such as the use of agricultural occupancy conditions or the 'exceptions' policy will continue to be appropriate in some circumstances.

POLICY HO 5: Previously Developed Land and Buildings

Within the context of improving the quality of urban living, local authorities, developers and other agencies should aim to maximise the opportunities for development of housing within urban areas. For the region as a whole the aim should be to achieve at least 50% of new housing provision on previously developed land (including the conversion of existing buildings) and a reduction in average vacancy rates to 3%.

Development plans should:

- adopt a sequential approach to the identification of sites for housing, in line with PPG3 and incorporate provisions for the managed release of sites to ensure that priority is given to the development of new housing on previously developed land before greenfield sites;
- include appropriate targets for housing on previously developed land, based on urban housing capacity studies undertaken to common standards developed by the Regional Planning Body; for each area the target will vary to reflect the settlement pattern, the characteristics of the settlements, the reassessments of such sites where these have been allocated for other uses and the opportunities for the development of previously developed sites in rural areas where these are in sustainable locations; consider all allocations including previously-developed sites against the following criteria :
 - their location and accessibility to jobs, shops and services by modes other than the car;
 - the capacity of existing and potential infrastructure;
 - the ability to build communities; and
 - the physical and environmental constraints on the development of land.
- ensure that in rural areas, major previously developed sites are utilised for housing only where:
 - they can be developed as self-contained communities;
 - they would not generate substantial traffic flows;

- they are accessible or will be made accessible to local sources of employment, education, shopping, leisure and other facilities.

POLICY HO 6: Mix of Housing Types and Densities

In order to promote strong and stable communities, local authorities, social housing providers, developers and other agencies should make appropriate provision for a wide mix of types of housing and tenure options which reflect local conditions, including:

- meeting the housing requirements of the whole community, including those in need of affordable and special needs housing;
- providing wider housing opportunity and choice and a better mix in the size, type and location of housing seek to create mixed communities;
- using local materials and vernacular in the design of housing, in order to contribute to countryside and settlement character and sense of place.

Development plans should make more efficient use of land by encouraging housing developments at higher net densities than have been achieved in the past i.e. averaging around 30 –50 dwellings per hectare across the region, with significantly higher densities on urban sites, especially those close to town-centres and transport nodes. It will be particularly important to ensure that proposals for higher density development ensure that a high quality of design is sought and achieved.

POLICY TRAN 1: Reducing the Need to Travel

Local authorities, developers and other agencies should work towards reducing the need to travel by private motor vehicle through the appropriate location of new development. Development plans and LTPs should:

- propose housing, employment and other uses in existing towns and propose a balanced mixture of uses in new developments, in accordance with Policy SS 5;
- propose major development in keeping with the roles of individual PUAs and larger towns on sites where there is a good choice of travel by sustainable transport, or where choice can be provided as part of the development, having regard to regional accessibility standards;
- propose the development of focused smaller scale retailing, housing, social facilities and services in market and coastal towns and key villages which are rural service centres to provide for the needs of the rural areas.

POLICY TRAN 2: Strategic Inter-Urban and Inter-Regional Transport Networks

Local authorities, the Highways Agency, the Strategic Rail Authority, transport operators and other agencies should work together to provide and maintain a strategic transport system to enhance the competitiveness of the region, reduce its peripherality and support the spatial strategy. In particular they should aim to:

- optimise the use of existing infrastructure for all modes and determine the most appropriate improvements to strategic infrastructure on major transport corridors, through the multi-modal and other studies;
- support selective infrastructure proposals to improve the safety and operational efficiency of the road network, reduce congestion and achieve environmental improvements;
- encourage improvements to the rail network to improve safety, journey speed, service frequency, comfort and reliability and to help shift long-distance travel to rail.

Rail links between the South West and other national and European destinations should be supported by:

- implementation of the EU TENs study;
- improved access by rail to international destinations via the Channel Tunnel, links to international airports and to TENs ports;
- the development of through and connecting passenger and freight services from the region to Europe;

subject to satisfactory appraisal, the completion of statutory processes and the availability of finance.

POLICY TRAN 3: The Urban Areas

Local authorities, transport operators and other agencies should work together to encourage more sustainable travel choices and reduce traffic congestion and pollution within the PUAs and other urban areas. In particular they should:

- implement the measures set out in Policies TRAN 1, 5 and 10 for reducing the need to travel, encouraging walking, cycling and public transport and managing demand;
- use accessibility considerations to identify those locations within urban areas which will maximise opportunities for transport integration and use of sustainable transport modes;

- exploit the potential for heavy rail in accordance with Policy TRAN 10 to assist with urban movement in and around the Greater Bristol, Exeter, Plymouth and Bournemouth-Poole areas;
- support the development of light rapid transport in Bristol and other urban areas where studies establish feasibility, as part of a set of policies to deliver the spatial strategy, supported through mechanisms such as private non residential parking charges or road user charging.

POLICY TRAN 4: Transport Infrastructure Investment Priorities

Development plans, LTPs policies, operators and agencies should deliver the investment detailed in the following table in accordance with the following priorities, subject to successful feasibility testing, satisfaction of statutory processes and availability of finance:

- Sustainable transport systems in and around the PUAs that both enable the management of congestion and release the potential for development.
- Inter-urban transport networks, infrastructure to reduce peripherality and to aid economic growth and regeneration in areas of special need and measures to improve national and international linkages in order to achieve economic, efficient, safe and integrated accessibility for people and freight.
- Infrastructure and services in urban areas other than PUAs and rural areas that reduce the need to travel by private car and improve access to services.
- Investment in facilities that enable modal shift from road to rail or water for people and freight.
- Investment in passenger interchange facilities and information systems.

POLICY TRAN 5: Demand Management

Highway authorities, local authorities and other agencies should actively manage urban car parking and make more efficient use of highway space in order to achieve a modal shift towards more sustainable transport. In particular, they should:

- adopt car parking, management and charging policies, including private non-residential parking charges where appropriate, which take into account accessibility criteria and avoid destructive competition between competing centres;
- ensure that parking provision in new development does not exceed the regional maximum parking standards as set out in the RTS;
- manage highway space safely and efficiently, on urban roads give appropriate priority to pedestrians, cyclists and public transport and take measures where necessary to discourage car use, including road user charging.

POLICY TRAN 6: Movement of Goods

Local authorities, the business community, transport operators and other agencies should work together to achieve more sustainable patterns of distribution. In particular they should aim to:

- locate major freight generating development close to the regional rail and road networks;
- support investment in rail gauge enhancements;
- in liaison with the Strategic Rail Authority encourage the development of rail freight terminals and transfer facilities in locations close to PUAs and at key locations where there is good access to the regional rail network and the inter-urban road network, including terminals at Swindon, Avonmouth, Exeter, Plymouth and other centres and, subject to feasibility, to meet the needs of Cornwall;
- reduce the impact of large vehicles on the environment through traffic management measures and freight quality partnerships, whilst maintaining adequate access for delivery of goods.

POLICY TRAN 7: The Rural Areas

Local authorities, transport operators and other agencies should work together to encourage more sustainable travel choices and reduce travel distances in rural areas. In particular they should:

- support the development of public and community transport and maximise the potential for walking, cycling and bus use, in accordance with Policy TRAN 10;
- develop parking standards to reflect the size and role of rural settlements, within the context set by the regional parking standards;
- encourage partnerships working to deliver sustainable transport solutions in rural areas and the maintenance of public transport at a reasonable level;
- support the retention of local retail, education, healthcare and leisure facilities so as to minimise the need to travel by vehicle and to foster the integrated delivery of services at the local level;
- encourage the development of rural transport strategies and management measures to improve safety for pedestrians, cyclists and other road users and, while recognising the need for local rural access for freight, to move heavy traffic wherever possible to more appropriate strategic routes;
- in accordance with policy, support investment in appropriate telecommunications and information technology that will facilitate business and social interaction whilst reducing the need to travel.

POLICY TRAN 8: Ports and Inland Waterways

Local authorities, ports and transport operators and other agencies should work together to encourage the development of waterborne services and facilities. In particular they should:

- support the development of each port in its individual role by safeguarding land for economically beneficial port use that can occur without significant environmental damage;
- support the improvement of land based links to the region's ports, subject to the outcome of multi-modal studies, with the emphasis on the most sustainable means of transport;
- support the maintenance and enhancement of reliable services to the Isles of Scilly;
- support the use of inland waterways for commerce and recreation, as appropriate.

POLICY TRAN 9: Airports

Local authorities, airports and transport operators and other agencies should work together to encourage the sustainable development of the region's airports and their associated facilities. In particular they should:

- support the existing airports and airfields in the region to develop their respective roles to serve air travel needs;
- improve surface links and public transport to airports, particularly at Bristol, Exeter and Bournemouth, taking into account the results of the surface access strategies prepared by the Air Transport Forums;
- protect land (including through Public Safety Zones) around airports to secure operational integrity.

POLICY TRAN 10: Walking, Cycling and Public Transport

Local authorities, transport operators and other agencies should have regard to the sustainable transport hierarchy, giving priority to walking, cycling and public transport. They should aim to increase the share of total travel by these modes and ensure that they provide attractive and reliable alternatives to the private car by:

- developing attractive, safe and convenient pedestrian and cycle networks linking residential areas, employment centres, town centres, schools, colleges and universities and other key destinations and linking smaller settlements and district centres to main town centres;

- developing bus networks in accordance with regional accessibility criteria which provide access to all major employment, retail, tourism and leisure sites and aim to provide adequate access to most residential areas;
- encouraging the efficiency of public transport and reducing the impact of traffic congestion on bus and coach services by promoting bus priority measures, rail services into urban areas and park and ride facilities in appropriate locations;
- developing passenger information and fare systems and enhanced interchange facilities and taking into account the needs of disadvantaged groups;
- seeking transport assessments and travel plans for all new major developments and encouraging major organisations to prepare and implement such plans, having regard to sustainable transport objectives set by local authorities in the local transport plan;
- ensuring that major new development delivers (or sets out a clear and realistic strategy to deliver) a realistic choice of access by public transport, walking and cycling;
- developing improved public transport services through quality partnerships and encourage rail and coach operatives to provide rural towns with a transport system that meets the communities' needs;
- supporting community transport, especially in remote areas and to serve disadvantaged groups.

POLICY RE 1: Water Resources and Water Quality

To achieve the long term sustainable use of water, water resources need to be used more efficiently. At the same time, water resources and water treatment infrastructure must be made available in the right location and at the right time to support development planned for the period covered by the regional guidance. The quality of inland and coastal water environments must be conserved and enhanced. Local authorities, the Environment Agency, water companies and other agencies should seek to:

- plan their water infrastructure and water treatment investment programmes in accordance with the regional spatial strategy;
- aim to conserve water through demand management and efficient distribution;
- protect groundwater resources;
- protect and enhance river and coastal water quality.

In particular, development plans and other plans and programmes of bodies and agencies associated with future development and water issues, will need to:

- take water related issues into account from an early stage in the process of identifying land for development and re-development and should co-ordinate the timing of new development with the provision of sustainable water supplies,

sewage treatment and discharge systems in accordance with advice in PPG12 (Development Plans);

- seek to avoid sites where water supply and/or drainage provision is likely to be unsustainable;
- encourage use of sites where past problems can be solved;
- promote the use of sustainable urban drainage solutions and the production of detailed supplementary planning guidance to facilitate their adoption.

POLICY RE 2: Flood Risk

Flooding causes risk to both property and life and protecting property and people in areas of flood risk is expensive. Local authorities, the Environment Agency, other agencies and developers should seek to:

- protect land liable to river and coastal flooding from new development, by directing development away from river and coastal floodplains;
- promote, recognise and adopt the use of sustainable drainage systems for surface water drainage;
- adopt a sequential approach to the allocation and development of sites, having regard to their flood risk potential in accordance with advice in PPG25 (Development and Flood Risk).

Development plans should:

- identify inland and coastal areas at risk from flooding based on the Environment Agency's indicative Maps and, supplemented where necessary by historical and modelled flood data and indications as to other areas which could be at risk in future;
- provide criteria for redevelopment proposals in flood plains, in order to minimise their cumulative adverse impact and secure enhancement of the floodwater storage and ecological role of flood plains.

POLICY RE 3: Minerals Planning

Mineral Planning Authorities, mineral operators and other agencies should work together to:

- identify, in development plans, mineral consultation areas and safeguard mineral resources to ensure that there are sufficient environmentally acceptable sources to maintain an appropriate level of supplies for current and future needs. They should recognise the need to provide for other land uses and have regard to guidance in PPG7 (The Countryside) and PPG9 (Nature Conservation). Schemes, except those of a minor nature, should not be located in, or where they might adversely

- affect, National Parks, AONBs, or other national or international designated sites such as SPAs, other than in exceptional circumstances and then only where after the most rigorous examination they are demonstrated to be in the public interest;
- protect against adverse environmental impacts arising from extraction and associated activities;
 - promote environmentally acceptable means of extraction and transportation of minerals;
 - promote the use of non-road transport modes for the movement of minerals and mineral products, where economically and technically feasible and identify and safeguard appropriate infrastructure facilities. Where road transportation is the only feasible option available, maximum use should be made of motorway, trunk and principal roads, unless the use of other roads is more acceptable environmentally;
 - promote environmentally beneficial reclamation, including agricultural uses and afteruse of exhausted mineral workings, with appropriate aftercare.

POLICY RE 4: Use and Supply of Aggregates

The region's contribution to the supply of aggregates should be reassessed in an early review of RPG following the publication of revised MPG6. In order to reduce the overall extraction of primary aggregates in the region, Mineral Planning Authorities, mineral operators and other agencies should:

- maximise the contribution from secondary and recycled aggregates;
- identify and safeguard locations in proximity to centres of demand suitable for the siting of facilities for the recycling, reprocessing and transfer of construction and demolition waste materials;
- undertake, in conjunction with the industry, an assessment of the most efficient use of resources in the formulation of development plans and, in the preparation and consideration of planning applications for significant development projects, consider the cost/benefits of alternative sources of aggregate supplies;
- seek to promote and encourage the conservation and optimum use of high quality primary aggregates.

POLICY RE5: Management and Transportation of Waste

In order to achieve sustainable waste management (the Best Practicable Environmental Options) in the region, waste planning, disposal and collection authorities, the Environment Agency and waste management and water companies should cooperate to:

- Establish a mix of waste recovery methods e.g. recycling, composting, energy recovery etc, regionally and sub-regionally, that will reduce reliance on landfill and will avoid creating over-reliance on any one method or facility.

- Pursue the following regional targets:

Recycle or compost at least 30% of household waste by 2010; and, 33% by 2015.

Recover value from 45% of municipal waste by 2010; and 67% by 2015.

Reduce landfilling of biodegradable municipal waste to 75% of the 1995 production level by 2010; and, 50% by 2013.

Reduce landfilling of industrial and commercial waste to 85% of the 1998 level by 2005.

- Give priority to the provision of waste management facilities that will recover value from waste at or near the PUAs. Those facilities should take account of waste management requirements in the PUA (s) concerned and its neighbouring county areas and should be planned to contribute to the achievement of the regional targets above, in respect of the urban area(s) and its hinterland.
- Ensure that sub-regional requirements are taken into account in structure and waste local plans and in waste planning decisions. Structure or (where appropriate) waste local plans should propose targets for the provision of value recovery capacity among participating waste planning authorities. Provision at PUAs and at other urban areas should take the waste management requirements of their neighbouring county areas into account.

POLICY RE 6: Energy Generation and Use

Local authorities, energy suppliers and other agencies should:

- support and encourage the region to meet the national targets for:
 - a 12.5% reduction in greenhouse gas emissions below 1990 levels by 2008-2012 and a 20% reduction (from 1990 levels) in carbon dioxide emissions by 2010;
 - a minimum of 11-15% of electricity production to be from renewable energy sources by 2010.
- encourage and promote the greater use of renewable energy sources, including community-based projects, such as Combined Heat and Power and Community Heating and their integration into more energy efficient new build or redevelopment proposals;
- have full regard to the recommendations and detailed background information contained in the report *“Renewable energy assessments and targets for the SouthWest”* (GOSW APRIL 2001).

Development Plans should:

- specify the criteria against which proposals for renewable energy projects will be assessed, balancing the benefits of developing more sustainable forms of energy generation against the environmental impacts, in particular on national and international designated sites;
- promote energy conservation measures through policies guiding the design, layout and construction techniques of new development proposals.

POLICY Policy IM 1: Achieving the RPG

In order to achieve RPG strategic vision and objectives, local authorities, the SWRDA, funding agencies and other regional stakeholders should set out clear strategies, policies and proposals for the location of development and investment in physical and social infrastructure in accordance with the guidance set out in this document.

Developers and landowners will need to contribute to the infrastructure needed to serve their developments both by direct provision on-site and through Planning Agreements where infrastructure is off-site.

POLICY: MON 1.

Regular and effective monitoring of regional circumstances should be undertaken, involving the use of targets and indicators to measure the effectiveness of policies.

- (a) The Regional Planning Body should consider and agree with the Government Office and other regional partners, the arrangements for monitoring, taking account of this guidance, targets and indicators identified in Sustainable Development Framework and other relevant targets.
- (b) Advice on the form and frequency of data collection should be set out separately from this RPG, in the form of a Technical Manual to be prepared and issued by the Regional Planning Body. Producing an annual monitoring statement will be also required from an analysis of a consistent flow of data and of other available data sources.
- (c) The following table 8 can help to inform the design of future monitoring activity:¹

¹ See table at pages 115-121 of RPG10.