



South West EIP

DRAFT REGIONAL SPATIAL STRATEGY
FOR THE SOUTH WEST

**Examination in Public
April – July 2007 Exeter**

Panel Report

December 2007

Section 2: Appendices A, B & C



**Draft Regional
Spatial Strategy for
the South West**

Regional Spatial Strategy for the South West

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Appendices A, B, & C

Report of the Panel

December 2007

Contents

Section 2: Appendices A, B & C

Appendix		Page
A:	Housing Market Areas	
	<i>(i) Housing Market Areas Sub-Regional Level: Draft RSS and DCLG Household Projections</i>	A1
	<i>(ii) Comparison of Housing Market Areas, Unitary Authorities & Districts: Draft RSS Housing Totals, 2003 DCLG Housing Projections & Panel Modifications</i>	A3
	<i>(iii) Draft RSS HMA Strategic Assessments: District Level & Locations and Panel Modifications</i>	A7
	<i>(iv) Employment Projections by Housing Market Area</i>	A23
B:	Housing Market Areas Figures	
	<i>(i) Draft RSS: HMA Figures and Panel Modifications</i>	B1
C:	Recommended RSS Policy Changes	
	<i>(i) Index to Draft RSS Policies, the Panel's Recommended Policies</i>	C1
	<i>(ii) List of Panel Recommendations</i>	C9
	<i>(iii) List of Panel Modifications to Policies and New Policies</i>	C27
	<i>(iv) New Studies</i>	C77
	<i>(v) Policy H1 and H2 Panel Modifications to Table 4.1</i>	C79
	<i>(vi) Policy H1 and H2 Panel Modifications to Table 4.2</i>	C83
	<i>(vii) Schedule of Carbon Reduction Requirements</i>	C85

Appendix A (i): Housing Market Areas Sub-Regional Level: Draft RSS and DCLG Household Projections

Housing Market Areas South West England	Housing Market Areas	Draft RSS	2003 DLGG	2004 DLGG	% Change DLGG 2003 & 2004	The Way Ahead Other SSTCs
	4/1 West of England HMA	110,200	126,355	129,453	+2.5%	Bristol Bath Weston- Super- Mare Trowbridge
	4/2 Swindon HMA	49,000	39,365	34,148	-13.3%	Swindon Chippenham
	4/3 Gloucester & Cheltenham HMA	48,600	57,986	48,769	-15.9%	Cheltenham Gloucester
	4/4 Exeter HMA	38,400	58,679	64,835	+10.5%	Exeter
	4/5 Torbay District HMA	10,000	19,919	20,960	+5.2%	Torbay
	4/6 Taunton HMA	27,900	37,254	34,159	-8.3%	Taunton Bridgwater
	4/7 Bournemouth & Poole HMA	40,150	48,220	46,518	-3.5%	Bournemouth Poole
	4/8 Plymouth HMA	45,100	37,521	46,956	+25.1%	Plymouth
	4/9 West Cornwall HMA	31,600	48,807	49,930	+2.3%	Camborne/Pool/Redruth Falmouth-Penryn and Truro
	4/10 Polycentric Devon and Cornwall HMA,	20,500	35,090	37,246	+6.1%	Barnstaple
	4/11 Salisbury District HMA	9,200	12,442	11,407	-8.3%	Salisbury
	4/12 Weymouth & Dorchester HMA	13,800	22,498	20,406	-9.3%	Dorchester Weymouth
	4/13 South Somerset District HMA	13,600	19,698	19,703	0.0%	Yeovil
	Dartmoor National Park	1,000	0	0		
	Exmoor National Park	400	0	0		
	Isles of Scilly	100	0	0		
Overall regional total		459,550	563,834	564,490	+0.1%	
dpa		22,978	28,192	28,225		

Appendix A (ii): Comparison of Housing Market Areas, Unitary Authorities & Districts: Draft RSS Housing Totals, 2003 DCLG Housing Projections & Panel Modifications

	Draft RSS	2003 DCLG	Difference	Panel Mods	Difference	Difference
	2006-2026 Overall net increase in dwellings (Number)	Projections	Between 2003 DCLG projections and Draft RSS	2006-2026 Overall net increase in dwellings (Number)	Between Draft RSS and Panel Mods	Between 2003 DCLG Projections and Panel Mods
WEST OF ENGLAND HOUSING MARKET AREA	110,200	126,355	- 16,155	126,950	16,750	595
BRISTOL CITY	28,000	29,768	- 1,768	30,000	2,000	232
SOUTH GLOUCESTERSHIRE	23,000	27,499	- 4,499	30,800	7,800	3,301
NORTH SOMERSET	26,000	24,799	+ 1,201	26,750	750	1,951
BATH AND NORTH EAST SOMERSET	15,500	13,353	+ 2,147	18,800	3,300	5,447
WEST WILTSHIRE	10,500	18,604	- 8,104	12,300	1,800	- 6,304
MENDIP	7,200	12,332	- 5,132	8,300	1,100	- 4,032
SWINDON HOUSING MARKET AREA	49,000	39,365	9,635	53,900	4,900	14,535
SWINDON	34,000	18,511	15,489	34,200	200	15,689
NORTH WILTSHIRE	10,000	13,450	- 3,450	13,700	3,700	250
KENNET	5,000	7,404	- 2,404	6,000	1,000	-1,404
GLOUCESTER & CHELTENHAM HOUSING MARKET AREA	48,600	57,986	- 9,386	56,400	7,800	- 1,586
GLOUCESTER	11,500	12,267	- 767	11,500	0	- 767
CHELTENHAM	8,500	9,304	- 804	8,100	- 400	- 1,204
TEWKESBURY	10,500	9,289	1,211	14,600	4,100	5,311
STROUD	6,700	10,301	- 3,601	9,100	2,400	- 1,201
COTSWOLD	6,000	8,553	- 2,553	6,900	900	- 1,653
FOREST OF DEAN	5,400	8,272	- 2,872	6,200	800	- 2,072
EXETER HOUSING MARKET AREA	38,400	58,679	- 20,279	46,900	8,500	- 11,779
EXETER CITY	10,500	12,269	- 1,269	12,000	1,000	- 269
EAST DEVON	11,400	19,357	- 7,457	17,100	5,200	- 2,257
ELSEWHERE IN EXETER JSA (Exeter City/East Devon/Teignbridge) (+)	1,500					
MID DEVON ***	6,400	10,388	- 3,988	7,400	1,000	- 2,988
TEIGNBRIDGE ***	8,600	16,665	- 7,565	10,400	1,300	- 6,265
TORBAY UNITARY AUTHORITY HOUSING MARKET AREA	10,000	19,919	- 9,919	20,000	10,000	81

Draft RSS Housing Totals, 2003 DCLG Housing Projections & Panel Modifications

	Draft RSS	2003 DCLG	Difference	Panel Mods	Difference	Difference
	2006-2026 Overall net increase in dwellings (Number)	Projections	Between 2003 DCLG projections and Draft RSS	2006-2026 Overall net increase in dwellings (Number)	Between Draft RSS and Panel Mods	Between 2003 DCLG Projections and Panel Mods
TAUNTON HOUSING MARKET AREA	27,900	37,254	- 9,354	34,500	6,600	- 2,754
TAUNTON DEANE	17,300	17,495	- 195	21,800	4,500	4,305
SEDGEMOOR	8,400	15,453	- 7,053	10,200	1,800	- 5,253
WEST SOMERSET**	2,200	4,306	- 2,106	2,500	300	- 1,806
BOURNEMOUTH & POOLE HOUSING MARKET AREA	40,150	48,220	- 8,070	48,100	7,950	- 120
BOURNEMOUTH	14,600	14,731	- 131	16,100	1,500	1,369
POOLE	9,500	10,419	- 919	10,000	500	- 419
CHRISTCHURCH	3,450	4,223	- 773	3,450	0	- 773
EAST DORSET IN JSA	5,200	7,185	- 1,785	6,400	1,000	- 785
ELSEWHERE IN EAST DORSET DISTRICT (+)	200					
PURBECK	2,100	3,286	- 1,186	5,150	3,050	1,864
NORTH DORSET	5,100	8,376	- 3,276	7,000	1,900	- 1,376
PLYMOUTH HOUSING MARKET AREA	45,100	37,521	7,579	47,200	2,100	9,679
PLYMOUTH CITY	24,500	15,549	8,951	24,500	0	8,951
SOUTH HAMS ***	11,000	8,154	2,846	11,800	800	3,646
CARADON	5,800	8,544	- 2,744	6,500	700	- 2,044
WEST DEVON***	3,800	5,274	- 1,474	4,400	600	- 874
WEST CORNWALL HOUSING MARKET AREA	31,600	48,807	- 17,207	48,800	17,200	- 7
PENWITH	4,800	7,738	- 2,938	7,800	3,000	62
KERRIER	8,200	13,663	- 5,463	14,400	6,200	737
CARRICK	10,000	11,671	- 1,671	10,900	900	- 771
RESTORMEL	8,600	15,735	- 7,135	15,700	7100	- 35
POLYCENTRIC DEVON & CORNWALL HOUSING MARKET AREA	20,500	35,090	- 14,590	35,000	14,500	- 90
NORTH CORNWALL	7,600	13,466	- 5,866	13,400	5,800	- 66
TORRIDGE	4,800	10,686	- 5,886	10,700	5,900	14
NORTH DEVON **	8,100	10,938	- 2,838	10,900	2,800	- 38
SALISBURY DISTRICT HOUSING MARKET AREA	9,200	12,442	- 3,242	12,400	3,200	- 42
WEYMOUTH & DORCHESTER HOUSING MARKET AREA	13,800	22,498	- 8,698	18,100	4,300	- 4,398
WEST DORSET	8,200	14,111	- 5,911	12,500	4,300	- 1,611

Draft RSS Housing Totals, 2003 DCLG Housing Projections & Panel Modifications

	Draft RSS	2003 DCLG	Difference	Panel Mods	Difference	Difference
	2006-2026 Overall net increase in dwellings (Number)	Projections	Between 2003 DCLG projections and Draft RSS	2006-2026 Overall net increase in dwellings (Number)	Between Draft RSS and Panel Mods	Between 2003 DCLG Projections and Panel Mods
WEYMOUTH & PORTLAND	5,600	8,387	- 2,787	5,600	0	- 2,787
SOUTH SOMERSET DISTRICT HOUSING MARKET AREA	13,600	19,698	- 6,098	19,700	6,100	2
DARTMOOR NATIONAL PARK*	1,000			1,000		1,000
EXMOOR NATIONAL PARK*	400			400		400
ISLES OF SCILLY*	100			100		100
TOTAL	459,550	563,834	- 104,284	569,450	109,900	5,616
dpa	22,978	28,192		28,473		

Notes * Estimated strictly local needs provision only.

** Excludes part in Exmoor National Park.

*** Excludes part in Dartmoor National Park.

(+) The draft RSS distinguishes between allocations for complete districts and allocations for “elsewhere” within the HMA. In this Table the “elsewhere” components have been taken into account in the relevant district “difference” columns. See Appendix B (i) for distributional guidance.

Appendix A (iii): Draft RSS HMA Strategic Assessments: District Level & Locations and Panel Modifications

HMA Strategic Assessments <i>(Panel's proposed change)</i>	Panel Modifications	DCLG 2003 Difference +/-
4/1 West of England		

STRATEGIC ASSESSMENT

West of England HMA- DCLG 2003 based demand - **126,355**

Bristol City	30,000	232
South Gloucestershire District	30,800	3,301
North Somerset District	26,750	1,951
Bath & NE Somerset District	18,800	+5,447
West Wiltshire District	12,300	- 6,304
Mendip District	8,300	- 4,032
	126,950	595
		126,355
		126,950

Bristol City - DCLG 2003 based demand – **29,768**

Bristol Urban Area <i>(Increase by 2,000)</i>	28,500	
Bristol Urban Extension (A) part	1,500	
	30,000	30,000
		- 29,768
		232

South Gloucestershire - DCLG 2003 based demand – **27,499**

Urban Area <i>(Increase by 2,500 Cribbs Causeway and Filton)</i>	15,500	
Urban Extension (C&D)	8,000	
<i>Area of Search at Yate (5,000)</i>	5,000	
Remainder of District <i>(Increase by 15%)</i>	2,300	
	30,800	30,800
		- 27,499
		3,301

North Somerset - DCLG 2003 based demand – **24,799**

WsM Urban Area	3,000	
Bristol Urban Extension (A) part	9,000	

District Level & Locations and Panel Modifications

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
WsM Urban Extension (F)	9,000	
Remainder of District (<i>Increase by 15%</i>)	5,750	
	26,750	26,750
		- 24,799
		1,951
Bath & NE Somerset - DCLG 2003 based demand – 13,353		
Bath Urban Area	6,000	
Bath Urban Extension (E)	1,500	
Bristol Urban Extension (B)	6,000	
<i>Area of Search at Keysham (3,000)</i>	3,000	
Remainder of District (<i>Increase by 15%</i>)	2,300	
	18,800	18,800
		- 13,353
		5,447
West Wiltshire - DCLG 2003 based demand – 18,604		
Trowbridge (<i>Increase by 1,000</i>)	6,000	
Remainder of District (<i>Increase by 15%</i>)	6,300	
	12,300	12,300
		- 18,604
		- 6,304
Mendip - DCLG 2003 based demand – 12,332		
District Total (<i>Increase by 15%</i>)	8,300	8,300
		- 12,332
		- 4,032
Overall HMA Summary		
West of England HMA Districts	126,950	595
West of England HMA- DCLG 2003 based demand - 126,355		126,355
		126,950

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
4/2 Swindon HMA		
STRATEGIC ASSESSMENT		
Swindon HMA- DCLG 2003 based demand - 39,365		
Swindon Borough	34,200	15,689
North Wiltshire District	13,700	250
Kennet District	6,000	-1,404
	53,900	14,535
		39,365
		53,900
Swindon Borough - DCLG 2003 based demand - 18,511		
Borough Urban Area	19,000	
Urban Extension East (G)	12,000	
Small Scale Urban Extensions	2,000	
Remainder of Borough <i>(Increase by 15%)</i>	1,200	
	34,200	34,200
		-18,511
		15,689
North Wiltshire District - DCLG 2003 based demand - 13,450		
Urban extension(s) to Swindon <i>(Increase by 2,000)</i>	3,000	
Chippenham <i>(Increase by 1000)</i>	5,500	
Remainder of District <i>(Increase by 15%)</i>	5,200	
	13,700	13,700
		-13,450
		250
Kennet District - DCLG 2003 based demand - 7,404		
Overall District <i>(Increase by 15%)</i>	6,000	6,000
		-7,404
		-1,404
Overall HMA Summary		
Swindon HMA Districts	53,900	14,335
Swindon HMA- DCLG 2003 based demand - 39,365		39,365

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
		53,900
4/3 Gloucester and Cheltenham HMA		
STRATEGIC ASSESSMENT		
Glous & Chel HMA- DCLG 2003 based demand - 57,986		
Gloucester City	11,500	- 767
Cheltenham Borough	8,100	- 1,204
Tewksbury District	14,600	5,311
Stroud District	9,100	- 1,201
Cotswold District	6,900	- 1,653
Forest of Dean District	6,200	- 2,072
	56,400	- 1,586
		57,986
		56,400
Gloucester - DCLG 2003 based demand – 12,267		
Gloucester Urban Area	11,500	11,500
		- 12,267
		- 767
Cheltenham - DCLG 2003 based demand – 9,304		
Cheltenham Urban Area	6,500	
Remainder of District		
<i>Urban Extension (IA) (600)</i>	600	
Urban Extension (I) (1000)	1,000	
	8,100	8,100
		- 9,304
		- 1,204
Tewksbury - DCLG 2003 based demand – 9,289		
Cheltenham Urban Extension (I) (3000)	3,000	
<i>Cheltenham Urban Extension (I +) (1000)</i>	1,000	
<i>Cheltenham Urban Extension (IB) (1000)</i>	1,000	
<i>Cheltenham Urban Extension (IA) (700)</i>	700	
Gloucester Urban Extension (H)	2,000	
<i>Gloucester Urban Extension (H+)</i>	500	

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
<i>Gloucester Urban Extension (HA)</i>	1,500	
Existing Commitments (Gloucester)	2,000	
Remainder of District <i>(Increase by 15%)</i>	2,900	
	14,600	14,600
		- 9,289
		5,311
Stroud- DCLG 2003 based demand – 10,301		
<i>Gloucester Urban Extension (HB)</i>	1,500	
Existing Commitments (Gloucester)	2,000	
Remainder of District <i>(Increase by 15%)</i>	5,600	
	9,100	9,100
		- 10,301
		- 1,201
Cotswold- DCLG 2003 based demand – 8,553		
Overall District <i>(Increase by 15%)</i>	6,900	6,900
		- 8,553
		- 1,653
Forest of Dean- DCLG 2003 based demand – 8,272		
Overall District <i>(Increase by 15%)</i>	6,200	6,200
		- 8,272
		- 2,072
Overall HMA Summary		
Gloucester & Cheltenham HMA Districts	56,400	- 1,586
Glous & Chel HMA- DCLG 2003 based demand - 57,986		57,986
		56,400

4/4 Exeter HMA

STRATEGIC ASSESSMENT

Exeter HMA - DCLG 2003 based demand – 58,679

Exeter District	12,000	- 269
East Devon	17,100	- 2,257
Mid Devon	7,400	- 2,988

District Level & Locations and Panel Modifications

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
Teignbridge	10,400	-6,265
	46,900	- 11,779
		58,679
		46,900
Exeter District - DCLG 2003 based demand – 12,269		
District Urban Area (<i>Increase by 1000</i>)	11,500	
Urban Extension (K1)	500	
	12,000	12,000
		-12,269
		- 269
East Devon - DCLG 2003 based demand – 19,357		
Urban Extension (J)	6,500	
<i>Urban Extension (J1) (post 2021)</i>	1,000	
<i>Urban Extension (K2) (part of 2nd New Community of 6,000</i>	3,000	
Urban Extension (K1) (<i>increase by 500</i>)	1,000	
Remainder of District (<i>increase by 15%</i>)	5,600	
	17,100	17,100
		- 19,357
		-2,257
Mid Devon - DCLG 2003 based demand – 10,388		
Overall District (<i>increase by 15%</i>)	7,400	7,400
		-10,388
		- 2,988
Teignbridge - DCLG 2003 based demand – 16,665		
Remainder of District (<i>increase by 15%</i>)	9,900	9,900
Urban Extension (K1)	500	500
	10,400	10,400
		-16,665
		- 6,265
Overall HMA Summary		
Exeter HMA Districts	46,900	- 11,779
Exeter HMA - DCLG 2003 based demand – 58,679		58,679

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
		46,900

4/5 Torbay District HMA

STRATEGIC ASSESSMENT

Torbay District - DCLG 2003 based demand – 19,919

Torbay District	20,000	81
		19,919
		20,000

Torbay District - DCLG 2003 based demand – 19,919

Urban Area	7,200	
Adjoining Urban Area (<i>Urban Extension</i>)	12,800	
	20,000	20,000
	- 19,919	- 19,919
	- 9,919	81

Overall HMA Summary

Torbay District HMA	20,000	81
Torbay District HMA- DCLG 2003 based demand – 19,919		19,919
		20,000

4/6 Taunton HMA

STRATEGIC ASSESSMENT

Taunton HMA - DCLG 2003 based demand – 37,254

Taunton Deane District	21,800	4,305
Sedgemoor District	10,200	- 5,253
West Somerset District	2,500	- 1,806
	34,500	- 2,754
		37,254
		34,500

Taunton Deane District - DCLG 2003 based demand – 17,495

Taunton Urban Area	11,000	
Taunton Urban Extension (L) (<i>Increase by 1000</i>)	4,000	
<i>Taunton Urban Extension (SW) (3000)</i>	3,000	
Remainder of District (<i>Increase by 15% including Wellington</i>)	3,800	

HMA Strategic Assessments <i>Urban Area)</i>	Panel Modifications	DCLG 2003 Difference +/-
	21,800	21,800
		- 17,495
		4,305
Sedgemoor District - DCLG 2003 based demand – 15,453		
Bridgwater Urban Area	6,200	
<i>Adjoining Urban Area (Urban Extension)</i>	1,500	
Remainder of District <i>(increase by 15%)</i>	2,500	
	10,200	10,200
		- 15,453
		- 5,253
West Somerset DCLG 2003 based demand – 4,306		
Overall District <i>(increase by 15%)</i>	2,500	2,500
		- 4,306
		- 1,806
Overall HMA Summary		
Taunton HMA Districts	34,500	- 2,754
Taunton HMA - DCLG 2003 based demand – 37,254		37,254
		34,500

4/7 Bournemouth and Poole HMA

STRATEGIC ASSESSMENT

Bournemouth & Poole HMA- DCLG 2003 based demand – 48,220

Bournemouth District	16,100	1,369
Poole District	10,000	- 419
Christchurch District	3,450	- 773
East Dorset District	6,400	- 785
Purbeck District	5,150	1,864
North Dorset District	7,000	- 1,376
	48,100	-120
		48,220

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
		48,100
Bournemouth District - DCLG 2003 based demand – 14,731		
Bournemouth Urban Area	14,600	
<i>Bournemouth Urban Extension (Q)</i>	1,500	
	16,100	16,100
		- 14,731
		1,369
Poole District - DCLG 2003 based demand – 10,419		
Poole Urban Area (<i>Increase by 500</i>)	10,000	10,000
		- 10,419
		-419
Christchurch District - DCLG 2003 based demand – 4,223		
Christchurch Urban Area	2,850	
Christchurch Urban Extension (M)	600	
	3,450	3,450
		- 4,223
		- 773
East Dorset District - DCLG 2003 based demand – 7,185		
Remainder of Strategy Area (<i>Increase by 1000</i>)	3,800	
Urban Extension (N)	700	
Urban Extension (O&P)	1,700	
Further Remainder of District	200	
	6,400	6,400
		- 7,185
		- 785
Purbeck District - DCLG 2003 based demand – 3,286		
<i>Area of Search in NE Purbeck within the SSCT Area (2,750)</i>	2,750	
Remainder of District (<i>increase by 15%</i>)	2,400	
	5,150	5,150
		- 3,286
		+1,864

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
North Dorset District - DCLG 2003 based demand – 8,376		
<i>Area of Search Shaftesbury/Gillingham</i>	1,000	
Remainder of District (<i>increase by 15%</i>)	6,000	
	7,000	7,000
		- 8,376
		- 1,376
Overall HMA Summary		
Bournemouth & Poole HMA- Districts	48,100	-120
Bournemouth & Poole HMA- DCLG 2003 based demand – 48,220		48,220
		48,100

4/8 Plymouth HMA

STRATEGIC ASSESSMENT

Plymouth HMA - DCLG 2003 based demand – 37,521

Plymouth City	24,500	8,951
South Hams	11,800	3,646
Caradon	6,500	- 2,044
West Devon	4,400	- 874
	47,200	9,679
		37,521
		47,200

Plymouth City - DCLG 2003 based demand – 15,549

Urban Area Capacity	24,000	
Additional Urban Area Capacity	500	
	24,500	24,500
		-15,549
		8,951

South Hams District - DCLG 2003 based demand – 8,154

Urban Extension (R)	5,500	
Remainder of Strategic Area	500	
Remainder of District (<i>Increase by 15%</i>)	5,800	

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
	11,800	11,800
		-8,154
		3,646
Caradon District - DCLG 2003 based demand – 8,544		
Saltash Torpoint	1,000	1,000
Remainder of District <i>(Increase by 15%)</i>	5,500	5,500
	6,500	6,500
		-8,544
		-2,044
West Devon District - DCLG 2003 based demand – 5,274		
Total District <i>(Increase by 15%)</i>	4,400	4,400
		-5,274
		-874
Overall HMA Summary		
Plymouth HMA Districts	47,200	9,679
Plymouth HMA - DCLG 2003 based demand – 37,521		37,521
		47,200

4/9 West Cornwall HMA

STRATEGIC ASSESSMENT

West Cornwall HMA - DCLG 2003 based demand - 48,807

Penwith District	7,800	62
Kerrier District	14,400	737
Carrick District	10,900	- 771
Restormel District	15,700	- 35
	48,800	- 7
		48,807
		48,800

Penwith District - DCLG 2003 based demand – 7,738

Overall District <i>(Increase by 3,000)</i>	7,800	7,800
		-7,738

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
		62
Kerrier District - DCLG 2003 based demand - 13,663		
CPR Urban Area	6,000	
<i>CPR Urban Extension (5,100)</i>	5,100	
<i>Falmouth Penryn Urban Extension (800)</i>	800	800
Remainder of District <i>(Increase by 15%)</i>	2,500	
	14,400	14,400
		-13,663
		737
Carrick District - DCLG 2003 based demand - 11,671		
Truro Urban Area	1,000	
Truro Urban Extension (S)	4,000	
<i>Truro Urban Extension (+) (1,400)</i>	1,400	
Falmouth / Penryn Urban Area	2,000	
Remainder of District <i>(Increase by 15%)</i>	2,500	
	10,900	10,900
		-11,671
		-771
Restormel District - DCLG 2003 based demand - 15,735		
Overall District <i>(Increase by 7,100)</i>	15,700	15,700
		-15,735
		-35
Overall HMA Summary		
West Cornwall HMA Districts	48,800	- 7
West Cornwall HMA - DCLG 2003 based demand - 48,807		48,807
		48,800

4/10 Polycentric Devon and Cornwall HMA

STRATEGIC ASSESSMENT

Polycentric D & C HMA - DCLG 2003 based demand – 35,090		
North Cornwall District	13,400	- 66
Torrige District	10,700	14

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
North Devon District	10,900	- 38
	35,000	- 90
		35,090
		35,000
North Cornwall District - DCLG 2003 based demand – 13,466		
Overall District (<i>Increase by 5,800</i>)	13,400	13,400
		- 13,466
		- 66
Torrige District - DCLG 2003 based demand – 10,686		
Overall District (<i>Increase by 5,900</i>)	10,700	10,700
		- 10,686
		14
North Devon District - DCLG 2003 based demand – 10,938		
Barnstaple Urban Area	4,800	
<i>Barnstaple Urban Extension (2,400)</i>	2,400	
Remainder of District (<i>Increase by 15%</i>)	3,700	
	10,900	10,900
		- 10,938
		-38
Overall HMA Summary		
Polycentric D & C HMA Districts	35,000	- 90
Polycentric D & C HMA - DCLG 2003 based demand – 35,090		35,090
		35,000

4/11 Salisbury District HMA

STRATEGIC ASSESSMENT

Salisbury District HMA- DCLG 2003 based demand – 12,442

Salisbury District	12,400	- 42
		12,442
		12,400

Salisbury District - DCLG 2003 based demand – 12,442

District Level & Locations and Panel Modifications

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
Salisbury City Urban Area <i>(Increase by 1,000)</i>	6,000	6,000
Remainder of District <i>(Increase by 2,200)</i>	6,400	6,400
	12,400	12,400
		- 12,442
		- 42
Overall HMA Summary		
Salisbury District HMA	12,400	-42
Salisbury District HMA- DCLG 2003 based demand – 12,442		12,442
		12,400

4/12 Weymouth & Dorchester HMA

STRATEGIC ASSESSMENT		
Weymouth & Dorchester HMA- DCLG 2003 based demand – 22,498		
West Dorset District	12,500	-1,611
Weymouth & Portland District	5,600	- 2,787
	18,100	- 4,398
		22,498
		18,100
West Dorset District - DCLG 2003 based demand – 14,111		
Dorchester Urban Area	4,000	
<i>Dorchester Urban Extension</i>	3,000	
<i>Weymouth Urban Extension</i>	700	
Remainder of District <i>(Increase by 15%)</i>	4,800	
	12,500	12,500
		- 14,111
		- 1,611
Weymouth & Portland District - DCLG 2003 based demand – 8,387		
Weymouth Urban Area	5,000	
Remainder of District	600	
	5,600	5,600
		- 8,387

HMA Strategic Assessments	Panel Modifications	DCLG 2003 Difference +/-
		- 2,787
Overall HMA Summary		
Weymouth & Dorchester HMA Districts	18,100	- 4,398
Weymouth & Dorchester HMA- DCLG 2003 based demand – 22,498		22,498
		18,100

4/13 South Somerset District HMA

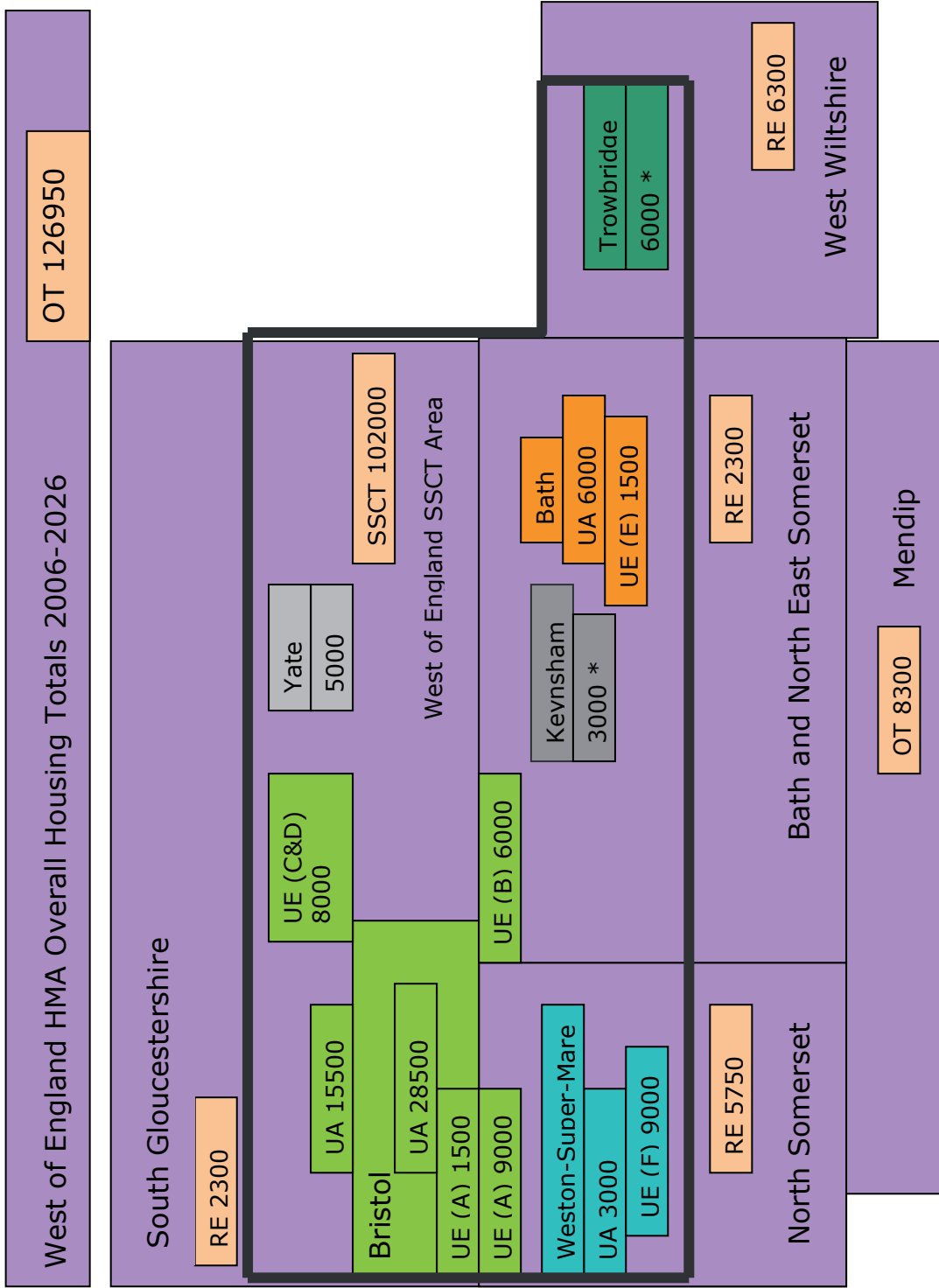
STRATEGIC ASSESSMENT		
South Somerset District - DCLG 2003 based demand – 19,698		
South Somerset District	19,700	2
		19,698
		19,700
South Somerset District - DCLG 2003 based demand – 19,698		
Yeovil Urban Area	6,400	
<i>Yeovil Urban Extension</i>	5,000	
Remainder of District (<i>Increase by 15%</i>)	8,300	
	19,700	19,700
		- 19,698
		2
Overall HMA Summary		
South Somerset District HMA	19,700	2
South Somerset District - DCLG 2003 based demand – 19,698		19,698
		19,700

Appendix A (iv): Employment Projections by Housing Market Area

HMA	Projected HMA growth in employment 2006 -2026 @ 3.2% GVA
West of England	137,200
Swindon	42,700
Gloucester and Cheltenham	41,700
Exeter	40,600
Torbay	10,100
Taunton	25,800
Bournemouth and Poole	45,400
Plymouth	30,500
West Cornwall	33,100
Polycentric	20,300
Salisbury	13,900
Weymouth and Dorchester	11,900
South Somerset	10,700

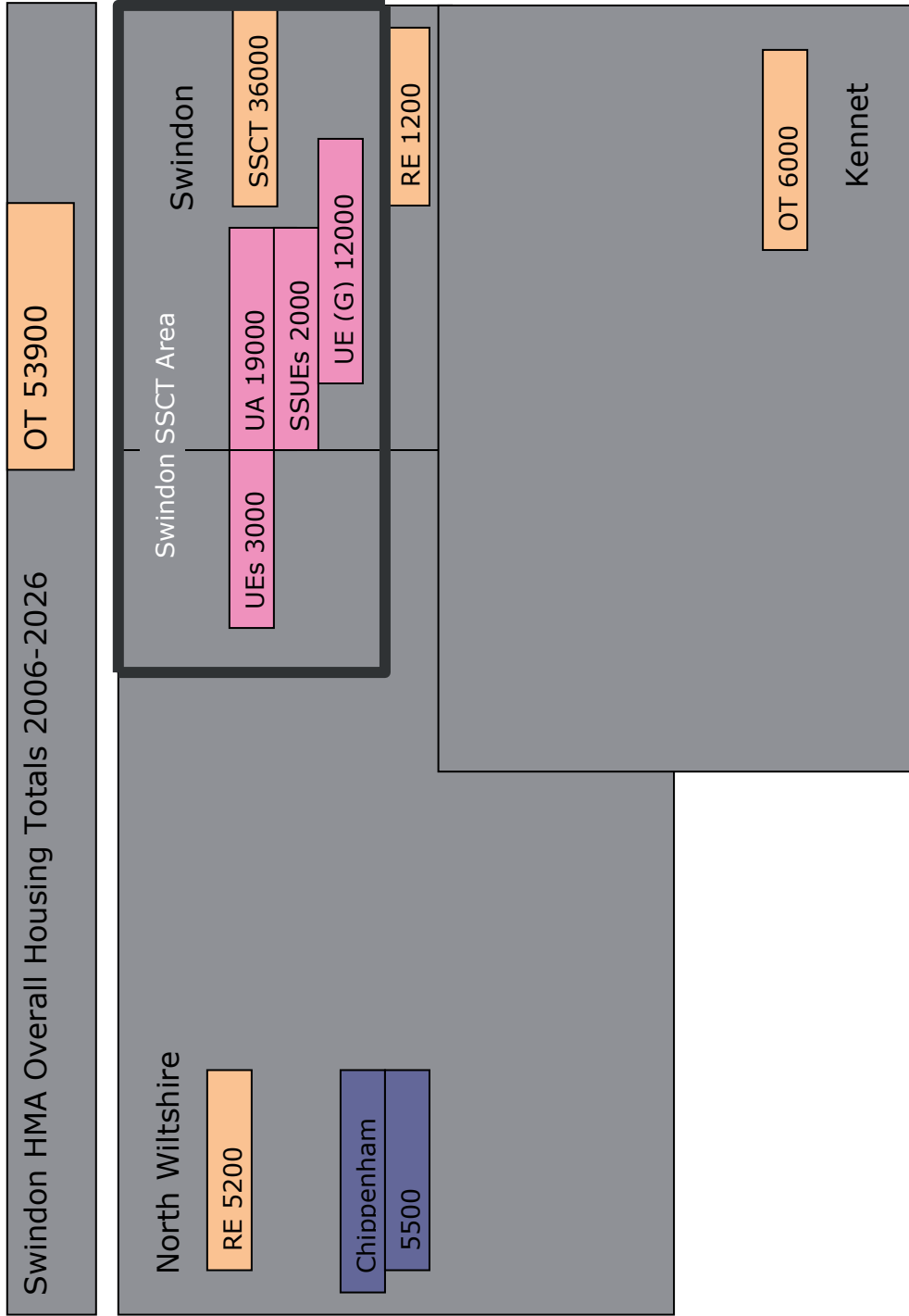
Source: Cambridge Econometrics, Scenario 2 (3.2%) November 2006.

4/1 West of England HMA Panel Modifications

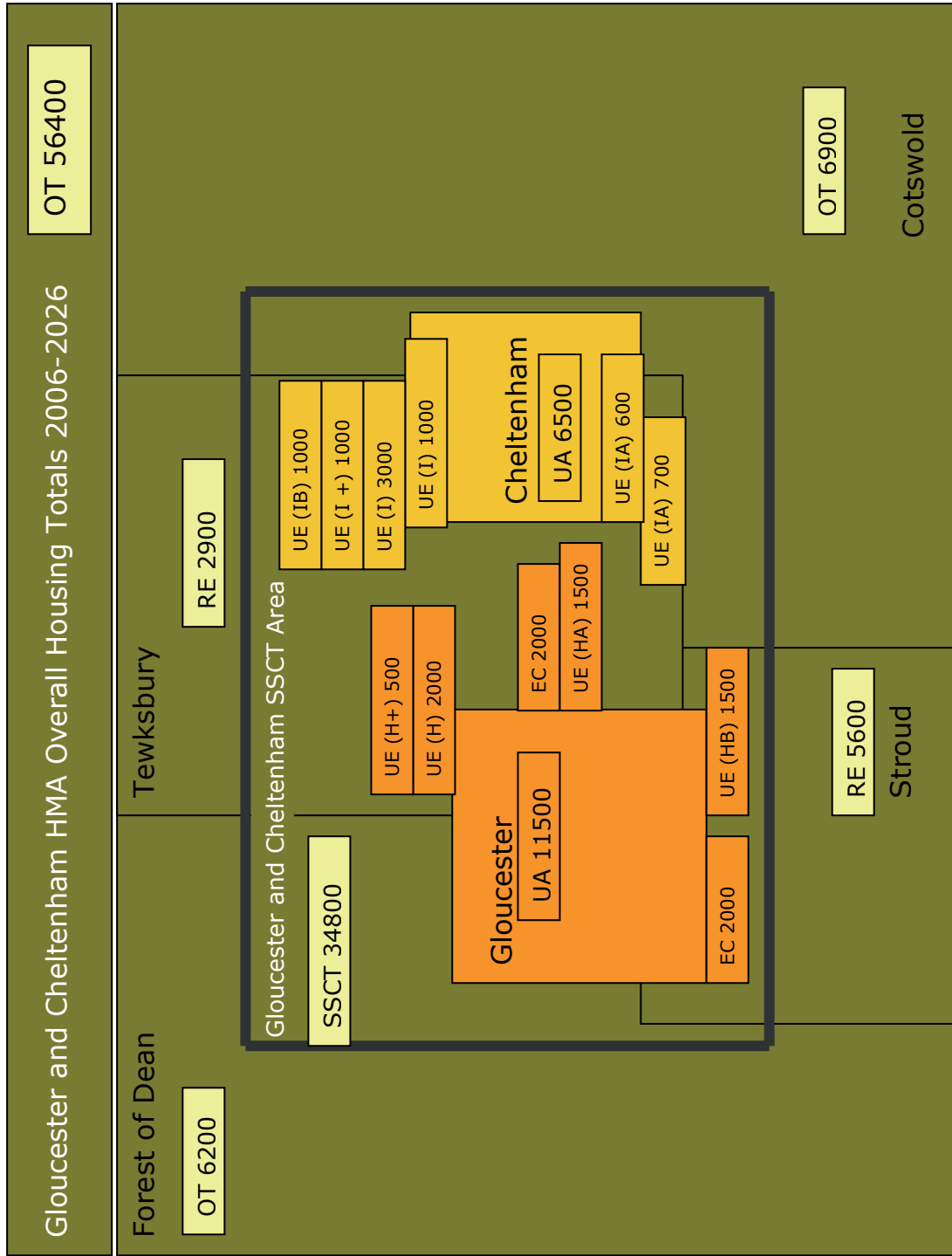


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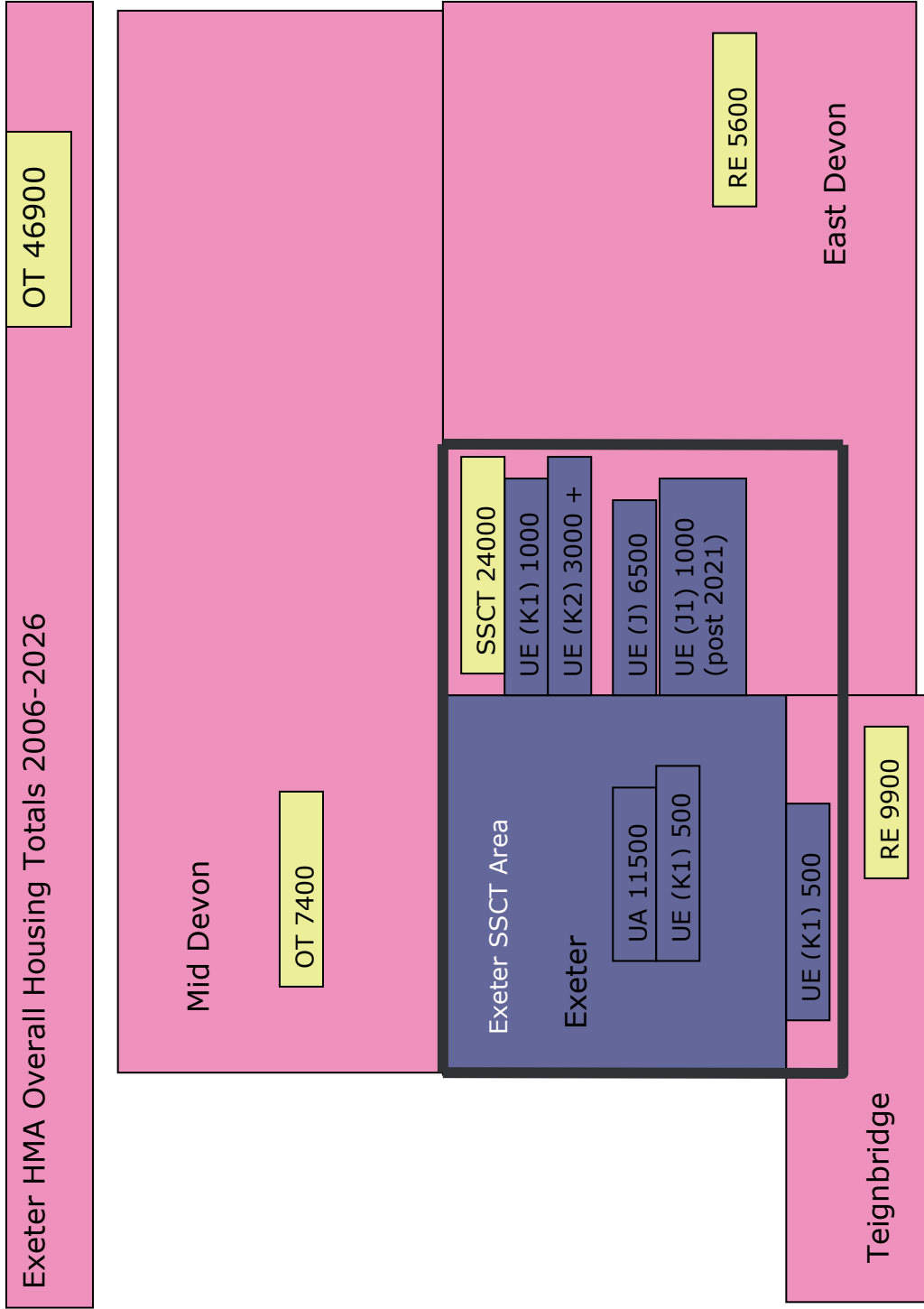
4/2 Swindon HMA Panel Modifications



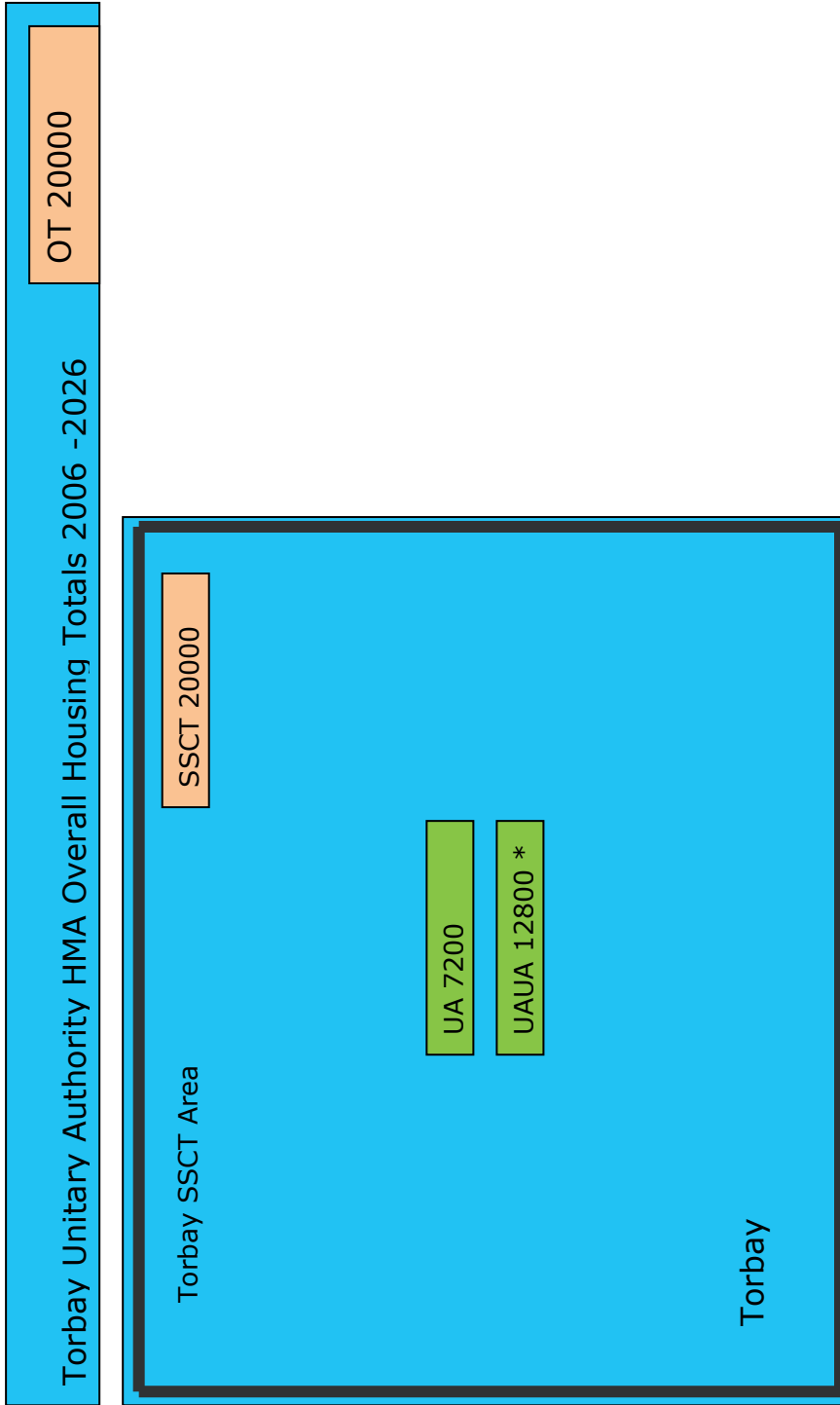
4/3 Gloucester and Cheltenham HMA Panel Modifications



4/4 Exeter HMA Panel Modifications

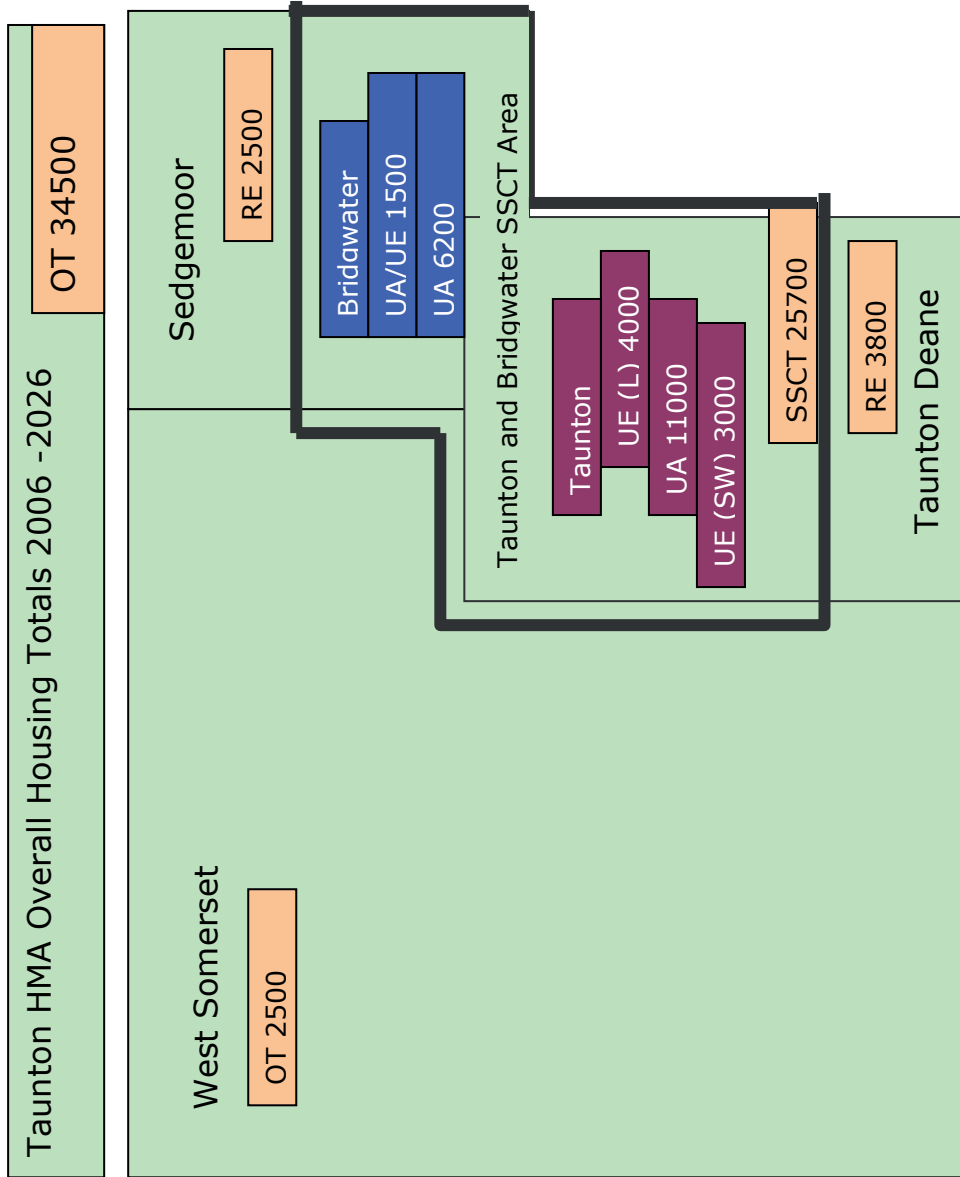


4/5 Torbay Unitary Authority HMA Panel Modifications

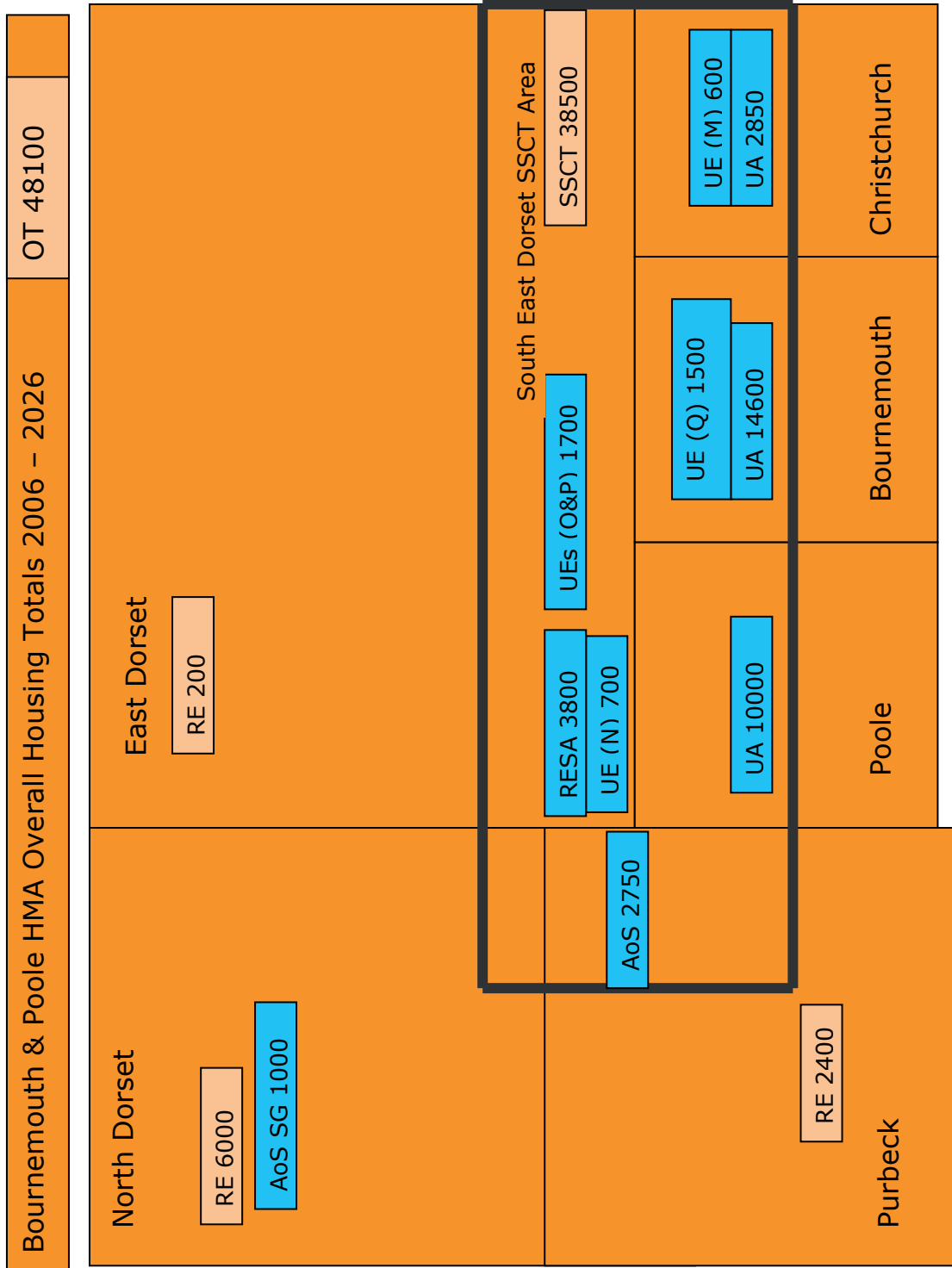


* Location not specified

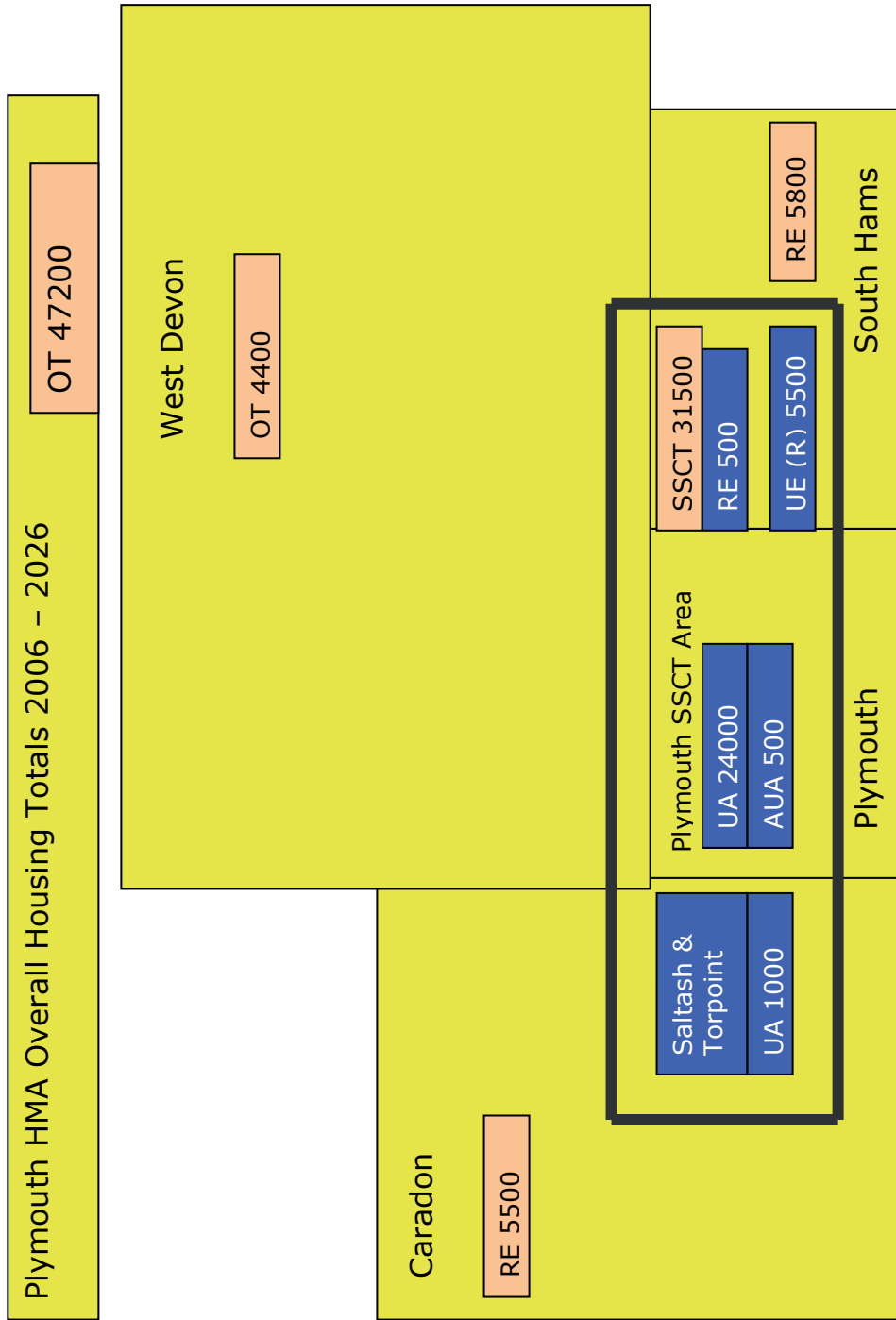
4/6 Taunton HMA Panel Modifications



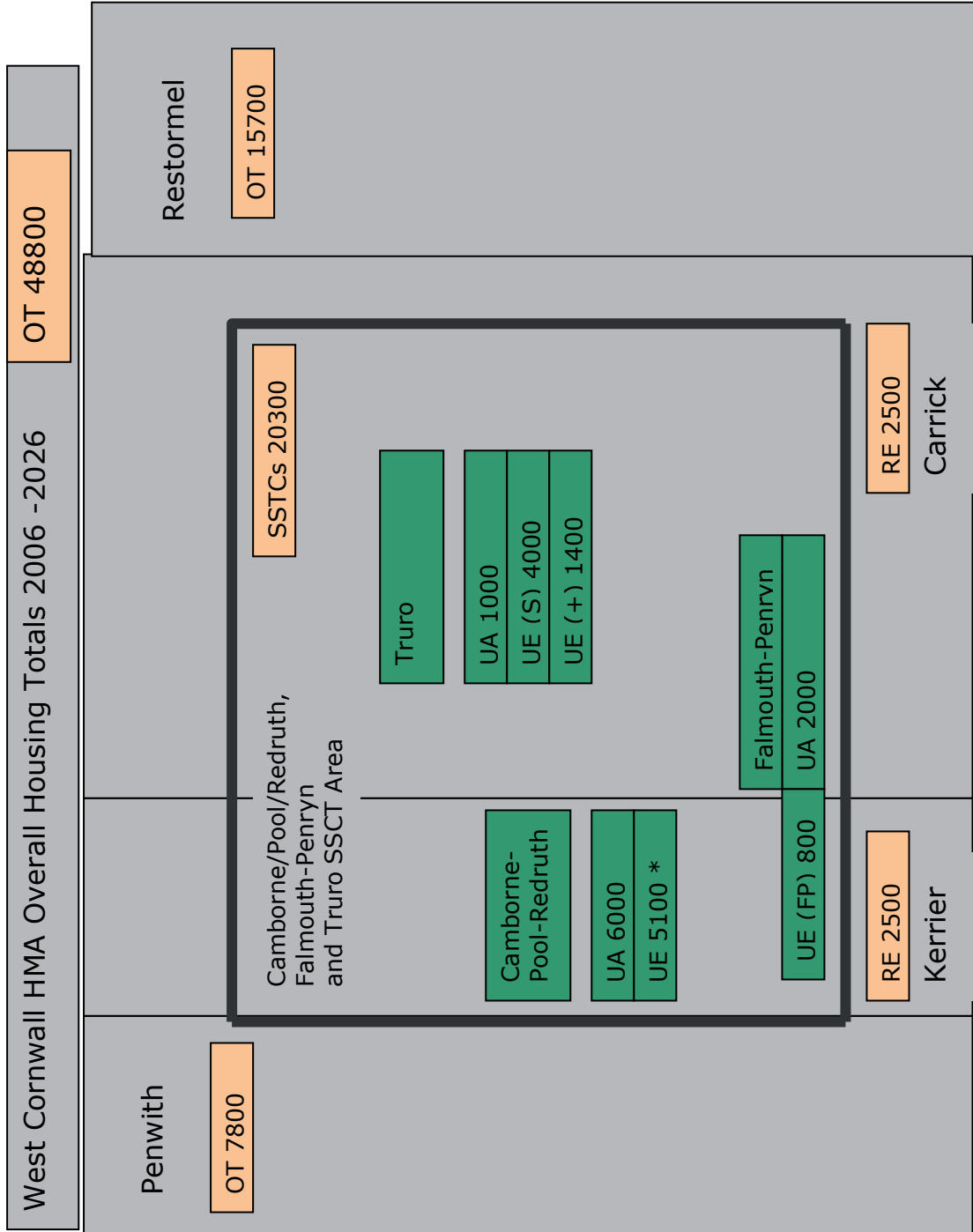
4/7 Bournemouth & Poole HMA Panel Modifications



4/8 Plymouth HMA Panel Modifications

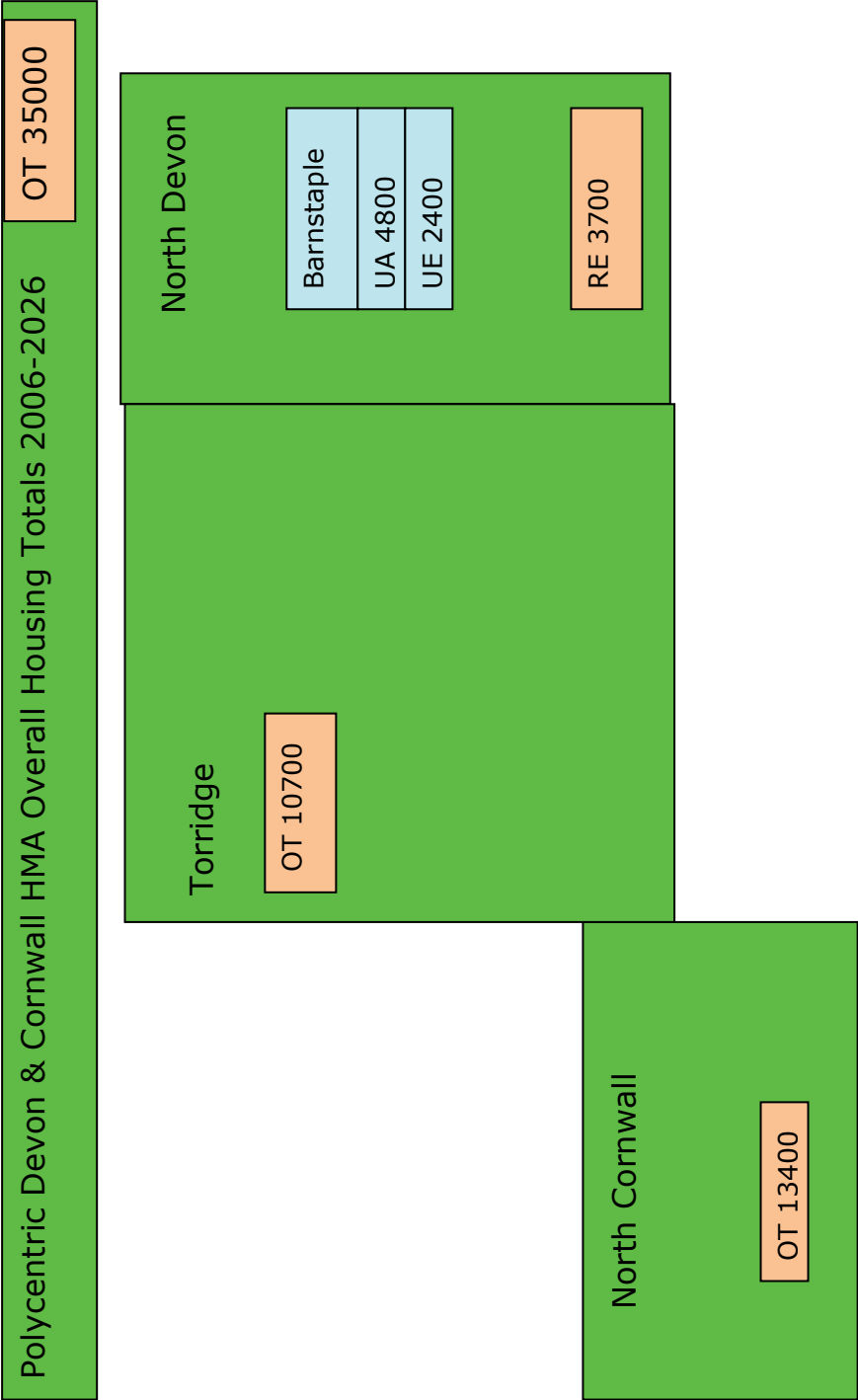


4/9 West Cornwall HMA Panel Modifications

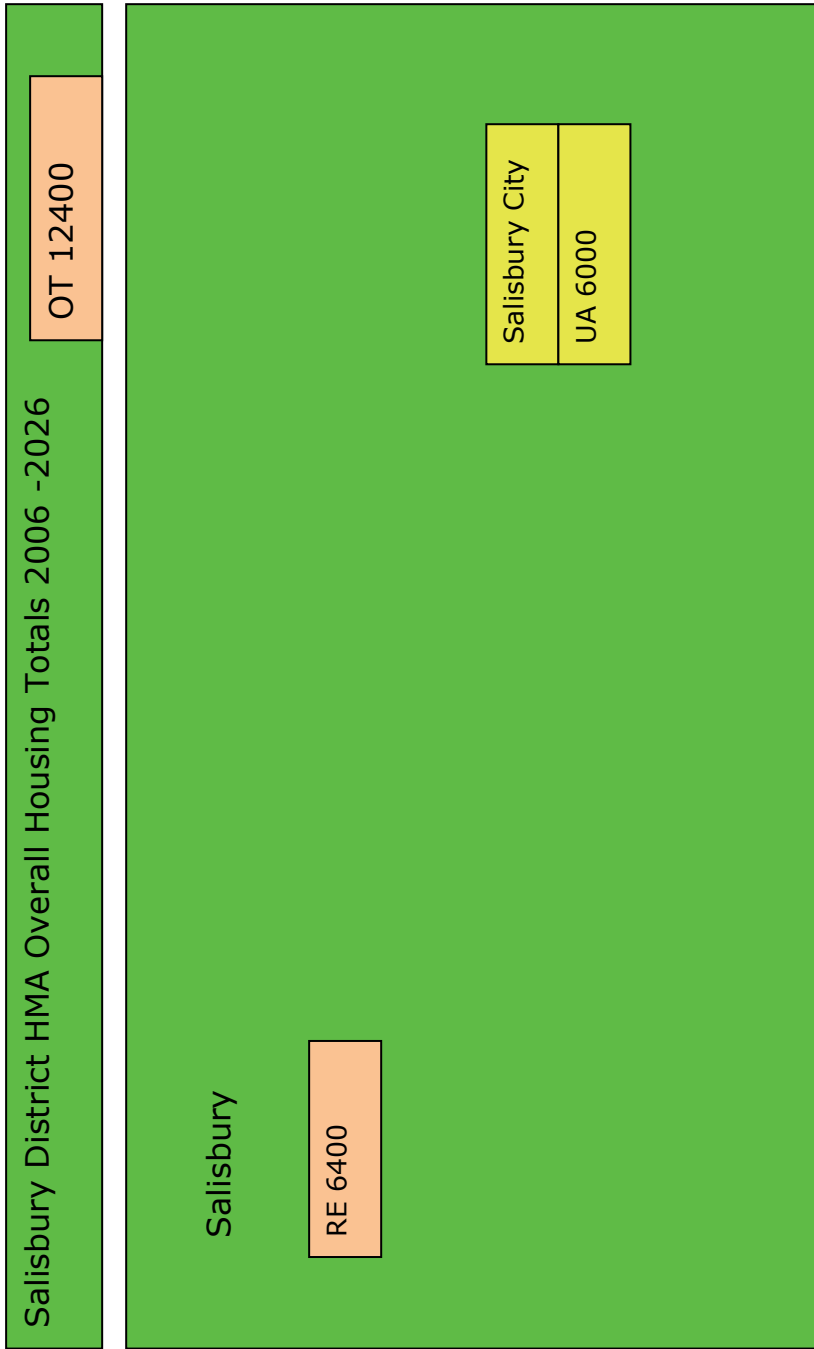


* Location not specified

4/10 Polycentric Devon & Cornwall HMA Panel Modifications

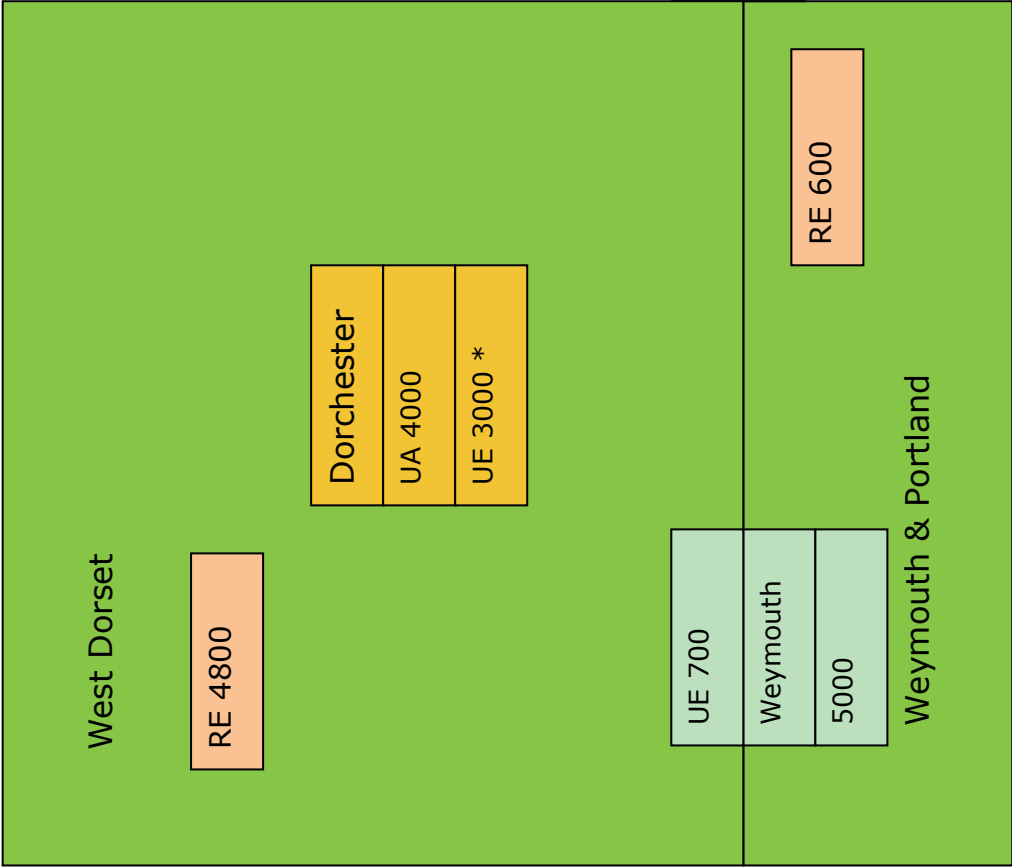


4/11 Salisbury District HMA Panel Modifications



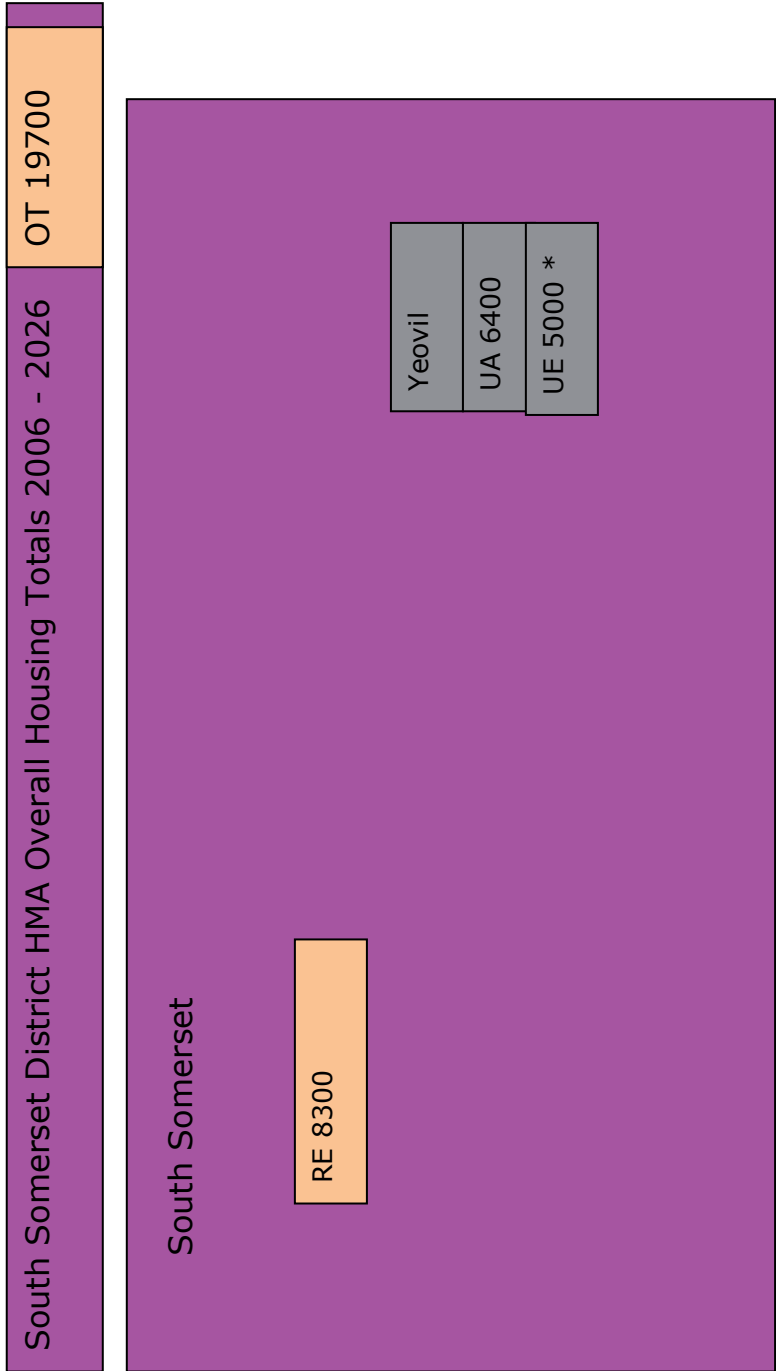
4/12 Weymouth & Dorchester HMA Panel Modifications

Weymouth & Dorchester HMA Overall Housing Totals 2006 - 2026	OT 18100
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* Location not specified

4/13 South Somerset District HMA Panel Modifications



* Location not specified

Appendix C (i): Index to Draft RSS Policies and Panel's Recommended Policies

Draft RSS for the SW Policies (May 2006) and revisions proposed by the RA at the Examination in Public	Panel Modifications (PMs)	Panel Modifications to Policies and/or supporting text as detailed in Appendix C (iii)	Recommendation in Panel Report to Policy and/or supporting text
SECTION 1 SUSTAINABLE FUTURE FOR THE SOUTH WEST			
Sustainable Development Statements			
SD1 The Ecological Footprint	Retain Policy	Policy SD1 Ecological Footprint	No Change
SD2 Climate Change	Retain Policy	Policy SD2 Climate Change	No Change
SD3 The Environment and Natural Resources	Retain Policy	Policy SD3 Environment and Natural Resources	No Change
SD4 Sustainable Communities	Retain Policy	Policy SD4 Sustainable Communities	No Change
SECTION 2 THE CONTEXT FOR THE SPATIAL STRATEGY			
No Policy Statements			
SECTION 3 THE SPATIAL STRATEGY AND GUIDANCE FOR THE SCALE AND LOCATION OF DEVELOPMENT			
Spatial Strategy Statements			
	New Policy	Policy SS Overall Core Spatial Strategy	3.1
Development Policy A Development at the Strategically Significant Cities and Towns (SSCTs)	Modify Policy	Policy A Development at the Strategically Significant Cities and Towns (SSCTs)	3.2
Development Policy B Development at Market Towns	Modify Policy and rename	Policy B Settlements Suitable for Locally Significant Development	3.2
Development Policy C Development in Small Towns and Villages	Modify Policy and rename	Policy C1 Development in Small Towns and Villages	3.2
	New Policy	Policy C2 Development in the Open Countryside	3.3
Development Policy D Infrastructure for Development	Retain Policy	Policy D Infrastructure for Development	No Change
Development Policy E High Quality Design	Not considered		No Change
Development Policy F Master Planning	Modify Policy	Policy F Master Planning	6.2
Development Policy G Sustainable Construction	Modify Policy	Policy G Sustainable Construction	7.2.3
Development Policy H Re-using Land	Modify Policy	Policy H Re-using Land	3.4
Development Policy I Release, Redevelopment or Disposal of Land	Delete		3.4
Development Policy J Joint Working	Modify Policy	Policy J Joint Working	3.5
SR1 The North and Centre of the Region			
SR1 The North and Centre of the Region	Delete		3.1
SR25 South East of the Region			
SR25 South East of the Region	Delete		3.1
SR32 The Western Peninsula			
SR32 The Western Peninsula	Delete		3.1

Draft RSS for the SW Policies (May 2006) and revisions proposed by the RA at the Examination in Public	Panel Modifications (PMs)	Panel Modifications to Policies and/or supporting text as detailed in Appendix C (iii)	Recommendation in Panel Report to Policy and/or supporting text
SECTION 4 SUB REGIONAL STRATEGY STATEMENTS AND HOUSING DISTRIBUTION			
		Sub Regional Strategy Statements	
		<i>4.1 West of England HMA sub- regional strategy</i>	
SR2 Joint Planning for West of England	Delete and replace with new Policy	Policy SR1.1 Sub-Regional Approach	4.1.1
	New Policy	Policy SR1.2 Role and Function	4.1.2
	New Policy	Policy SR1.3 Employment Provision	4.1.4
	New Policy	Policy SR1.4 Housing Provision	4.1.5
SR3 Bristol and Bath Green Belt	Delete and replace with new Policy	Policy SR1.5 Green Belt	4.1.7
SR4 Bristol	Delete and replace with new Policy		4.1.5
SR5 Bath	Delete and replace with new Policy		4.1.5
SR6 Weston-super-Mare	Delete and replace with new Policy		4.1.5
SR23 Trowbridge	Delete and replace with new Policy		4.1.5
		<i>4.2 Swindon HMA sub- regional strategy</i>	
	New Policy	Policy SR2.1 Sub-Regional Approach	4.2.1
	New Policy	Policy SR2.2 Role and Function	4.2.2
	New Policy	Policy SR2.3 Employment Provision	4.2.3
SR7 Swindon	Delete and replace with new Policy		4.2.2
SR8 Swindon	Delete and replace with new Policy	Policy SR2.4 Housing Provision	4.2.4
SR9 Swindon	Delete and replace with new Policy		4.2.2
SR22 Chippenham	Delete and replace with new Policy		4.2.2
		<i>4.3 Gloucester and Cheltenham HMA sub- regional strategy</i>	
SR10 Joint Planning for Gloucester and Cheltenham	Delete and replace with new Policy	Policy SR3.1 Sub-Regional Approach	4.3.1
	New Policy	Policy SR3.2 Role and Function	4.3.2
	New Policy	Policy SR3.3 Employment Provision	4.3.3
	New Policy	Policy SR3.4 Housing Provision	4.3.4
SR11 Gloucester and Cheltenham Green Belt	Delete and replace with new Policy	Policy SR3.5 Green Belt	4.3.5

Index to Draft RSS Policies and Panel's Recommended Policies

Draft RSS for the SW Policies (May 2006) and revisions proposed by the RA at the Examination in Public	Panel Modifications (PMs)	Panel Modifications to Policies and/or supporting text as detailed in Appendix C (iii)	Recommendation in Panel Report to Policy and/or supporting text
SR12 Gloucester	Delete and replace with new Policy		4.3.3
SR13 Cheltenham	Delete and replace with new Policy		4.3.3
SR14 Stroud, Tewkesbury and Forest of Dean Towns	Delete and replace with new Policy		4.3.3
		<i>4.4 Exeter HMA sub-regional strategy</i>	
SR15 Exeter	Delete and replace with new Policy	Policy SR4.1 Sub-Regional Approach	4.4.1
SR16 Exeter	Delete and replace with new Policy	Policy SR4.2 Role and Function	4.4.2
SR17 Exeter	Delete and replace with new Policy	Policy SR4.3 Employment Provision	4.4.3
SR18 Exeter	Delete and replace with new Policy	Policy SR4.4 Housing Provision	4.4.4
SR19 Newton Abbot	Delete and replace with new Policy		4.4.2
		<i>4.5 Torbay Unitary Authority HMA sub-regional strategy</i>	
SR36 Torbay	Delete and replace with new Policy	Policy SR5.1 Sub-Regional Approach	4.5.1
	New Policy	Policy SR5.2 Role and Function	4.5.2
	New Policy	Policy SR5.3 Employment Provision	4.5.3
SR37 Torbay	Delete and replace with new Policy	Policy SR5.4 Housing Provision	4.5.4
		<i>4.6 Taunton HMA sub-regional strategy</i>	
	New Policy	Policy SR6.1 Sub-Regional Approach	4.6.1
	New Policy	Policy SR6.2 Role and Function	4.6.2
	New Policy	Policy SR6.3 Employment Provision	4.6.3
	New Policy	Policy SR6.4 Housing Provision	4.6.4
SR20 Taunton, Bridgwater and Wellington	Delete and replace with new Policy		4.6.1
SR21 Taunton, Bridgwater and Wellington	Delete and replace with new Policy		4.6.4
		<i>4.7 Bournemouth and Poole HMA sub-regional strategy</i>	
SR26 Joint Planning for South East Dorset	Delete and replace with new Policy	Policy SR7.1 Sub-Regional Approach	4.7.1

Index to Draft RSS Policies and Panel's Recommended Policies

Draft RSS for the SW Policies (May 2006) and revisions proposed by the RA at the Examination in Public	Panel Modifications (PMs)	Panel Modifications to Policies and/or supporting text as detailed in Appendix C (iii)	Recommendation in Panel Report to Policy and/or supporting text
	New Policy	Policy SR7.2 Role and Function	4.7.3
	New Policy	Policy SR7.3 Employment Provision	4.7.4
	New Policy	Policy SR7.4 Housing Provision	4.7.5
	New Policy	Policy SR7.5 Ecological Integrity	4.7.7
SR27 South East Dorset Green Belt	Delete and replace with new Policy	Policy SR7.6 Green Belt	4.7.9
SR28 Pattern of Development and the Environment	Delete and replace with new Policy		4.7.7
SR29 South East Dorset	Delete and replace with new Policy		4.7.5
		<i>4.8 Plymouth HMA sub-regional strategy</i>	
SR33 Plymouth, South East Cornwall and South West Devon A	Delete and replace with new Policy	Policy SR8.1 Sub-Regional Approach	4.8.1
SR34 Plymouth, South East Cornwall and South West Devon B	Delete and replace with new Policy		4.8.1
	New Policy	Policy SR8.2 Role and Function	4.8.2
	New Policy	Policy SR8.3 Employment Provision	4.8.3
SR35 Plymouth, South East Cornwall and South West Devon C	Delete and replace with new Policy	Policy SR8.4 Housing Provision	4.8.4
		<i>4.9 West Cornwall HMA sub-regional strategy</i>	
SR38 The European Objective 1 Region	Delete and replace with new Policy	Policy SR9.1 Sub-Regional Approach	4.9.1
SR39 Cornwall Towns – Cambourne-Pool-Redruth, Truro and Falmouth-Penryn	Delete and replace with new Policy	Policy SR9.2 Role and Function	4.9.3
	New Policy	Policy SR9.3 Employment Provision	4.9.4
SR40 Cornwall Towns – Cambourne-Pool-Redruth, Truro and Falmouth-Penryn	Delete and replace with new Policy	Policy SR9.4 Housing Provision	4.9.5
SR41 Cornwall Towns – Cambourne-Pool-Redruth, Truro and Falmouth-Penryn C	Delete and replace with new Policy		4.9.5
SR42 The Isles of Scilly,	Retain and rename	Policy SR9.5 The Isles of Scilly	No Change but rename
		<i>4.10 Polycentric Devon and Cornwall HMA sub-regional strategy</i>	
SR43 Barnstaple and Bideford	Delete and replace with new Policy	Policy SR10.1 Sub-Regional Approach	4.10.1
	New Policy	Policy SR10.2 Role and Function	4.10.2
	New Policy	Policy SR10.3 Employment Provision	4.10.3
	New Policy	Policy SR10.3 Housing Provision	4.10.4
		<i>4.11 Salisbury District HMA sub-regional strategy</i>	
	New Policy	Policy SR11.1 Sub-Regional	4.11.1

Draft RSS for the SW Policies (May 2006) and revisions proposed by the RA at the Examination in Public	Panel Modifications (PMs)	Panel Modifications to Policies and/or supporting text as detailed in Appendix C (iii)	Recommendation in Panel Report to Policy and/or supporting text
	New Policy	Policy TRANS6 Public Transport Services	5.6
	New Policy	Policy TRANS7 Strategic Transport Corridor Management	5.6
	New Policy	Policy TRANS7A Exeter to London via Bristol.	5.6
	New Policy	Policy TRANS7B Exeter to London via Salisbury and Basingstoke.	5.6
	New Policy	Policy TRANS7C Exeter to Plymouth and Penzance	5.6
	New Policy	Policy TRANS7D Weymouth to London via South East Dorset.	5.6
	New Policy	Policy TRANS7E Bristol/Bath to the South Coast.	5.6
	New Policy	Policy TRANS7F Bristol to the North via Gloucester/Cheltenham.	5.6
	New Policy	Policy TRANS7G Exeter to Dorchester	5.6
	New Policy	Policy TRANS7H Exeter to Barnstaple	5.6
TR5 Inter-regional Rail Network	Replace with new Policy		5.6
TR6 Inter-regional Bus and Coach Network	Replace with new Policy		5.6
TR7 Ports	No change but rename	Policy TRANS8 Ports	5.8
TR8 Bristol Port	Modify Policy and rename	Policy TRANS9 Bristol Port	5.8
TR9 Airports	Modify Policy and rename	Policy TRANS10 Airports	5.9
TR10 Regional Connectivity	Replace with new Policy		5.6
TR11 Intra-regional Public Transport	Replace with new Policy		5.6
TR12 Regional Freight Map	Modify Policy and rename Policy	Policy TRANS11 Regional Freight Transport	5.10 5.11
TR13 Rail Freight Interchange Facilities	Rename Policy	Policy TRANS12 Rail Freight Interchange Facilities	No Change but rename
SECTION 6 HARNESSING THE BENEFITS OF POPULATION GROWTH AND MANAGING THE IMPLICATIONS OF POPULATION CHANGE			
H1 Affordable Housing	Modify Policy	Policy H1 Affordable Housing	6.1
H2 Housing Densities	Modify Policy	Policy H2 Housing Densities	6.2
GT1 Assessment of Need for Gypsy and Traveller Accommodation Requirements	Not considered		No Change
CS1 Provision of Community Services	Not considered		No Change
HE1 Planning for Health Care	Not considered		No Change
HE2 Provision of Additional Health Care Facilities	Not considered		No Change

Index to Draft RSS Policies and Panel's Recommended Policies

Draft RSS for the SW Policies (May 2006) and revisions proposed by the RA at the Examination in Public	Panel Modifications (PMs)	Panel Modifications to Policies and/or supporting text as detailed in Appendix C (iii)	Recommendation in Panel Report to Policy and/or supporting text
HE3 Health Impact Assessments	Not considered		No Change
SK1 Facilitating Access to Skills Training	Not considered		No Change
LCF1 Local Cultural Facilities	Not considered		No Change
GI1 Green Infrastructure	Modify Policy	Policy GI1 Green Infrastructure	4.0.3 4.0.4
SECTION 7 ENHANCING DISTINCTIVE ENVIRONMENTS AND CULTURAL LIFE			
C1 Regional and Sub-regional Cultural Infrastructure	Not considered		No Change
ENV1 Protecting and Enhancing the Region's Natural and Historic Environment	Modify Policy	Policy ENV1 Protecting and Enhancing the Region's Natural and Historic Environment	1.2.1 1.2.2
ENV2 Landscape Character Areas	Not considered		No Change
ENV3 Protected Landscapes	Not considered		No Change
ENV4 Nature Conservation	Not considered		No Change
ENV5 The Historic Environment	Not considered		No Change
CO1 Defining the Coastal Zone	Retain Policy	Policy CO1 Defining the Coastal Zone	No Change
CO2 Coastal Planning	Retain Policy	Policy CO2 Coastal Planning	No Change
F1 Flood Risk	Modify Policy	Policy F1 Flood Risk	7.1.1
RE1 Renewable Electricity Targets: 2010 and 2020	Modify Policy	Policy RE1 Renewable Electricity Targets: 2010 and 2020	7.2.1
RE2 Coastal Zones and Offshore Energy	Retain Policy	Policy RE2 Coastal Zones and Offshore Energy	No change
RE3 Renewable Heat Targets	Retain Policy	Policy RE3 Renewable Heat Targets	No change
RE4 Meeting the Targets Through Development of New Resources	Retain Policy	Policy RE4 Meeting the Targets Through Development of New Resources	No change
RE5 Renewable Energy and New Development	Modify Policy	Policy RE5 Renewable Energy and New Development	7.2.4
RE6 Water Resources	Not considered		No Change
RE7 Sustainable Land Management	Not considered		No Change
RE8 Woodlands and Forests	Not considered		No Change
RE9 Air Quality	Not considered		No Change
RE10 Supply of Aggregates and Other Minerals	Not considered		No Change
RE11 Maintaining a Land Bank of Aggregates	Not considered		No Change
RE12 Recycled and Secondary Aggregates	Not considered		No Change
W1 Provision of Waste Sites	Modify Policy	Policy W1 Provision of Waste Sites	7.3.1
W2 Waste Facilities and the Waste Hierarchy	Modify Policy	Policy W2 Waste Facilities and the Waste Hierarchy	7.3.3
W3 Hazardous Waste	Retain Policy	Policy W3 Hazardous Waste	No Change

Draft RSS for the SW Policies (May 2006) and revisions proposed by the RA at the Examination in Public	Panel Modifications (PMs)	Panel Modifications to Policies and/or supporting text as detailed in Appendix C (iii)	Recommendation in Panel Report to Policy and/or supporting text
W4 Controlling, Reusing and Recycling Waste in Development	Retain Policy	Policy W4 Controlling, Reusing and Recycling Waste in Development	No Change
SECTION 8 ENHANCING ECONOMIC PROSPERITY AND QUALITY OF EMPLOYMENT OPPORTUNITY			
	New Policy	Policy ES1 Successful and Competitive Business	8.1.1
E1 Assessing Employment Land Provision	Replace with new Policy		8.1.3
E2 Identification of Employment Sites	Replace with new Policy		8.1.3
E3 Review of Employment Sites	Replace with new Policy		8.1.3
E4 Redevelopment of Employment Sites	Replace with new Policy		8.1.3
	New Policy	Policy ES2 Providing for Employment Land and Premises	8.1.3
	New Policy	Policy ES3 Review of Employment Sites	8.1.3
E5 Waterside Employment Sites	Retain but rename.	Policy ES4 Waterside Employment Sites	8.1.4
TC1 City and Town Centres	Amend Policy	Policy TC1 City and Town Centres	8.2.3
	New Policy	Policy TC2 Other Centres	8.2.5
TO1 Sustainable Tourism	Modify replacement Policy	Policy TO1 Sustainable Tourism	8.3.2
TO2 Safeguarding and Investing in Tourism Destinations	Modify replacement Policy	Policy TO2 Safeguarding and Investing in Tourism Destinations	8.3.3
TO3 Major New High Quality, High Profile Attractions	Replace with revised Policy	Policy TO3 Major New High Quality, High Profile ('Iconic') Built Attractions	8.3.5
CA1 Regional and Large Casinos	Not considered		No Change
SECTION 9 ADDRESSING DEPRIVATION AND DISADVANTAGE TO REDUCE INTRA-REGIONAL INEQUALITIES			
SECTION 10 ENSURING PEOPLE ARE TREATED FAIRLY AND CAN PARTICIPATE IN SOCIETY			
S11 Equality Impact Assessment	Not considered		No Change
S12 Taking Account of the Needs of All Groups in Society	Not considered		No Change
IMPLEMENTATION PLAN			
The Implementation Plan	Modify		9.1 9.2 9.3

Appendix C (ii): List of Panel Recommendations

This Appendix provides a summary of the recommendations contained in Chapters 1 to 9 of the Panel Report. The recommendations have been drawn together and follow the relevant chapter headings, including those requiring further work.

As indicated in the Preface, recommendations fall into three categories, namely those that require:

- modifications to Policies and new Policies;
- modifications to the supporting text, diagrams, maps and figures; and
- *further work or studies beyond the immediate scope of the Plan.*

Clearly, those in the third category are beyond the scope of the Panel's remit. Nevertheless, the Panel hopes that these will assist the RSS process in the longer-term and the future planning of the South West Region. These recommendations are distinguished by the use of *italic* text.

1. A Sustainable Future

Recommendation 1.2.1

- Add to Policy ENV1:

“Any development that could have any negative effect on the integrity and conservation objectives of a N2K site would not be in accordance with the development plan. Further assessment of the implications for N2K sites may be required at subsequent levels including LDDs, and any development that would be likely to have a significant effect on a N2K site, either alone or in combination, will be subject to assessment at the project application stage”.

Recommendation 1.2.2

- Add to Policy ENV1 - “Three locations are considered to be particularly vulnerable and require special protection – Dorset Heaths, River Avon (Hampshire) and Severn Estuary”.
- Add text so that specific sub-regional sections specifically refer to the following sites:
 - River Avon SAC and Avon Valley SPA and Ramsar (South East Dorset and Salisbury).
 - Chesil & The Fleet SAC, Chesil Beach & The Fleet SPA, Ramsar (South East Dorset, Dorchester and Weymouth).
 - Somerset Levels & Moors SPA and Ramsar (Taunton and Yeovil).
 - Hestercombe House SAC (Taunton).
 - Mendip Limestone Grassland SAC (Weston-super-Mare).
 - North Somerset & Mendip Bats SAC (Bristol).
 - Bath & Bradford-on-Avon SAC (Bath).
 - South Hams SAC (Newton Abbott and Torbay).
 - Wye Valley & Forest of Dean Bat Sites SAC and Wye Valley Woodlands SAC (Forest of Dean Towns).
- The text should specify the above N2K sites and say that:

“The integrity of the N2K sites should be protected from adverse effects; there is likely to be a need for HRAs at an LDD stage or project level application proposals”.

2. Context for Spatial Strategy

Recommendation 2.1

- That the draft RSS should be predicated on the number of dwellings implied by the DCLG 2003 Household Projections and be based on provision for at least 28,000 dwellings per annum at the regional level.

3. The Spatial Strategy

Recommendation 3.1

- Re-title Section 3 of the draft RSS to refer to “Spatial Strategy Statement and Guidance for the Scale and Location of Development” and paragraph 3.1 to refer to “The Core Spatial Strategy Statement”.
- Modify paragraph 3.1.1 to indicate that the contextual background provided by Sections 1 and 2 of the draft RSS leads to a strategy designed to meet change and development needs in the most sustainable way, while improving the quality of life in the Region and safeguarding the quality of the Region’s environment.
- Modify the third and subsequent sentences of paragraph 3.1.2 and paragraph 3.1.4 to refer to two strategy emphases rather than three.
- Make consequential modifications to Map 3.1.
- Delete paragraph 3.1.3 in its entirety.
- Insert after paragraph 3.1.4 a paragraph referring to the qualitative aspects of development, to link to Policies D-H.
- Insert a further new paragraph referring to the complementary aims of the Regional Transport Strategy – improving connectivity and enabling places to function more efficiently.
- Add a new Policy SS: Core Spatial Strategy Statement (as set out in Appendix C).
- Delete the first three bullet points in the bold text following paragraph 3.9.1 and make consequential modifications to paragraph 3.2.4.
- Delete Policies SR1, SR25 and SR32.

Recommendation 3.2

- Modify Policies A, B and C as set out in Appendix C.
- Merge paragraph 3.2.2 into 3.1.2, avoiding repetition of the strategy of “guiding most development to a relatively small number of places” but retaining the point that development needs of villages and smaller towns, where a significant proportion of the Region’s population live, will not be neglected.
- Include text to explain that Policies A, B and C are not for sequential application.
- Modify the title of Section 3.4 of the draft RSS to read “Settlements Suitable for Locally Significant Development”.
- Delete the last sentence of paragraph 3.4.1.
- Replace the last sentence of paragraph 3.4.2 with the last bullet point of paragraph 3.3.3 and include a caution that planning for increased self-containment where “dormitory relationships” are an issue will generally require a commitment to provision of jobs in parallel with additional housing development, because increases in jobs cannot be “allocated” through the plan-making process, and an integrated approach to transport planning.
- Insert in paragraph 3.5.1 a sentence to the effect that the smaller towns and villages identified through Policy C

should be the primary focus of development permitted in the wider countryside away from Policy A and B settlements.

- Delete Map 4.1.

Recommendation 3.3

- Include new Policy C2 as set out in Appendix C.
- Insert a paragraph of supporting text for Policy C2 to indicate that there is a need to prevent development from eroding the open quality of the environment that makes the countryside attractive in the first place, while ensuring that suitable provision is made for necessary development. This should acknowledge that positive interactions between urban and rural areas should be recognised and strengthened, where appropriate. Local food production, some types of recreational and tourism development and certain forms of energy generation serving urban areas may, for example, demand a rural location but the countryside might also need to be protected for its own sake, as a setting for urban economic development, and as a tourist destination in its own right.

Recommendation 3.4

- Modify Policy H as set out in Appendix C.
- Delete Policy I and paragraphs 3.7.10 and 3.7.11.

Recommendation 3.5

- Modify heading of Section 3.8 of the draft RSS to read “Implementation and Joint Working”.
- Modify Policy J as set out in Appendix C.
- Add to the end of paragraph 3.8.2 sentences to the effect that Policy J will be of particular importance in co-ordinating the process of LDD formulation at those SSCTs where cross-boundary joint working is necessary. It will ensure timely delivery of RSS development requirements including major new development opportunities such as urban extensions that require a coherent, focussed approach to implementation, including funding arrangements for infrastructure to achieve the sub-regional development outcomes set out in Chapter 4.
- Insert between paragraphs 3.6.7 and 3.6.8 an additional paragraph to the effect that a further example of where co-operation across administrative boundaries might be necessary is where the Habitats Regulations require Appropriate Assessment in connection with sub-regional development proposals and mitigation measures need to be adopted.

4. Housing Market Areas Sub-Regional Strategies

4/0 Overview

Recommendation 4.0.1

- The HMA Figures set out in Appendix B should be incorporated in the final RSS.

Recommendation 4.0.2

- There is no need for any phasing of the greenfield supply to support the brownfield supply.

List of Panel Recommendations

- There is a need to bring forward as soon as possible Area Action Plans and Master Plans to ensure the required level of provision.

Recommendation 4.0.3

- *The next review of the RSS should include the identification of strategic green infrastructure which should be protected, enhanced or developed.*

Recommendation 4.0.4

- Modify Policy GI1 with the words as indicated in Appendix C.

4/1 West of England HMA sub-regional Strategy

Recommendation 4.1.1

- Delete Policy SR2 in the draft RSS and replace with new Policy SR1.1 with wording as indicated in Appendix C.

Recommendation 4.1.2

- Insert new Policy SR1.2 with wording as indicated in Appendix C.

Recommendation 4.1.3

- Policy SR1.1 should be extended to require the preparation of a Joint Area Action Plan for the Avonmouth and Severnside area.

Recommendation 4.1.4

- Insert new Policy SR1.3 with the wording as indicated in Appendix C.

Recommendation 4.1.5

- Delete Policies SR4, SR5, SR6 and SR23 in the draft RSS and replace with new Policy SR1.4 with the wording as indicated in Appendix C.

Recommendation 4.1.6

- The supporting text and Inset Diagram 4.1 should be amended to reflect new Policy SR1.4.

Recommendation 4.1.7

- Delete Policy SR3 in the draft RSS and replace with new Policy SR1.5 re-worded to deal with Green Belt Matters as indicated in Appendix C.

Recommendation 4.1.8

- The supporting text and Inset Diagram 4.1 should be modified to reflect new Policy SR1.5.

Recommendation 4.1.9

- That the Key Infrastructure List for the West of England should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/2 Swindon HMA sub-regional strategy

Recommendation 4.2.1

- Insert new Policy SR2.1 with wording as indicated in Appendix C.

Recommendation 4.2.2

- Delete Policy SR7, Policy SR9 and Policy SR22 and replace with new Policy SR2.2 and the wording as indicated in Appendix C.

Recommendation 4.2.3

- Insert a new Policy SR2.3, with references to “at least 32,000 jobs”, the provision of at least 128 ha of land in Swindon and 42 ha in Chippenham, as indicated in Appendix C.

Recommendation 4.2.4

- Delete Policy SR8 and replace with new Policy SR2.4 and the wording as indicated in Appendix C.

Recommendation 4.2.5

- That the modified Key Infrastructure List for the Swindon area should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/3 Gloucester and Cheltenham HMA sub-regional strategy

Recommendation 4.3.1

- Delete Policy SR10 and replace with new Policy SR3.1 in accordance with the wording indicated in Appendix C.

Recommendation 4.3.2

- Modify paragraphs 4.2.33 and 4.2.34 to reflect the Panel's foregoing analysis of the HMA as a whole.
- Insert new Policy SR3.2 in accordance with the wording indicated in Appendix C.

Recommendation 4.3.3

- Delete policies SR12, SR13 and SR14 and replace with new Policy SR3.3 in accordance with the wording indicated in Appendix C.
- Make consequential modifications to paragraphs 4.2.35 – 4.2.45.

Recommendation 4.3.4

- Insert new Policy SR3.4 in accordance with the wording indicated in Appendix C.
- Make consequential modifications to paragraphs 4.2.35- 4.2.45 and Inset Diagram 4.3.

Recommendation 4.3.5

- Delete Policy SR11 and replace with new Policy SR3.5 in accordance with the wording indicated in Appendix C.

Recommendation 4.3.6

- That the modified Key Infrastructure List for the Gloucester and Cheltenham area should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/4 Exeter HMA sub-regional strategy

Recommendation 4.4.1

- Delete draft RSS Policy SR15 and replace with the wording for new Policy SR4.1 included in Appendix C.

Recommendation 4.4.2

- Delete draft RSS Policy SR16 and Policy SR19 and replace with the wording for new Policy SR4.2 included in Appendix C.

Recommendation 4.4.3

- Delete draft RSS Policy SR17 and replace with the wording for new Policy SR4.3 included in Appendix C.

Recommendation 4.4.4

- Delete draft RSS Policy SR18 and replace with the wording for new Policy SR4.4 included in Appendix C.

Recommendation 4.4.5

- The supporting text and Inset Diagram 4.4 should be amended to reflect the wording of new Policy SR4.4.

Recommendation 4.4.6

- *The work to inform the next review of the RSS should include consideration of how the housing demand for the Housing Market area and the job growth at Exeter can be resolved in a sustainable manner.*

Recommendation 4.4.7

- That the modified Key Infrastructure List for the Exeter Sub-Region should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/5 Torbay Unitary Authority HMA sub-regional strategy

Recommendation 4.5.1

- Delete Policy SR36 and replace with new Policy SR5.1 and the wording as indicated in Appendix C.

Recommendation 4.5.2

- Insert new Policy SR5.2 with the wording as indicated in Appendix C.

Recommendation 4.5.3

- Insert new Policy SR5.3 with the wording as indicated in Appendix C.

Recommendation 4.5.4

- Delete Policy SR37 and replace with new Policy SR5.4 and the wording as indicated in Appendix C.

Recommendation 4.5.5

- That the modified key infrastructure List for Torbay Sub-Region should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/6 Taunton HMA sub-regional strategy

Recommendation 4.6.1

- Delete Policy SR20 and replace with new Policy SR6.1 in accordance with the wording indicated in Appendix C.

Recommendation 4.6.2

- Re-draft paragraphs 4.2.57 and 4.2.58 to reflect the Panel's foregoing analysis of the HMA as a whole.
- Insert new Policy SR6.2 in accordance with the wording indicated in Appendix C.

Recommendation 4.6.3

- Insert new Policy SR6.3 in accordance with the wording indicated in Appendix C.

Recommendation 4.6.4

- Delete Policy SR21 and replace with new Policy SR6.4 in accordance with the wording indicated in Appendix C.
- Make consequential modifications to paragraphs 4.2.59 – 4.2.60 and Inset Diagram 4.5.

Recommendation 4.6.5

- That the modified Key Infrastructure List for the Taunton HMA should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/7 Bournemouth and Poole HMA sub-regional strategy

Recommendation 4.7.1

- Delete Policy SR26 and replace with new Policy SR7.1 with the wording as indicated in Appendix C.

Recommendation 4.7.2

- *The next review of the RSS should be informed by a comprehensive evaluation of the urban structure of the northern part of the conurbation.*

Recommendation 4.7.3

- Insert new Policy SR7.2 with the wording as indicated in Appendix C.

Recommendation 4.7.4

- Insert new Policy SR7.3 with the wording as indicated in Appendix C.

Recommendation 4.7.5

- Delete Policy SR29 and replace with new Policy SR7.4 with the wording as indicated in Appendix C.

Recommendation 4.7.6

- The supporting text and Inset Diagram 4.6 should be amended to reflect the proposed replacement of Policy SR29.

Recommendation 4.7.7

- Delete Policy SR28 and replace with new Policy SR7.5 with the wording as indicated in Appendix C.

Recommendation 4.7.8

- It is recommended that the replacement text submitted by the Regional Assembly should form the basis of the supporting text for new Policy SR7.5.

Recommendation 4.7.9

- Delete Policy SR27 and replace with new Policy SR7.6 and the wording as indicated in Appendix C.

Recommendation 4.7.10

- That the Key Infrastructure List for the South Dorset Sub-Region should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/8 Plymouth HMA sub-regional strategy

Recommendation 4.8.1

- Delete Policies SR33 and SR34 and replace with new Policy SR8.1 and the wording indicated in Appendix C.

Recommendation: 4.8.2

- Insert new Policy SR8.2 with the wording as indicated in Appendix C.

Recommendation 4.8.3

- Insert new Policy SR8.3 with the wording as indicated in Appendix C.

Recommendation 4.8.4

- Delete Policy SR35 and replace with new Policy SR8.4 and the wording as indicated in Appendix C.

Recommendation 4.8.5

- That the key infrastructure for the Plymouth Sub-Region should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/9 West Cornwall HMA sub-regional strategy

Recommendation 4.9.1

- Delete Policy SR38 and replace with new Policy SR9.1 and the wording as indicated in Appendix C.

Recommendation 4.9.2

- In the text add a reference to St Austell clay country, in the context of Convergence funding and the opportunity to combine re-generation with green infrastructure and tourism.

Recommendation 4.9.3

- Delete Policy SR39 and replace with new Policy SR9.2 and the wording as indicated in Appendix C.

Recommendation 4.9.4

- Insert new Policy SR9.3 and the wording as indicated in Appendix C.

Recommendation 4.9.5

- Delete Policy SR40 and Policy SR41 and replace with new Policy SR9.4 and wording in as indicated in Appendix C.

Recommendation 4.9.6

- That the Key Infrastructure List for the West Cornwall Sub-Region should be incorporated in the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/10 Polycentric Devon and Cornwall HMA sub-regional strategy

Recommendation 4.10.1

- Delete Policy SR43 and replace with a new Policy SR10.1 and the wording as indicated in Appendix C.

Recommendation 4.10.2

- Insert a new Policy SR10.2 with the wording as indicated in Appendix C.

Recommendation 4.10.3

- Insert a new Policy SR10.3 with the wording as indicated in Appendix C.

Recommendation 4.10.4

- Insert new Policy SR10.4 as indicated in Appendix C.

4/11 Salisbury District HMA sub-regional strategy

Recommendation 4.11.1

- Insert new Policy SR11.1 in accordance with the wording included in Appendix C.
- Re-draft paragraph 4.3.15 to reflect the Panel's foregoing analysis of the HMA as a whole.

Recommendation 4.11.2

- Insert new Policy SR11.2 for employment in accordance with the wording as indicated in Appendix C.

Recommendation 4.11.3

- Delete Policy SR30, replace with new Policy SR11.3 in accordance with the wording indicated in Appendix C.
- Make consequential modifications to paragraph 4.3.15.

Recommendation 4.11.4

- That a List of Key Infrastructure for the Salisbury area be incorporated in the RSS as shown in Appendix C and carried over into the Implementation Plan.

4/12 Weymouth and Dorchester HMA sub-regional strategy

Recommendation 4.12.1

- Delete Policy SR31 and replace with new Policy SR12.1 with the wording as indicated in Appendix C.

Recommendation 4.12.2

- Insert new Policy SR12.2 with the wording as indicated in Appendix C.

Recommendation 4.12.3

- Insert new Policy SR12.3 with the wording as indicated in Appendix C.

Recommendation 4.12.4

- Insert new Policy SR12.4 with the wording as indicated in Appendix C.

Recommendation 4.12.5

- That a Key Infrastructure List for the Dorchester and Weymouth area should be incorporated into the draft RSS as shown in Appendix C and carried over into the Implementation Plan.

4/13 South Somerset District HMA sub-regional strategy

Recommendation 4.13.1

- Insert new Policy SR13.1 in accordance with the wording indicated in Appendix C.

Recommendation 4.13.2

- Insert new Policy SR13.2 in accordance with the wording indicated in Appendix C.
- Re-draft paragraph 4.2.66 to reflect the Panel's foregoing analysis of the HMA as a whole.

Recommendation 4.13.3

- Insert new Policy SR13.3 for employment in accordance with the wording as indicated in Appendix C.

Recommendation 4.13.4

- Delete Policy SR24, replace with new Policy SR13.4 in accordance with the wording identified in Appendix C.
- Make consequential modifications to paragraph 4.2.67.

4/14 Broad Housing Distribution

Recommendation 4.14.1

- Modify Policy HD1 with the new Tables 4.1 and 4.2, set out in Appendix C (v and vi) and in accordance with the wording as indicated in Appendix C.

Recommendation 4.14.2

- Modify Policy HD2 with the new Tables 4.1 and 4.2, as set out in Appendix C (v and vi) and in accordance with the wording as indicated in Appendix C.

Transport/Regional Transport Strategy

Recommendation 5.1

- That Section 5 of the draft RSS should be recast as an identifiable RTS based on the guidance set out in PPS11.

Recommendation 5.2

- Insert new Policy TRANs1 with the wording indicated in Appendix C.

Recommendation 5.3

- Replace Policy TR1 by new Policy TRANs2 and replace Policy TR4 with new Policy TRANs3 as indicated in Appendix C.

Recommendation 5.4

- Insert new Policy TRANs4 on Parking with the wording as indicated in Appendix C.

Recommendation 5.5

- Insert new Policy TRANs5 with the wording indicated in Appendix C.

Recommendation 5.6

- Replace Policy TR2, Policy TR3, Policy TR5, Policy TR6, Policy TR10 and Policy TR11 with new policies named Policy TRANS6 and Policy TRANS7 including associated corridor policy statements named TRANS7A, TRANS7B, TRANS7C, TRANS7D, TRANS4E, TRANS4F, TRANS4G and TRANS4H with the associated wording identified in Appendix C.
- Map 5.1 should be corrected and used to illustrate the Strategic Corridors.

Recommendation 5.7

- The Department for Transport be recommended that provision should be made for:
 - Improved platform capacity at Reading Station;
 - Junction improvements at Reading; and;
 - Direct links to Heathrow Airport from the Great Western Main Line.

Recommendation 5.8

- Rename Policy TR7 as Policy TRANS8 with the wording as indicated in Appendix C.
- Modify Policy TR8 relating to Bristol Port and rename as Policy TRANS9 with the wording indicated in Appendix C.

Recommendation 5.9

- Modify Policy TR9 and rename as Policy TRANS10 with the wording indicated in Appendix C.

Recommendation 5.10

- Modify Policy TR12 and rename as Policy TRANS11 with the wording indicated in Appendix C.

Recommendation 5.11

- *Map 5.2 Regional Freight Map should be deleted. An evidence-based review of the 'Regionally Significant Road Network' should be conducted as soon as possible and prior to the next review of the RSS.*

Housing

Recommendation 6.1

- Modify Policy H1 in accordance with the wording as indicated in Appendix C.

Recommendation 6.2

- Modify Policy H2 in accordance with the wording as indicated in Appendix C.
- Make consequential modifications to paragraph 6.1.10 to include:
 - transfer of the last bullet point of paragraph 6.1.9 to paragraph 6.1.10;
 - reference to the relationship to Policy SD4 objectives;
 - acknowledgment that a range of factors (drawn from paragraph 46 of PPS3) potentially influence density policy that may be expressed in LDDs within the overall strategic objective of avoiding the profligate use of land.
- Modify Policy F in accordance with the wording as indicated in Appendix C.

The Environment and Resource Management

Recommendation 7.1.1

- Add a bullet point to Policy F1 as in Appendix C: “In preparing their LDDs local authorities should have regard to the Regional Flood Risk Assessment”.
- Include a reference to RFRA in paragraph 7.2.21 of draft RSS.

Recommendation 7.2.1

- Modify Policy RE1 in accordance with Appendix C.
- Make consequential modifications to paragraph 7.3.3 to include:
 - clarification of the difference between “installed capacity” and actual electricity generation; and
 - affirmation that the 2020 target absorbs the 2010 target and is not additional to it.
- Transfer paragraph 7.3.4 to supporting text for Policy RE2, deleting from paragraph 7.3.4 the words “... and could play a significant part in achieving the 20% renewable energy target by 2020” and replacing with “... and provided on-shore capacity targets are met, could in combination with other policy initiatives (including those like Policy G concerned with energy conservation) play a significant part in achieving 20% of the Region’s electricity generation from renewable sources by 2020, in alignment with UK aspirations.”

Recommendation 7.2.2

- Delete Map 7.6.

Recommendation 7.2.3

- Modify Policy G in accordance with Appendix C.
- Substitute text in Appendix 1 to RPB statement on Matter 1/3 for that in draft RSS at paragraph 3.7.7.

Recommendation 7.2.4

- Modify Policy RE5 in accordance with Appendix C.
- Substitute text in Appendix 1 of SWRA statement on Matter 1/3 for that in draft RSS at paragraphs 7.3.10 and 7.3.11, inserting within paragraph 7.3.10 clarification of the reason for the expectation in Policy RE5 that developments will be expected to incorporate on-site renewable energy, when the Region's energy hierarchy suggests that energy efficiency is the first priority.

Recommendation 7.3.1

- Modify Policy W1 in accordance with Appendix C, to include Tables 1 and 2 from draft RSS Appendix 2.
- Delete the word "maximum" from the heading to the secondary treatment column of Table 1.

Recommendation 7.3.2

- Make reference in paragraph 7.4.5 to the fact that joint working may be needed for certain aspects of waste planning, including the scale and distribution of facilities, such as "waste recovery parks".

Recommendation 7.3.3

- That Policy W2 be modified in accordance with Appendix C.
- Include in paragraph 7.4.5 an explanation of why the "proximity principle" is applicable to the South West Region.
- Transfer the reference to 16km from Policy W2 to paragraph 7.4.8, expressed as an indicator of the meaning of "close proximity".

Economy and Employment

Recommendation 8.1.1

- Insert new Policy ES1 with the words as indicated in Appendix C.

Recommendation 8.1.2

- *Further work should be initiated prior to the next review of the RSS to provide a sub-regional framework for the provision of employment land as indicated in Appendix C.*

Recommendation 8.1.3

- Replace Policy E1, Policy E2, Policy E3 and Policy E4 with new Policy ES2 and new Policy ES3 and the wording as indicated in Appendix C.

Recommendation 8.1.4

- Retain Policy E5 but rename as Policy ES4 with the wording as indicated in Appendix C.

Recommendation 8.2.1

- *Further work should be carried out prior to the next review of the RSS to confirm the broad order of future need for office floor space and what implications that will have for the strategic centres.*

Recommendation 8.2.2

- That a new paragraph, as indicated in Appendix C, should be inserted as Paragraph 8.4.9 and that the existing Paragraph 8.4.9 should be retained as Paragraph 8.4.10.

Recommendation 8.2.3

- Policy TC1 should be amended as indicated in Appendix C.

Recommendation 8.2.4

- *Further work should be undertaken prior to the next review of the RSS to provide the following:*
 - *a more disaggregated estimate of future demand;*
 - *a hierarchy-based distribution;*
 - *an assessment of the capacity of centres; and*
 - *the identification of where growth should be encouraged including new centres in areas of planned growth.*

Recommendation 8.2.5

- Insert new Policy TC2 Other Centres with the wording as indicated in Appendix C.

Recommendation 8.3.1

- *The section of the draft RSS on Tourism should be the subject of an early review of the RSS.*

Recommendation 8.3.2

- Modify replacement Policy TO1 as indicated in Appendix C.

Recommendation 8.3.3

- Modify replacement Policy TO2 as indicated in Appendix C.

Recommendation 8.3.4

- Insert the words “existing and new” in the second sentence of new paragraph 8.5.11 as indicated in Appendix C.

Recommendation 8.3.4

- Replace draft RSS Policy TO3 with revised Policy TO3 as indicated in Appendix C.

Implementation and Monitoring

Recommendation 9.1

- That the Implementation Plan include “time lines” showing the key stages and dates leading to the commencement of development within each of the “areas of search” for urban extensions identified in the Panel’s Report and that the Plan-making aspects of these time lines be reflected in Appendix 1 of the Implementation Plan.

Recommendation 9.2

- Present policies TRANS6 and TRANS7A-H in the Implementation Plan in the same way as other policies and indicate (among other things) key actions, outcomes, lead organisations, partners, delivery mechanism, funding required and timescales/targets.

Recommendation 9.3

- *Further work is required in the form of a systematic evaluation of infrastructure bids and priorities to inform infrastructure policy formulation and the related identification of timescales and delivery mechanisms in the Implementation Plan.*

Appendix C (iii): List of Panel Modifications to Policies and New Policies

Panel Modifications to Policies and new Policies; and
Panel Modifications to the supporting text, diagrams, maps and figures.

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
Chapter 1	A Sustainable Future: Policy/Text	Rec. No
SD1	<p>SD1 The Ecological Footprint</p> <p>The region's Ecological Footprint will be stabilised and then reduced by:</p> <ul style="list-style-type: none"> • Ensuring that development respects environmental limits • Requiring the wise use of natural resources and reducing the consumption of key resources such as energy, water and minerals • Building a sustainable, low carbon and low resource consuming economy which can be secured within environmental limits to bring prosperity and well-being to all parts of the region • Requiring sustainable construction and design as the norm in all future development and when opportunities arise, improving the region's existing building stock in line with current best practice • Minimising the need to travel by better alignment of jobs, homes and services, reducing the reliance on the private car by improved public transport and effective planning of future development, and a strong demand management regime applied in the region's main centres in particular • Requiring a shift towards the more sustainable modes of transport • Meeting national and regional targets relating to renewable energy, resource consumption/extraction and waste production/recycling. <p>Local authorities, regional agencies and others will include policies and proposals in their strategies, plans and programmes to assess how all new developments, regeneration areas and major refurbishments contribute to stabilising and reducing the region's ecological footprint.</p>	No change
SD2	<p>SD2 Climate Change</p> <p>The region's contribution to climate change will be reduced by:</p> <ul style="list-style-type: none"> • Reducing greenhouse gas emissions at least in line with current national targets, ie by 30% by 2026 (compared to 1990 levels) • Following the principles outlined in SD1 <p>The region will adapt to the anticipated changes in climate by:</p> <ul style="list-style-type: none"> • Managing the impact of future climate change on the environment, economy and society • Identifying the most vulnerable communities and ecosystems given current understanding of future climate change and provide measures to mitigate against these effects • Avoiding the need for development in flood risk areas and incorporating measures in design and construction to reduce the effects of flooding • Recognising and putting in place policies and measures to develop and exploit those opportunities that climate change will bring • Requiring 'future proofing' of development activity for its susceptibility to climate change • Improving the resilience and reliability of existing infrastructure to cope 	No change

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>with changes in climate and in the light of future demand. It will be a priority for the places identified in Section 3 to determine potential future climate change impacts and plan ways in which key services and infrastructure needs to adapt</p> <p>All Local Authorities in their LDDs will need to demonstrate how they intend to contribute towards the required 60% cut in CO2 emissions by 2050 and how they intend to identify and respond to the potential impacts of climate change in their area.</p>	
SD3	<p>SD3 The Environment and Natural Resources</p> <p>The region’s environment and natural resources will be protected and enhanced by:</p> <ul style="list-style-type: none"> • Ensuring that development respects landscape and ecological thresholds of settlements • Reducing the environmental impact of the economy, transport and development • Positively planning to enhance natural environments through development, taking a holistic approach based on landscape or ecosystem scale planning • Planning and design of development to reduce pollution and contamination and to maintain tranquility • Positive planning and design to set development within and to enhance local character (including setting development within the landscape of the historic environment), and bringing historic buildings back into viable economic use and supporting regeneration • Contributing to regional biodiversity targets through the restoration, creation, improvement and management of habitats 	No change
SD4	<p>SD4 Sustainable Communities</p> <p>Growth and development will be planned for and managed positively to create and maintain Sustainable Communities throughout the region by:</p> <ul style="list-style-type: none"> • Realising the economic prosperity of the South West and reducing disparity • Setting a clear vision and strategy to meet the diverse needs of all people in existing and future communities, based on the role and function of cities, towns and villages and their local character and distinctiveness • Linking the provision of homes, jobs and services based on role and function so that cities, towns and villages and groups of places have the potential to become more self contained and the need to travel is reduced • Promoting a step change in public transport, taking steps to manage demand for travel, and promoting public transport ‘hubs’ and access to them • Encouraging business activity and particularly small businesses and their contribution to the region’s prosperity, including through promoting regional sourcing • Making adequate and affordable housing available for all residents, including the provision of a range and mixture of different housing types to accommodate the requirements of local communities • Making the best use of existing infrastructure and ensuring that supporting infrastructure is delivered in step with development • Investing in and upgrading cultural facilities, including their marketing and management • Creating healthy, safe and secure places to live, for example by following Lifetime Homes and Secure by Design principles • Providing homes which are adaptable to the changing needs of individuals and provide an opportunity for live/work space 	No change

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<ul style="list-style-type: none"> • Delivering a step change in the quality of urban living • Providing networks of accessible green space for people to enjoy • Supporting social and economic progress by enhancing education, skills development and training 	
ENV1	<p>ENV1 Protecting and Enhancing the Region’s Natural and Historic Environment</p> <p>The quality, character, diversity and local distinctiveness of the natural and historic environment in the South West will be protected and enhanced, and developments which support their positive management will be encouraged. Where development and changes in land use are planned which would affect these assets, local authorities will first seek to avoid loss of or damage to the assets, then mitigate any unavoidable damage, and compensate for loss or damage through offsetting actions. Priority will be given to preserving and enhancing sites of international or national landscape, nature conservation, geological, archaeological or historic importance. Tools such as characterization and surveys will be used to enhance local sites, features and distinctiveness through development, including the setting of settlements and buildings within the landscape and contributing to the regeneration and restoration of the area.</p> <p>Any development that could have any negative effect on the integrity and conservation objectives of a N2K site would not be in accordance with the development plan. Further assessment of the implications for N2K sites may be required at subsequent levels including LDDs, and any development that would be likely to have a significant effect on a N2K site, either alone or in combination, will be subject to assessment at the project application stage.</p> <p>Three locations are considered to be particularly vulnerable and require special protection – Dorset Heaths, River Avon (Hampshire) and Severn Estuary.</p>	<p>1.2.1 and 1.2.2</p> <p>Modify Policy ENV1</p>
	<p>Modify Text</p> <p>Add text so that specific sub-regional sections specifically refer to the following sites:</p> <ul style="list-style-type: none"> - River Avon SAC and Avon Valley SPA and Ramsar (South East Dorset and Salisbury). - Chesil & The Fleet SAC, Chesil Beach & The Fleet SPA, Ramsar (South East Dorset, Dorchester and Weymouth). - Somerset Levels & Moors SPA and Ramsar (Taunton and Yeovil). - Hestercombe House SAC (Taunton). - Mendip Limestone Grassland SAC (Weston-super-Mare). - North Somerset & Mendip Bats SAC (Bristol). - Bath & Bradford-on-Avon SAC (Bath). - South Hams SAC (Newton Abbott and Torbay). - Wye Valley & Forest of Dean Bat Sites SAC and Wye Valley Woodlands SAC (Forest of Dean Towns). <p>The text should specify the above N2K sites and say that:</p> <p>“The integrity of the N2K sites should be protected from adverse effects; there is likely to be a need for HRAs at an LDD stage or project level application proposals”.</p>	<p>1.2.2</p> <p>Modify Text</p>
Chapter 2	Context for the Spatial Strategy: Policy/Text	Rec. No
	<p>Modify Text</p> <p>That the draft RSS should be predicated on the number of dwellings implied by</p>	<p>2.1</p> <p>Modify Text</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	the DCLG 2003 Household Projections and be based on provision for at least 28,000 dwellings per annum at the regional level.	
Chapter 3	The Spatial Strategy: Policy/Text	Rec. No
SS	<p>Policy SS Overall Core Spatial Strategy</p> <p>1. The Overall Core Spatial Strategy of the RSS will be advanced through the formulation of strategic and LDF policies and proposals that:</p> <ol style="list-style-type: none"> a) seek to meet identified housing and community needs; b) improve inter- and intra-regional connectivity and the functional efficiency of places; c) minimise the environmental impact of development; and d) enhance economic prosperity. <p>2. Strategic and LDF policies, proposals and investment strategies will seek to achieve a more balanced economy across the region through applying the following strategy emphases:</p> <ol style="list-style-type: none"> i) realising the economic and other potential, particularly of the SSCTs, to add to general regional prosperity and address local regeneration, particularly in the east of the region; and ii) stimulating economic activity and development to help achieve regeneration and reduce disparities, particularly in the western part of the peninsula. <p>These emphases may apply in different combinations across the region, and are not mutually exclusive.</p> <p>3. In order to accommodate growth in the most sustainable way and to support their economic and service role and regeneration, most new development will be concentrated at 21 Strategically Significant Cities and Towns (SSCTs). More limited provision will be made for development in smaller settlements identified through the LDF process, where this would deliver more self-contained, balanced communities and a better local environment.</p> <p>4. In providing for new development, policy formulation and implementation will seek to secure the timely delivery of necessary supporting infrastructure, the highest possible quality of sustainable design, a co-ordinated approach to development planning and the optimum use of previously developed land.</p> <p>5. The Regional Transport Strategy will seek to improve connectivity within the region and between the South West and other regions, while reducing the environmental impact of travel, reducing congestion and promoting increased use of sustainable travel modes.</p>	<p>3.1</p> <p>New Policy</p> <p>Delete Policies SR1, SR25 and SR32</p>
	<p>Modify Text</p> <ul style="list-style-type: none"> • Re-title Section 3 of the draft RSS to refer to “Spatial Strategy Statement and Guidance for the Scale and Location of Development” and paragraph 3.1 to refer to “The Core Spatial Strategy Statement”. • Modify paragraph 3.1.1 to indicate that the contextual background provided by Sections 1 and 2 of the draft RSS leads to a strategy designed to meet change and development needs in the most sustainable way, while improving the quality of life in the Region and safeguarding the quality of 	<p>3.1</p> <p>Modify Text</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>the Region’s environment.</p> <ul style="list-style-type: none"> ● Modify the third and subsequent sentences of paragraph 3.1.2 and paragraph 3.1.4 to refer to two strategy emphases rather than three. ● Make consequential modifications to Map 3.1. ● Delete paragraph 3.1.3 in its entirety. ● Insert after paragraph 3.1.4 a paragraph referring to the qualitative aspects of development, to link to Policies D-H. ● Insert a further new paragraph referring to the complementary aims of the Regional Transport Strategy – improving connectivity and enabling places to function more efficiently. ● Delete the first three bullet points in the bold text following paragraph 3.9.1 and make consequential modifications to paragraph 3.2.4. 	
A	<p>Policy A Development at the Strategically Significant Cities and Towns (SSCTs)</p> <p>The primary focus for development in the South West will be on those places (the SSCTs) which offer the greatest opportunities for employment, and the greatest levels of accessibility by means other than car to cultural, transport, health, education and other services. These SSCTs, and the roles intended for them, are:</p> <ul style="list-style-type: none"> ● Bristol, as Regional centre and major European City; ● Plymouth, as the economic hub for the far south west; ● Swindon, Exeter, Cheltenham, Gloucester, Bath, Bournemouth, Poole, Weston-super-Mare and Taunton as sub-regional focal points for economic growth; ● Barnstaple, Bridgwater, Chippenham, Dorchester, Salisbury, Torbay, Trowbridge, Weymouth, Yeovil, Camborne/Pool/Redruth, Falmouth-Penryn and Truro (the Cornwall Towns), as main town centres acting as local focal points for growth. <p>These SSCTs will continue to have regionally and sub-regionally important functions and potential, and play critical roles in delivering development in the period to 2026.</p> <p>Provision will be made to maintain and enhance the strategic function of these SSCTs through the development of a wide range of commercial and public services, community and cultural facilities and non-car links to the communities they serve.</p>	<p>3.2</p> <p>Modify Policy</p>
B	<p>Policy B Settlements Suitable for Locally Significant Development</p> <p>Local Planning Authorities should identify in their LDFs, following analysis of roles and functions, those settlements that are suitable for locally significant development by reason of having all of the following:</p> <ul style="list-style-type: none"> ● an existing concentration of business and employment, or realistic potential for employment opportunities to be developed and enhanced; and ● a wide range of shopping and cultural, religious and faith, educational, health and public services that are, or can be, provided to meet the needs of the settlement and the surrounding area whilst minimising car dependence; and ● sustainable transport modes that can be maintained or developed including accessible local public transport services to meet identified community needs both within and beyond the settlement. 	<p>3.2</p> <p>Modify Policy and Rename</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Within these settlements, LDFs should make provision for the bulk of District housing provision outside the SSCTs and, as appropriate, for development that is specifically geared to meeting local objectives by:</p> <ul style="list-style-type: none"> • increasing self-containment of the places identified and/or; • enabling development of their function as service centres especially in terms of employment and service accessibility and/or ; • securing targeted development which can address regeneration needs and secure environmental enhancement and/or; • tackling pockets of deprivation and/or; • meeting needs for affordable housing and/or; • addressing the impacts of larger shopping centres on local town centres; and/or • delivering elements of local economic strategies. <p>Development that reinforces dormitory relationships with SSCTs will be discouraged.</p>	
C1	<p>Policy C1 Development in Small Towns and Villages</p> <p>Independently of Policy B, in small towns and villages identified following an analysis of roles and functions, development will be appropriate where it:</p> <ul style="list-style-type: none"> • supports small-scale economic activity which fits the scale of the settlement and can accommodate the future growth of businesses in the development permitted; or • extends the range of services available including outreach delivery of services, making use of existing premises where possible; and • does not significantly increase traffic on local roads and where traffic implications can be demonstrated to be acceptable; and • promotes self containment, strengthens local communities, and helps to support key services. <p>In their LDFs, Local Planning Authorities may identify or allocate housing in these settlements where it relates to requirements identified in housing market assessments and other studies of local needs for housing verified by the local authority or where housing development is necessary to support employment provision locally.</p>	<p>3.2</p> <p>Modify Policy and rename</p>
	<p>Modify Text</p> <ul style="list-style-type: none"> • Merge paragraph 3.2.2 into 3.1.2, avoiding repetition of the strategy of “guiding most development to a relatively small number of places” but retaining the point that development needs of villages and smaller towns, where a significant proportion of the Region’s population live, will not be neglected. • Include text to explain that Policies A, B and C are not for sequential application. • Modify the title of Section 3.4 of the draft RSS to read “Settlements Suitable for Locally Significant Development”. • Delete the last sentence of paragraph 3.4.1. • Replace the last sentence of paragraph 3.4.2 with the last bullet point of paragraph 3.3.3 and include a caution that planning for increased self-containment where “dormitory relationships” are an issue will generally require a commitment to provision of jobs in parallel with additional housing development, because increases in jobs cannot be “allocated” 	<p>3.2</p> <p>Modify Text</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>through the plan-making process, and an integrated approach to transport planning.</p> <ul style="list-style-type: none"> • Insert in paragraph 3.5.1 a sentence to the effect that the smaller towns and villages identified through Policy C should be the primary focus of development permitted in the wider countryside away from Policy A and B settlements. 	
	<p>Delete Map</p> <p>Delete Map 4.1.</p>	<p>3.2</p> <p>Delete Map</p>
C2	<p>Policy C2 Development in the Open Countryside</p> <p>Most rural development will be guided to locations in or adjacent to settlements in accordance with National Planning Policy guidance but Local Planning Authorities may make policy provision in LDFs for development elsewhere in the countryside if it is of a type that inherently demands a rural location.</p>	<p>3.3</p> <p>New Policy</p>
	<p>Modify Text</p> <p>Insert a paragraph of supporting text for Policy C2 to indicate that there is a need to prevent development from eroding the open quality of the environment that makes the countryside attractive in the first place, while ensuring that suitable provision is made for necessary development. This should acknowledge that positive interactions between urban and rural areas should be recognised and strengthened, where appropriate. Local food production, some types of recreational and tourism development and certain forms of energy generation serving urban areas may, for example, demand a rural location but the countryside might also need to be protected for its own sake, as a setting for urban economic development, and as a tourist destination in its own right.</p>	<p>3.3</p> <p>Modify Text</p>
D	<p>Policy D Infrastructure for Development</p> <p>Local authorities working with GOSW, the RDA and other significant Regional bodies (such as the Strategic Health Authorities) will co-operate across administrative boundaries to ensure that existing infrastructure is used most effectively; and infrastructure required to support strategically significant development is secured; and investment in transport infrastructure, community services such as education, health, culture, faith, sport and green infrastructure is phased in step with economic, residential and other development proposals. Delivery of the RSS will require:</p> <ul style="list-style-type: none"> • Local authorities, working in partnership with GOSW, the SWRDA and other Regional bodies, to ensure that development contributes to the cost of necessary infrastructure and environmental improvements and will bring forward supplementary planning documents to secure new arrangements for infrastructure funding from developers and from other sources; • Mechanisms to be established to provide forward funding for infrastructure, which enables the sub-Regional development strategies to be implemented; • Resources from public funding sources throughout the plan period to contribute towards the costs of transport, social and community infrastructure needed to ensure that high quality living and working environments are created. Strategic Transport Authorities and GOSW will ensure that investment identified through Local Transport Plans supports the delivery of strategic development proposed. 	<p>No change</p>
H	<p>Policy H Re-using Land</p> <p>Local authorities will ensure that the full potential of previously developed land</p>	<p>3.4</p> <p>Modify Policy</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>is taken into account in providing for new development, whilst recognizing that previously developed land may not always be in the most sustainable locations and that development may not necessarily always be the most sustainable land use. For the Region as a whole the aim should be to achieve at least 50% of new housing development on previously developed land (including the conversion of existing buildings).</p>	
I	<p>Policy I Release, Redevelopment or Disposal of Land</p> <p>Delete Policy I and paragraphs 3.7.10 and 3.7.11.</p>	<p>3.4</p> <p>Delete Policy</p>
J	<p>Policy J Joint Working</p> <p>Local Authorities should work together, and with stakeholders, to prepare and develop co-ordinated Local Development Schemes leading to the adoption of LDDs covering all or parts of the strategy areas of the following SSCTs and other specified areas in accordance with the timelines set out in the Implementation Plan:</p> <ul style="list-style-type: none"> • Bristol (Bristol City, BANES, South Gloucester, North Somerset and West Wiltshire Councils, with West Wiltshire County Council); • Swindon (Swindon and North Wiltshire Councils, with Wiltshire County Council); • Gloucester/Cheltenham (Cheltenham, Gloucester, Stroud and Tewkesbury Councils, with Gloucestershire County Council); • Exeter (Exeter City, East Devon and Teignbridge Councils, with Devon County Council); • Torbay (Torbay, Teignbridge and South Hams Councils, with Devon County Council); • Taunton/Bridgwater (Taunton Deane and Sedgemoor Councils, with Somerset County Council); • Bournemouth/Poole (Bournemouth, Poole, Christchurch, East Dorset and Purbeck Councils, with Dorset County Council); • Plymouth (South Hams and Caradon Councils, with Devon and Cornwall County Councils); • Falmouth-Penryn (Carrick and Kerrier Councils, with Cornwall County Council); • Weymouth/Dorchester (West Dorset and Weymouth and Portland Councils, with Dorset County Council); • Yeovil (South Somerset and West Dorset Councils, with Somerset and Dorset County Councils); • Severnside/Avonmouth Area (Bristol City and South Gloucester Councils). 	<p>3.5</p> <p>Modify Policy</p>
	<p>Modify Text</p> <ul style="list-style-type: none"> • Add to the end of paragraph 3.8.2 sentences to the effect that Policy J will be of particular importance in co-ordinating the process of LDD formulation at those SSCTs where cross-boundary joint working is necessary. It will ensure timely delivery of RSS development requirements including major new development opportunities such as urban extensions that require a coherent, focussed approach to implementation, including funding arrangements for infrastructure to achieve the sub-regional development outcomes set out in Chapter 4. • Insert between paragraphs 3.6.7 and 3.6.8 an additional paragraph to the effect that a further example of where co-operation across administrative boundaries might be necessary is where the Habitats Regulations require Appropriate Assessment in connection with sub-regional development proposals and mitigation measures need to be adopted. 	<p>3.5</p> <p>Modify Text</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
SR1	Sub-Regional Policy SR1 Delete	3.1
SR25	Sub-Regional Policy SR25 Delete	3.1
SR32	Sub-Regional Policy SR32 Delete	3.1
Chapter 4/0	Overview HMA Sub-Regional Strategy: Policy/Text	Rec. No
	Modify Text The HMA Figures set out in Appendix B should be incorporated in the final RSS.	4.0.1 Modify Text
	Modify Text <ul style="list-style-type: none"> • There is no need for any phasing of the greenfield supply to support the brownfield supply. • There is a need to bring forward as soon as possible Area Action Plans and Master Plans to ensure the required level of provision. 	4.0.2 Modify Text
	New Study <i>The next review of the RSS should include the identification of strategic green infrastructure which should be protected, enhanced or developed.</i>	4.0.3 New Study
GI1	Policy GI1 Green infrastructure Development of networks of Green Infrastructure (GI) will be required to enhance quality of life in the region and support the successful accommodation of change. GI networks will comprise multifunctional, Accessible, connected assets, planned around existing environmental characteristics. Measures should be taken to realise the opportunities offered by major strategic components such as the River Stour Valley in South East Dorset. This may take the form of protection, enhancement or extension of existing resources or the provision of new or replacement facilities. When planning the proposed distribution of development, opportunity should be taken to extend the network. GI is required as an integral part of development, with provision for a network incorporated in the masterplan. Local authorities and partners will: <ul style="list-style-type: none"> • Build upon existing expertise and initiatives to identify priorities and partnerships for GI • Incorporate GI policies setting out broad locations for GI appropriate to the extent and distribution of development proposed, co-ordinated across administrative boundaries as appropriate. • Develop a GI Plan with a delivery programme to support GI policies 	4.0.4 Modify Policy
Chapter 4/1	West of England HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR1.1	Policy SR1.1 Sub-Regional Approach	4.1.1

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>The Local Authorities within the HMA should plan for the balanced growth of the city region, maximising the use of previously developed land and buildings and ensuring that housing and employment opportunities are reasonably in balance. This will require provision to be made, within a revised green belt, for significant urban extensions at the designated SSCTs for mixed-use development to meet the longer-term needs of those areas. In the more peripheral parts of the HMA the emphasis should be on provision for locally generated needs. Co-operation between the local authorities will be required on sub-regional issues such as transportation and where development has cross-border implications involving joint work on LDDs addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure. In particular a Joint Area Action Plan should be prepared for the Avonmouth and Severnside area.</p>	<p>Delete Policy SR2 and replace with new Policy SR1.1.</p>
<p>SR1.2</p>	<p>Policy SR1.2 Role and Function</p> <p>Within the Housing Market Area the main strategy directions should be as follows:</p> <ol style="list-style-type: none"> 1. The central areas of Bristol are regarded as the most appropriate locations for the accommodation of the growth of higher order services and facilities. 2. Increased efforts should be made to maximise the regeneration opportunities within the urban areas. 3. Urban extensions around Bristol should be planned as balanced and sustainable communities within a revised green belt. These developments should be planned to complement the functions of the city centre and to avoid damage to major renewal initiatives. 4. An increase in local services at the Cribbs Causeway retail centre will be provided to serve the local communities, but not to the scale of a formal town centre. 5. The role of Bath as an international cultural and tourist centre should be reinforced and provision should be made to accommodate its continuing role as the focal point for higher level services for the surrounding area. An urban extension should be provided to allow the city to accommodate growth in a sustainable way. 6. Priority should be given to economic development at Weston-super-Mare to encourage its development as a more balanced community, but recognition should be given to the integrated nature of the development requirements. 7. The planning of Trowbridge should give priority to the potential of the town centre and its role as the functional centre for the surrounding network of towns. 8. The planning of the peripheral parts of the HMA should be based on the accommodation of locally generated growth. 	<p>4.1.2</p> <p>New Policy SR1.2</p>
	<p>Policy SR1.1 Addition</p> <p>Policy SR1.1 should be extended to require the preparation of a Joint Area Action Plan for the Avonmouth and Severnside area.</p>	<p>4.1.3</p> <p>Policy Addition</p>
<p>SR1.3</p>	<p>Policy SR1.3 Employment Provision</p> <p>Provision should be made for growth of 137,200 jobs within the HMA. In order</p>	<p>4.1.4</p> <p>New Policy SR1.3.</p>

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	<p>to accommodate the economic growth potential of the sub-region in a sustainable way the following measures are required:</p> <ol style="list-style-type: none"> 1. To maintain Bristol’s role as the economic hub of the South West, provision will be made for job growth in the Bristol TTWA to accommodate at least 92,000 jobs over the plan period. 2. In order to accommodate this level of jobs in a sustainable manner, consideration should be given to ensuring that Bristol city centre can accommodate continuing growth. 3. In order to ensure that the proposed urban extensions are balanced communities and that job opportunities are more evenly distributed around the city region consideration should be given to economic development in the urban extensions. The level of provision should reflect existing employment opportunities and should not put at risk the strategy set out in any approved Local Development Document for the city centre or the Master Plan for the South Bristol Regeneration area. 4. As part of the efforts to provide a more balanced distribution of employment opportunities provision should be made to encourage new employment opportunities within the South Bristol Regeneration Area. 5. To ensure that Bath can continue to realise economic opportunities, provision should be made to accommodate between 16,000 and 20,200 jobs within the Bath TTWA over the plan period. In addition to the opportunities expected to arise within the urban area consideration should be given to the provision of a further economic development opportunity at the southern edge of the city. 6. To enable development at Weston-super-Mare to be economy led provision should be made for 10,000 jobs in the Weston-super-Mare TTWA over the plan period. In addition to the regeneration of the town centre and the sea front provision should be made to increasing the provision of employment opportunities. 7. The planning of Trowbridge should focus on the growth potential of its town centre. 8. In order to establish the longer term potential of the Avonmouth and Severnside area a Joint Area Action Plan should be carried out by Bristol City Council and South Gloucester Council. 9. In order to accommodate the growth in employment that is expected to arise in the more peripheral parts of the HMA consideration should be given to the adequacy of the economic development opportunities. 	
<p>SR1.4</p>	<p>Policy SR1.4 Housing Provision</p> <p>Provision should be made within the HMA for 126,950 dwellings to meet the requirements of the HMA. Within the HMA the dwellings should be provided as follows:</p> <ol style="list-style-type: none"> 1. Within Bristol City and the adjoining urban area within South Gloucestershire development will focus on the re-use of previously developed land and buildings, providing 44,000 dwellings. 2. Around Bristol the following urban extensions will be provided: 	<p>4.1.5</p> <p>Delete Policies SR4, SR5, SR6, SR23 and replace with New Policy SR1.4</p>

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	<ul style="list-style-type: none"> • South West of Bristol, about 10,500 dwellings (Area of Search A). • South East of Bristol, about 6,000 dwellings (Area of Search B). • North and North East of Bristol about 8,000 dwellings (Areas of Search C and D). • Yate to the north-east of Bristol about 5,000 dwellings. <ol style="list-style-type: none"> 3. Development within the remainder of South Gloucestershire will amount to 2,300 dwellings. 4. Development within Bath will focus on the re-use of previously developed land and buildings within the urban area, maximising densities, reflecting the impact on the historic environment and its setting and providing about 6,000 dwellings. 5. Development at Bath will take the form of an urban extension to accommodate 1,500 dwellings to the south/south west of Bath (Area of Search E). 6. An urban extension will be provided at Keynsham to accommodate about 3,000 dwellings. 7. Development within the remainder of Bath and North East Somerset District will amount to 2,300 dwellings. 8. Development within and adjoining Weston-super Mare urban area will amount to 3,000 dwellings. 9. An urban extension will be provided to the east of Weston-super-Mare accommodating 9,000 dwellings (Area of Search F). 10. Development within the remainder of North Somerset will amount to 5,750 dwellings. 11. Development at Trowbridge will amount to 6,000 dwellings. 12. Development within the remainder of West Wiltshire District will amount to 6,300 dwellings. 13. Development within Mendip District Council area will amount to 8,300 dwellings. 	
	<p>Modify Text and Diagram</p> <p>The supporting text and Inset Diagram 4.1 should be amended to reflect new Policy SR1.4.</p>	<p>4.1.6</p> <p>Modify Text and Diagram</p>
<p>SR1.5</p>	<p>Policy SR1.5 Green Belt</p> <p>Around the built-up areas of Bristol (including contiguous built-up areas within North Somerset and South Gloucestershire) and Bath, the inner boundary of the Green Belt will follow generally the limits of existing development or that already committed. The outer boundary of the approved Green Belt will be retained. The general extent of the Bristol and Bath Green Belt is maintained subject to the following alterations:</p> <ol style="list-style-type: none"> 1. Between the Royal Portbury Dock and the M5 motorway the Green Belt will be removed, the detailed boundary to be established through the Local Development Framework process having regard to the development needs of the Royal Portbury Dock. 	<p>4.1.7</p> <p>Delete policy SR3 and replace with new Policy SR1.5</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>2. Between the Royal Portbury Docks and Portishead the Green Belt will be extended to ensure the separation of the two areas and the maintenance of a green corridor to the coast.</p> <p>3. Land at Bristol International Airport will be removed from the Green Belt, the detailed boundary to be established through the Local Development Framework process having regard to the development needs of the Airport and the need to maintain the openness of the Green Belt and the purposes of its designation.</p> <p>4. Land within the areas of search identified in Policy SR1.4 for urban extensions at Bristol and Bath will be removed from the Green Belt, the detailed boundary to be established through the Local Development Framework process. Opportunities should be taken for sustainable and sensible additions to the capacities set out in new Policy SR1.4 for the areas of search to reflect their role as the direction of longer-term growth.</p>	
	<p>Modify Text</p> <p>The supporting text and Inset Diagram 4.1 should be modified to reflect new Policy SR1.5.</p>	<p>4.1.8</p> <p>Modify Text and Diagram</p>
	<p>Modify Text</p> <p>The key infrastructure will be identified in the Implementation Plan and should include the following transportation component:</p> <ul style="list-style-type: none"> • Greater Bristol Bus Network/ showcase bus routes along strategic corridors; • Major Park and Ride improvements; • Strategic rapid transit network (Hengrove/ North Fringe, Ashton vale/Emerson’s Green, Bath/Cribbs Causeway); • Improvements to the roads in South Bristol, including the South Bristol Ring Road, improving access to the airport and facilitating investment for the regeneration of South Bristol; • Selective strategic highway capacity to serve business investment and selective strategic links to motorways and other trunk route networks including investigation of a new River Avon crossing and Bristol Parkway link; • Improvements to the Greater Bristol Rail Network, such as additional turn-around facilities and platform capacity to allow increases in cross Bristol local services; • Weston-super-Mare package including improvements to motorway junction; • Significantly enhanced interchange facilities at Weston-super-mare; and • Bath public transport package including longer-term Rapid Transit measures <p>In addition the following other infrastructure will be required:</p> <ul style="list-style-type: none"> • Coastal defences expected to be necessary to enable the economic potential of Avonmouth and Severnside to be realised. 	<p>4.1.9</p> <p>Modify Text</p>
<p>Chapter 4/2</p>	<p>Swindon HMA Sub-Regional Strategy: Policy/Text</p>	<p>Rec. No</p>
<p>SR2.1</p>	<p>Policy SR2.1 Sub-Regional Approach</p> <p>Strategic growth should be concentrated at Swindon and Chippenham.</p>	<p>4.2.1</p> <p>New Policy SR2.1</p>

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Elsewhere in the HMA the emphasis should be on meeting local economic and housing needs in order to minimise commuting to Swindon and Chippenham.</p> <p>At Swindon the planning of the additional growth will require:</p> <ul style="list-style-type: none"> • co-operation, particularly at cross-boundary locations, through work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure; • co-operation with the adjoining authorities in Oxfordshire to minimise the transportation impact of the eastern extension; and • investment in key infrastructure to enable the achievement of the development proposed in this policy. 	
SR2.2	<p>SR2.2 Role and Function</p> <p>The planning of Swindon and Chippenham should be based on Swindon’s role as the functional centre for the sub-region.</p> <p>The role of Swindon should be developed by measures to:</p> <ul style="list-style-type: none"> • support the regeneration of the central area through measures to ensure that Swindon Central Area remains the focus of economic, retail, entertainment and cultural activities; • ensure that Swindon town centre shall be the focus for retail expansion, the provision of office floor space, entertainment and public services; • upgrade the higher educational facilities to ensure the availability of the higher skills required for economic growth; • improve the general environment to make the town a more attractive place to live and work in; and • ensure that the planning of the proposed urban extensions reflect the need to ensure the renaissance of the central area. <p>The role of Chippenham should be developed by measures to:</p> <ul style="list-style-type: none"> • encourage employment growth to promote self-containment and minimise commuting; and • develop the town centre to allow it to accommodate the increased demand from the proposed housing development. 	<p>4.2.2</p> <p>Delete Policy SR7, Policy SR9 and Policy SR22 and replace with new Policy SR2.2</p>
SR2.3	<p>Policy SR2.3 Employment Provision</p> <p>Provision should be made for growth of 42,700 jobs within the HMA.</p> <p>Development planning in the Swindon TTWA shall have regard to the provision of at least 32,000 jobs in the plan period and to the provision of at least 128 ha of land in Swindon during the plan period by resolving delivery problems or by new allocations. All development on employment land in Swindon should be complementary to employment development in the town centre.</p> <p>Development planning in the Chippenham TTWA shall have regard to the provision of at least 6,200 jobs and 42 ha of employment land in the plan period.</p> <p>Employment land shall be provided elsewhere in the HMA having regard to the guidance of Policies B and C.</p>	<p>4.2.3</p> <p>New Policy SR2.3</p>
SR2.4	<p>Policy SR2.4 Housing Provision</p>	<p>4.2.4</p> <p>Delete Policy SR8</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Housing provision in the Swindon HMA shall be 53,900 dwellings allocated as follows:</p> <p><i>Swindon Borough</i> 19,000 in the Urban Area. 2,000 in Strategic urban extensions. 12,000 in a Strategic urban extension to the east of Swindon. 1,200 in the remainder of the Borough.</p> <p><i>North Wilts</i> 5,500 at Chippenham. 3,000 as an urban extension to Swindon. 5,200 in the remainder of the District.</p> <p><i>Kennet</i> 6,000 in the whole District.</p> <p>LDFs for Swindon Borough and North Wiltshire District should bring forward urgently urban extensions to assist in delivering the scale of growth over the plan period, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.</p> <p>The necessary infrastructure will be identified and will be provided to enable the achievement of the development proposed in this Policy.</p>	<p>and replace with new Policy SR2.4</p>
	<p>Modify Text</p> <p>Key infrastructure required will be identified through the Implementation Plan and will include:</p> <p>The transport package:</p> <ul style="list-style-type: none"> • Capacity and or safety works to improve the A419/A420 Junction; • Provision of overbridges across the A419 to provide direct links into the town centre for use by bus services and other modes; • A connecting link from the Eastern Development Area to Commonhead Roundabout and provision of short lengths of additional lanes between the roundabout and the M4 J15 for safety reasons; • Demand management to include access control measures; • Provision of a HQPT system from the eastern area to the town centre; • Swindon integrated transport package; • North Swindon strategy (Great Weston Way to Purton Link corridor); and • Swindon wide corridor and junction improvements (including urban traffic control systems). <p>Other key infrastructure:</p> <ul style="list-style-type: none"> • Provision of strategic water resources to match the demand of houses and jobs generated by the projected growth levels, including a new reservoir (Upper Thames reservoir) in the South East region; • Provision of sufficient waste water discharge and treatment facilities to match the additional supply of houses and jobs generated by the projected growth levels (including a new sewage treatment plant); • Improved Higher Education facilities; • Major public realm improvements to Swindon Central Area including schemes for principal public spaces, streetscape schemes and new railway crossings at Swindon Railway Station; • Upgrading of existing and new regional level sporting, leisure and cultural 	<p>4.2.5</p> <p>Modify Text</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>facilities; and</p> <ul style="list-style-type: none"> Expansion of health provision. 	
Chapter 4/3	Gloucester and Cheltenham HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR3.1	<p>Policy SR3.1 Sub-Regional Approach</p> <p>The Local Authorities within the HMA should seek to reverse past underperformance by Cheltenham and Gloucester relative to the regional economy and ensure that their economic and other potential contribution to add to general Regional prosperity and address local regeneration is fully realised. Their separate identities should be maintained but their social, economic and physical growth should be planned in a balanced and complementary way, within a high quality of environment. In particular, the Local Authorities should:</p> <ul style="list-style-type: none"> undertake the planning of housing, employment and transport in the wider Gloucester/Cheltenham area in an integrated manner, especially with regard to the areas of search/urban extensions; co-operate, particularly at cross-boundary locations, through work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure; make investment in key infrastructure to enable the achievement of the development proposed in this policy; in other parts of the HMA, outside the Gloucester/Cheltenham urban area, recognise the scope for some employment-led development in LDFs where this would support (rather than lead) realisation of the economic potential of the sub-region, while avoiding increased use of the M5 corridor and other parts of the strategic road network for car commuting. 	<p>4.3.1</p> <p>Delete Policy SR10 and replace with New Policy SR3.1</p>
SR3.2	<p>Policy SR3.2 Role and Function</p> <p>In making sufficient and suitable provision for extant and future strategic and local needs within the sub-region, particular importance should be attached to:</p> <ul style="list-style-type: none"> the regeneration of Gloucester City Centre and docks area in order to support the delivery of improved retail facilities together with enhanced cultural and further education facilities; the improvement of Cheltenham town centre to support its role as a major retail and employment centre and to stimulate tourism and cultural development. <p>In other parts of the HMA the planning of settlements should be based on the need to support local service centre functions. In the Forest of Dean there should be a particular focus on qualitative enhancement of the urban areas.</p>	<p>4.3.2</p> <p>New Policy SR3.2</p>
	<p>Modify Text</p> <p>Modify paragraphs 4.2.33 and 4.2.34 to include revised analysis of the HMA as a whole.</p>	<p>4.3.2</p> <p>Modify Text</p>
SR3.3	<p>Policy SR3.3 Employment Provision</p> <p>Land use provision should be made within the HMA for growth in number of jobs of at least 41,700. Of these, about 12,750 jobs should be provided for in the Gloucester TTWA, and about 10,750 should be provided for in the Cheltenham TTWA, in both cases focussed mainly on the SSCT area. Elsewhere, provision should be for locally generated growth only. 39 ha of</p>	<p>4.3.3</p> <p>Delete Policies SR12, SR13 and SR14 and replace with New Policy SR3.3</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	employment land will be made available at Cheltenham from existing and future commitments.	
	<p>Modify Text</p> <p>Make consequential modifications to paragraphs 4.2.35 – 4.2.45.</p>	<p>4.3.3</p> <p>Modify Text</p>
<p>SR3.4</p>	<p>Policy SR3.4 Housing Provision</p> <p>Provision should be made within the HMA for about 56,400 dwellings, distributed as follows:</p> <p><i>Gloucester</i></p> <ol style="list-style-type: none"> 1. 11,500 dwellings within Gloucester City. 2. 2,000 dwellings as an urban extension to the south of Gloucester, within Stroud District. 3. 1,500 dwellings within an area of search to the south of Gloucester, within Stroud District. 4. 2,000 dwellings as an urban extension to the east of Gloucester, within Tewkesbury District. 5. 1,500 dwellings within an area of search to the east of Gloucester, within Tewkesbury District. 6. 2,500 dwellings within an area of search to the north of Gloucester, within Tewkesbury District. <p><i>Cheltenham</i></p> <ol style="list-style-type: none"> 7. 6,500 dwellings within Cheltenham Borough. 8. 1,300 dwellings within an area of search to the south of Cheltenham, partly (600) within Cheltenham Borough and partly (700) within Tewkesbury Borough. 9. 5,000 dwellings within an area of search to the north of Cheltenham partly within Cheltenham Borough and partly within Tewkesbury Borough. 10. 1,000 dwellings in an area of search to the north of Bishop’s Cleeve. <p>Elsewhere in the HMA outside the SSCT Area</p> <ol style="list-style-type: none"> 11. 5,600 dwellings within the rest of Stroud District. 12. 2,900 dwellings within the rest of Tewkesbury District. 13. 6,200 dwellings within Forest of Dean. 14. 6,900 dwellings within Cotswold District. 	<p>4.3.4</p> <p>New Policy SR3.4</p>
	<p>Modify Text and Diagram</p> <p>Make consequential modifications to paragraphs 4.2.35- 4.2.45 and Inset Diagram 4.3.</p>	<p>4.3.4</p> <p>Modify Text and Diagram</p>
<p>SR3.5</p>	<p>Policy SR3.5 Green Belt</p> <p>Around the built up areas of Gloucester and Cheltenham the inner boundary of the Green Belt shall follow generally the limits of existing and committed development. The outer boundary of the Green Belt in Gloucestershire shall run eastwards from Brockworth and northwards to the west of A46 up to the southern edge of Cheltenham at (but excluding) Leckhampton. It shall then continue from the north of Cheltenham at Westbury to (but excluding) Bishop’s Cleeve, continuing westwards to A38 and thence southwards to Gloucester in the vicinity of Longford.</p> <p>Land within the areas of search identified in the RSS for urban extensions at</p>	<p>4.3.5</p> <p>Delete SR11 and replace with New Policy SR3.5</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Gloucester and Cheltenham will be removed from the Green Belt, the detailed boundaries to be established in Local Development Frameworks.</p>	
	<p>Modify Text</p> <p>Key infrastructure required will be identified through the Implementation Plan and will include the following transport component:</p> <ul style="list-style-type: none"> • Gloucester South West Bypass; • Increased demand management; • A comprehensive approach to public transport provision; • Gloucestershire Parkway Station (supported by and subject to an impact assessment, including impact on existing Gloucester and Cheltenham stations); • Integrated transport package; • Gloucester and Cheltenham Park and Ride sites; • Improvements to the A40 to the north of Gloucester and between Gloucester and Cheltenham and key intersections; • Gloucester Key Intersections Improvements. <p>In addition the following other infrastructure will be required:</p> <ul style="list-style-type: none"> • Provision of improvements to public spaces, infrastructure, historic buildings and the urban fabric of both Gloucester City and Cheltenham town centres; • Enhancement of existing education facilities provided by GLOSCAT and the University of Gloucester to address employer labour force needs; • Maintenance and enhancement of the range and high quality of retail outlets in Cheltenham, continuing its successful retail status within the region. 	<p>4.3.6</p> <p>Modify Text</p>
Chapter 4/4	Exeter HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR4.1	<p>Policy SR4.1 Sub-Regional Approach</p> <p>Devon County, Exeter City, East Devon District, Teignbridge District and Mid Devon District Councils should plan for the balanced growth of the HMA to meet the longer-term needs of the area. This will require co-operation, particularly at cross-boundary locations, through joint work on LDDs addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.</p>	<p>4.4.1</p> <p>Delete Policy SR 15 and replace with renamed new Policy SR4.1</p>
SR4.2	<p>Policy SR4.2 Role and Function</p> <p>The main strategy directions should be as follows:</p> <ol style="list-style-type: none"> 1. Development within Exeter will focus on the regeneration of the City’s urban area through the re-use of previously developed land and buildings, maximising densities whilst seeking high quality design. Efforts should be made to attract employment development as well as housing in mixed use 	<p>4.4.2</p> <p>Delete Policy SR16 and Policy SR19 and replace with new Policy SR4.2</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>developments and to accommodate further retail services, tourism attractions and cultural facilities.</p> <ol style="list-style-type: none"> 2. The location of growth at Exeter will focus on the eastern side of the city, including the new community of Cranbrook, and will require joint working between East Devon and the City of Exeter. Development in this area should complement the city centre rather than compete with it. 3. LDDs should identify where opportunity can be taken to maintain the viability of the towns and villages in the HMA through the accommodation of local employment growth and housing requirements. 	
SR4.3	<p>Policy SR4.3 Employment Provision</p> <p>Provision should be made for growth of 40,600 jobs within the HMA of which 28,500 jobs are to be within the Exeter TTWA. This provision should include the following:</p> <ol style="list-style-type: none"> 1. Employment land provision should be made for 40 hectares within Exeter’s urban area (Exeter City’s administrative area) and 100 hectares adjacent to Exeter in Exeter City and East Devon District administrative areas. 2. Provision for at least 20 hectares of employment land associated with Area of Search K. 3. LDDs should identify where opportunities for job growth within the other towns in the HMA should be promoted. 	<p>4.4.3</p> <p>Delete Policy SR17 and replace with new Policy SR4.3</p>
SR4.4	<p>Policy SR4.4 Housing Provision</p> <p>Provision should be made within the HMA for 46,900 dwellings as follows:</p> <ol style="list-style-type: none"> 1. Within Exeter Urban Area provision should be made for 11,500 dwellings. 2. At Cranbrook New Community (J) about 7,500 dwellings should be provided. 3. Within Area of Search K 2,000 dwellings should be provided within Exeter City, Teignbridge District and East Devon District. Efforts should be made to bring this contribution forward as soon as possible. 4. Within Area of K Plus provision should be made in East Devon District for a new community of at least 6,000 dwellings and with an output of a minimum of 3,000 dwellings within the plan period. This will require cooperation between Exeter City and East Devon District Councils. 5. Development in the remainder of East Devon will amount to 5,600 dwellings. 6. Development in the remainder of Teignbridge District will amount to 9,900 dwellings. 7. Development in Mid Devon District will amount to 7,400 dwellings. 	<p>4.4.4</p> <p>Delete Policy SR18 and replace with new Policy SR4.4</p>
	<p>Modify Text and Diagram</p> <p>The supporting text and Inset Diagram 4.4 should be amended to reflect the replacement of Policy SR4.4.</p>	<p>4.4.5</p> <p>Modify Text and Diagram</p>
	<p>New Study</p> <p><i>The work to inform the next review of the RSS should include consideration of</i></p>	<p>4.4.6</p> <p><i>New Study</i></p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<i>how the housing demand for the Housing Market area and the job growth at Exeter can be resolved in a sustainable manner.</i>	
	<p>Modify Text</p> <p>The Key Infrastructure Package for the Exeter Sub-region should be identified through the Implementation Plan and include the following transportation component:</p> <ul style="list-style-type: none"> • A major step change in public transport with enhanced quality, frequency and capacity through significant new investment in innovative public transport systems and high quality public transport links between Exeter and the New Community; • Progressive implementation of bus priority measures; • Intelligent transport systems; • Demand management, including parking management and allocation of road space; • Improved railway stations and additional train capacity on the local network; • Additional park and ride sites to the west and north of the city; • Improved public transport interchanges, notably at Exeter St. David's and Exeter Central stations, Exeter Bus/Coach Station, Honiton Road Interchange; • Provision of a new railway station at Cranbrook/Exeter Airport on the Waterloo to Exeter railway; • Strategic road infrastructure including Monkerton link Road, Clyst Honiton Bypass and improvements in the vicinity of Junctions 29 and 30. This provision should include the use of additional segregated links across the M5; and • Improved public transport access for the airport by direct bus service and shuttles from the railway stations. <p>Commercial transport infrastructure should include:</p> <ul style="list-style-type: none"> • Intermodal freight terminal; • Increased capacity at Exeter International Airport and quality of terminal facilities (approximately 2.3 million passengers per year by 2030); and • Improved airport apron capacity and taxiways. <p>Other key infrastructure should include:</p> <ul style="list-style-type: none"> • Cultural, visitor, sport and recreational facilities to meet increased demand; • Complementary waste treatment facility at or close to Exeter; • Additional recycling centre on the eastern side of the city; and • Two strategic in-vessel composting plants within the Exeter sub-region. 	<p>4.4.7</p> <p>Modify Text</p>
Chapter 4/5	Torbay HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR5.1	<p>Policy SR5.1 Sub-Regional Approach</p> <p>Development at Torbay will reflect the requirement to accommodate sub-regional demand for housing and employment development. There will be a need to maximise the contribution from its existing urban areas through the re-use of previously developed land and buildings, but the planning of the housing and transportation needs of the area, including the consideration of urban extensions, will require wider consideration of the relationship with Newton Abbot in Teignbridge District and the rural fringe with South Hams District.</p> <p>Co-operation will be required, particularly at cross-boundary locations, through</p>	<p>4.5.1</p> <p>Delete Policy SR36 and replace with new Policy SR5.1</p>

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.</p> <p>Investment will be made in key infrastructure to enable the achievement of the development proposed in this policy.</p>	
SR5.2	<p>Policy SR5.2 Role and Function</p> <p>Development at Torbay will reflect Torbay’s role as a major coastal resort and as a major service centre. Measures to promote these roles will include:</p> <ul style="list-style-type: none"> • Support for tourism development in Torquay, Paignton and Brixham; and • Support for the enhancement of the role of Torquay, Paignton and Brixham as nodes for the delivery of commercial and community services. 	<p>4.5.2</p> <p>New Policy SR5.2</p>
SR5.3	<p>Policy SR5.3 Employment Provision</p> <p>Provision for job growth in the Torbay TTWA should be made for about 11,700 jobs over the plan period. Some 29 ha of employment land should be made available in Torbay within the plan period.</p>	<p>4.5.3</p> <p>New Policy SR5.3</p>
SR5.4	<p>Policy SR5.4 Housing Provision</p> <p>Housing provision in the Torbay HMA shall be 20,000 over the plan period.</p> <p>Urban extension(s) should be brought forward through the Torbay LDD or through joint LDFs, to complement the urban focus approach, assessing locations immediately adjoining the Torbay urban area.</p> <p>Key infrastructure to enable the achievement of the development proposed in this Policy will be provided concomitantly.</p>	<p>4.5.4</p> <p>Delete Policy SR37 and replace with new Policy SR5.4</p>
	<p>Modify Text</p> <p>Key infrastructure required will be identified through the Implementation Plan and will include the following transport component:</p> <ul style="list-style-type: none"> • Improving highway access within the Borough; • On going investment in walking and cycling networks linking key areas of employment, education and other key facilities with housing; • Progressive implementation of bus priority measures and improving bus services, in the context of the existing Torbay Quality Bus Partnership; • Improving rail facilities and capacity; and • Improvements to the Torbay/Newton Abbot corridor – public transport, rail and road. 	<p>4.5.5</p> <p>Modify Text</p>
Chapter 4/6	Taunton HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR6.1	<p>Policy SR6.1 Sub-Regional Approach</p> <p>The Local Authorities within the HMA should seek to realise the potential of Taunton and Bridgwater to contribute to Regional prosperity and focus on the planning and regeneration of these two SSCTs in an integrated manner, especially in relation to the provision of appropriate levels and types of housing, employment, retail and leisure provision, and of facilities for sustainable travel and transport. This will require co-operation through work on LDDs and should be with a particular view to avoiding increased use of the M5 corridor and other parts of the strategic road network for car commuting, while minimising congestion that obstructs access to other parts of the sub-region. Where</p>	<p>4.6.1</p> <p>Delete Policy SR20 and replace with New Policy SR6.1</p>

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	development has cross boundary implications, joint working on LDDs, addressing such matters as the distribution of funding arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure may be necessary..	
SR6.2	<p>Policy SR6.2 Role and Function</p> <p>Growth in the sub-region should be planned on the basis that Taunton will develop its role as the major business, commercial, educational, service and cultural centre for this part of the Region, with Bridgwater diversifying its economy and retaining a subordinate but complementary role. In both towns regeneration and urban extensions will make sufficient and suitable provision for their respective strategic development needs, while addressing or avoiding areas at risk of flooding, particularly in Bridgwater.</p> <p>In other parts of the HMA, the planning of settlements should be based on the need to support local tourism and service centre functions, while avoiding creating or intensifying dormitory relationships.</p>	<p>4.6.2</p> <p>New Policy SR6.2</p>
	<p>Modify Text</p> <p>Modify paragraphs 4.2.57 and 4.2.58 to include revised analysis of the HMA as a whole.</p>	<p>4.6.2</p> <p>Modify Text</p>
SR6.3	<p>Policy SR6.3 Employment Provision</p> <p>Provision should be made for growth of 25,800 jobs within the HMA, of which 18,500 jobs should be within the TTWA and focussed mainly on the SSCT area of Taunton and Bridgwater. This requires 34 ha of employment land in Taunton and 54 ha in Bridgwater. Elsewhere, provision should be for locally generated growth only.</p>	<p>4.6.3</p> <p>New Policy SR6.3</p>
SR6.4	<p>Policy SR6.4 Housing Provision</p> <p>Provision should be made within the HMA for about 34,500 dwellings, distributed as follows:</p> <p><i>Taunton</i></p> <ol style="list-style-type: none"> 1. 11,000 dwellings within the existing urban area of Taunton; 2. 4,000 dwellings within an area of search to the north east of Taunton, within Taunton Deane Borough; 3. 3,000 dwellings within an area of search to the south west of Taunton, within Taunton Deane Borough. <p><i>Bridgwater</i></p> <ol style="list-style-type: none"> 4. 6,200 dwellings within the existing urban area of Bridgwater; 5. 1,500 dwellings within an area of search partly within the existing urban area and partly as an extension to it, to the north of the Bridgwater, within Sedgmoor District. <p><i>Elsewhere in the HMA, outside the SSCT area</i></p> <ol style="list-style-type: none"> 6. 3,800 dwellings within the rest of Taunton Deane Borough; 7. 2,500 dwellings within the rest of Sedgmoor District; 8. 2,500 dwellings within West Somerset District. 	<p>4.6.4</p> <p>Delete Policy SR21 and replace with new Policy SR6.4</p>
	<p>Modify Text and Diagram</p> <p>Make consequential modifications to paragraphs 4.2.59 – 4.2.60 and Inset Diagram 4.5.</p>	<p>4.6.4</p> <p>Modify Text and Diagram</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Modify Text</p> <p>Key infrastructure required will be identified through the Implementation Plan and will include:</p> <p>The transport package:</p> <ul style="list-style-type: none"> • On-going investment in walking and cycling networks linking key areas of employment, education and other key facilities with housing; • Progressive implementation of bus priority measures, particularly along the A38 public transport corridor between Bridgwater and west of Taunton; • The North West Taunton Package; • Implementation of the “Third Way” and Northern Inner Distributor Road, to deliver the town centre regeneration sites; • Access from Comeytrove area of search to M5 junction 25 and to A38. <p>In addition the following other infrastructure will be required:</p> <ul style="list-style-type: none"> • Spatial provision for increased skill levels through training programmes to assist in meeting the economic opportunities as well as redressing disadvantage in five specific wards; • Appropriate infrastructure investment to accommodate and integrate the strategic urban extensions. 	<p>4.6.5</p> <p>Modify Text</p>
Chapter 4/7	Bournemouth and Poole HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR7.1	<p>Policy SR7.1 Sub-Regional Approach</p> <p>Dorset County Council, Bournemouth Borough, Borough of Poole, Christchurch Borough, Purbeck District, East Dorset and North Dorset District Councils should plan for the balanced growth of the housing market area, particularly the conurbation (Bournemouth, Poole, Christchurch and parts of East Dorset and Purbeck Districts), maximising the use of previously developed land and buildings with urban extensions within a revised green belt. This will require co-operation, particularly at cross-boundary locations, through joint work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.</p>	<p>4.7.1</p> <p>Delete SR26 and replace with New Policy SR7.1</p>
	<p>New Study</p> <p><i>The next review of the RSS should be informed by a comprehensive evaluation of the urban structure of the northern part of the conurbation.</i></p>	<p>4.7.2</p> <p>New Study</p>
SR7.2	<p>Policy SR7.2 Role and Function</p> <p>Within the Housing Market Area the main strategy directions should be as follows:</p> <ol style="list-style-type: none"> 1. Within the urban areas of South East Dorset opportunity should be taken to continue the process of urban renaissance, particularly within Bournemouth, Poole and Christchurch, by increasing the density of development in conjunction with high quality design at locations which offer a wide range of services and facilities. 2. The town centres of Bournemouth (including the Lansdowne Area) and Poole will be the main focal points for retail and commercial development. 3. In order to achieve a more sustainable pattern of development priority should be given to investment required to release the potential of the Twin Sails Regeneration Area. 	<p>4.7.3</p> <p>New Policy SR7.2</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<ol style="list-style-type: none"> 4. Development proposals in suburban locations should complement plans for the town centres and the Regeneration Area rather than compete with them. 5. Development in the remainder of the HMA should be based on meeting locally generated growth. 	
SR7.3	<p>Policy SR7.3 Employment Provision</p> <p>In order to accommodate the growth potential of the sub-region in a sustainable way, the following measures are required:</p> <p>South East Dorset should balance its economic potential, taking into account the high quality environmental assets, and provide for job growth, and make provision for growth of 45,400 jobs within the HMA.</p> <ol style="list-style-type: none"> 1. In the Bournemouth and Poole TTWA provision should be for about 42,000 jobs over the plan period, with about 23,000 jobs at Bournemouth and about 19,000 jobs at Poole. A search for an additional 110 ha. of employment land should be conducted across the conurbation. 2. In accommodating this level of growth the opportunity should be taken to maximise the potential of Bournemouth town centre including Lansdowne, Poole town centre and the Twin Sails Regeneration Area in order to take advantage of access to sustainable modes of transport. 3. Development opportunities outside the above areas, including Area of Search Q, the Airport Business Park and Wessex Fields, should be planned to complement rather than compete with the policies in the LDDs for each town centre and the Regeneration Area. The planning of those opportunities should not aspire to development that would be better accommodated in the town centres and Regeneration Area. 4. Provision to meet any deficiency in employment land arising from the economic growth expected in the remainder of the HMA should be identified through the LDF process in the Policy B and C settlements. 	<p>4.7.4</p> <p>New Policy SR7.3</p>
SR7.4	<p>Policy SR7.4 Housing Provision</p> <p>Within the Housing Market Area provision should be made for about 48,100 dwellings distributed as follows:</p> <ol style="list-style-type: none"> 1. 14,600 dwellings within Bournemouth Borough Urban Area 2. 1,500 dwellings within Bournemouth Urban Extension (Q) 3. 10,000 dwellings within Poole Borough. 4. 2,850 dwellings within Christchurch Borough. 5. 600 dwellings within Urban Extension (M) in Christchurch Borough. 6. 3,800 dwellings within East Dorset Urban Area. 7. 2,400 dwellings within Areas of Search (N, O & P) within East Dorset District. 8. 200 dwellings within the remainder of East Dorset District. 9. 2,750 dwellings within the 'Western Sector' Search Area. 10. 2,400 dwellings within the remainder of Purbeck District. 11. 1,000 dwellings within Area of Search Shaftesbury/Gillingham. 12. 6,000 dwellings within the remainder in North Dorset District. 	<p>4.7.5</p> <p>Delete Policy SR29 and replace with New Policy SR7.4</p>
	<p>Modify Text and Diagram</p>	<p>4.7.6</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	The supporting text and Inset Diagram 4.6 should be amended to reflect the proposed replacement of Policy 28.	Modify Text and Diagram
SR7.5	<p>Policy SR7.5 Ecological Integrity</p> <p>New residential development in the sub-region will be facilitated by policy measures to secure effective avoidance and mitigation of the potential adverse effects on the ecological integrity of the Dorset heathlands internationally designated sites.</p> <p>The relevant Authorities will work with Natural England, supported by central and regional government and other relevant stakeholders, to encourage appropriate forms and designs of development and to secure, through policy in Local Development Frameworks including a Joint Development Document, appropriate and deliverable mitigation and mechanisms that will fund and enable implementation of these measures.</p>	<p>4.7.7</p> <p>Delete Policy SR28 and replace with new Policy SR7.5</p>
	<p>Modify Text</p> <p>It is recommended that the replacement text submitted by the Regional Assembly should form the basis of the supporting text for new Policy SR7.5</p>	<p>4.7.8</p> <p>Modify Text</p>
SR7.6	<p>Policy SR7.6 Green Belt</p> <p>The Inner boundary of the Green belt will generally follow the edge of the main urban area as extended by the development proposed in the plan. The general course of the outer boundary will be some eight to thirteen kilometres beyond this inner boundary. Existing urban areas will be excluded from the Green Belt.</p> <p>Land at Bournemouth Airport will be removed from the Green Belt, the detailed boundary to be established through the Local Development Framework process, having regard to the requirements of the development needs of the Airport and the need to prevent encroachment into the open countryside, unrestricted sprawl and the setting and character of surrounding settlements.</p> <p>Land within the Areas of Search identified in the Regional Spatial Strategy for urban extensions in South East Dorset will be removed from the Green Belt, the detailed boundary to be established through the Local Development Framework process.</p>	<p>4.7.9</p> <p>Delete Policy SR27 and replace with New Policy SR7.6</p>
	<p>Modify Text</p> <p>The Key Infrastructure List for the South East Dorset sub-region should be identified through the Implementation Plan and include the following transport package:</p> <ul style="list-style-type: none"> • Investment in public transport, walking and cycling provision; • Increased demand management by transferring more road space to priority vehicles and managing the supply and use of parking; • Prime transport corridor improvements; • Poole Bridge regeneration network; • A31 to Poole corridor improvements; • Provision of new local rail passenger services and stations, including a Swanage connection and use of rail for local Park and Ride; • Improvements to rail links to other major centres; • Improved accessibility by public transport, cycling and walking to significant areas of countryside recreation, including the Dorset and East Devon Coast World Heritage Site, Cranborne Chase and the New Forest. 	<p>4.7.10</p> <p>Modify Text</p>

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Commercial Transport Proposals:</p> <ul style="list-style-type: none"> • Provision of a new passenger terminal at Bournemouth Airport; • A package of measures to improve access to the airport, including a link road to the A338 (further work required; and • Port of Poole deeper access channel and berth improvement (subject to further study). <p>Other Key Infrastructure:</p> <ul style="list-style-type: none"> • Provision of green infrastructure close to the urban edge. 	
Chapter 4/8	Plymouth HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR8.1	<p>Policy SR8.1 Sub-Regional Approach</p> <p>Devon and Cornwall County Councils, Caradon and South Hams District Councils, Plymouth City Council, West Devon Borough Council and the Dartmoor National Park Authority should plan for the balanced growth of the Plymouth, S.E. Cornwall and S.W. Devon area by:</p> <ul style="list-style-type: none"> • Maximising the use of previously developed land; • Bringing forward a strategic urban extension to the east of Plymouth; • Setting the context for the future relationship between Plymouth and Saltash and Torpoint; and • Taking account of the role and potential for balanced growth of other towns in the area. <p>This will require cooperation, particularly at cross-boundary locations, through joint work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms to deliver key infrastructure.</p>	<p>4.8.1</p> <p>Delete Policies SR33 and SR34 and replace with New Policy SR8.1</p>
SR8.2	<p>Policy SR8.2 Role and Function</p> <p>At Plymouth, measures will be taken to transform and revitalise the city to allow it to realize its potential, enhance its sub-regional role and become one of Europe’s finest and most vibrant waterfront cities. These measures will include:</p> <ul style="list-style-type: none"> • The provision of a range of employment opportunities, services and facilities to improve the physical fabric of the urban area; • The improvement of the retail performance of the city centre \and its continued development as the focus for town centre uses for the wider urban area; and • The transformation of the city by the development of cultural and tourist attractions and a high quality public realm, as envisaged in the “Mackay Vision,” into a place where people will want to live, work and visit. <p>Outside Plymouth City Centre, the planning of centres such as Derriford and Sherford should be complementary to the City Centre and be based on the provision of local community needs, retail and service provision.</p>	<p>4.8.2</p> <p>New Policy SR8.2</p>
SR8.3	<p>Policy SR8.3 Employment Provision</p> <p>Plymouth’s economy will be stimulated to enable a transformation of the City through the provision for job growth in the Plymouth TTWA of about 42,000 jobs over the plan period. Employment land provision of 150 hectares should be provided within and adjoining the Plymouth urban area over the plan period.</p>	<p>4.8.3</p> <p>New Policy SR8.3</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
<p>SR8.4</p>	<p>Policy SR8.4 Housing Provision</p> <p>Housing provision in Plymouth HMA shall be 47,200 allocated as follows:</p> <p>Within Plymouth Borough 24,500 made up as follows: 24,000 in the urban area, 500 at the urban area;</p> <p>Within South Hams 11,800 made up as follows: 5,500 at Sherford as an urban extension to Plymouth, 500 at the Plymouth Urban area, 5,800 to be distributed in the district under Policies B & C:</p> <p>Within Caradon 6,500 made up as follows: 1,000 at Saltash/Torpoint, 5,500 to be distributed in the district under Policies B & C.</p> <p>Within West Devon 4,400: 4,400 to be distributed in the district under Policies B & C.</p> <p>Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.</p>	<p>4.8.4</p> <p>Delete Policy SR35 and replace with new Policy SR8.4</p>
	<p>Modify Text</p> <p>Key infrastructure required will be identified through the Implementation Plan and will include the following transport component:</p> <p>Transport Package</p> <ul style="list-style-type: none"> ● Provision of a High Quality Public Transport (HQPT) link between the Sherford New Community and Plymouth City Centre along an Eastern Corridor; ● Improvements to junctions along transport corridors between the new community at Sherford and the City Centre, provision of a transport interchange (including strategic Park and Ride facilities) accessible to the proposed HQPT link and road based public transport networks ● Upgrading to a HQPT link along a Northern Corridor into the City Centre; ● Improvements to links from the Sherford New Community to the A379; ● Provision of a new boulevard link between Millbay and the City Centre and HQPT extension through the City Centre to Millbay and Devonport; ● Improved links between the City and Saltash/Torpoint and along the waterfront including ferry, bridge tolling, water transport and public transport links (with Park and Ride provision); ● Improvements to Plymouth Airport including runway extension, new terminal facilities and surface access (subject to further study); ● Provision of a road/rail freight interchange at Tavistock junction; and ● Creation of sea freight/cruise liner facilities and rationalization of land uses. <p>Other key infrastructure:</p> <ul style="list-style-type: none"> ● Creation of regionally significant recreational facilities, linked with leisure and commercial facilities in the City Centre; ● Replacement of conference facilities to create a new arena and facilities; and ● Improvements to the cultural provision. 	<p>4.8.5</p> <p>Modify Text</p>
<p>Chapter 4/9</p>	<p>West Cornwall HMA Sub-Regional Strategy: Policy/Text</p>	<p>Rec. No</p>
<p>SR9.1</p>	<p>Policy SR9.1 Sub-Regional Approach</p>	<p>4.9.1</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>LDD policies will seek to stimulate the economy, reduce social inequalities, address housing affordability and reflect the complex inter-relationships between many of the settlements.</p> <p>The spatial strategy for this area should build on Objective 1 and Convergence Funding opportunities and create a framework to enable sustained prosperity and growth after the removal of these funding support mechanisms. This will require concerted action to stimulate the economy across the whole sub-region including cultural and environmental tourism. Particular attention should be given to the problems and opportunities presented by the ‘Clay Country’ around St. Austell.</p> <p>The implementation of the strategy will require co-operation through joint work on LDDs, addressing the distribution of financial contributions arising from Section 106 agreements and other funding mechanisms.</p> <p>Co-operation will be required at cross-boundary locations through work on LDDs particularly between Carrick and Kerrier District Councils to deal with an urban extension to meet the development requirements of the Falmouth-Penryn settlement.</p> <p>Investment will be made in key infrastructure to enable the achievement of the development proposed in this policy.</p>	Delete Policy SR38 and replace with new Policy SR9.1
	<p>Modify Text</p> <p>In the text add a reference to St Austell “Clay Country”, in the context of Convergence Funding and the opportunity to combine regeneration with green infrastructure and tourism.</p>	<p>4.9.2</p> <p>Modify Text</p>
SR9.2	<p>Policy SR9.2 Role and Function</p> <p>Cornwall County Council, Carrick and Kerrier Districts should plan for the growth of Camborne/Pool/Redruth, Truro and Falmouth-Penryn. This will involve:</p> <ul style="list-style-type: none"> • Focusing development, particularly town centre uses at the above settlements; and • Maximising the use of previously developed land. <p>The planning of these settlements should be based on the following guidance:</p> <ul style="list-style-type: none"> • Truro should be planned as a major employment, commercial, service and retail centre; • Camborne/Pool/Redruth should be regarded as a regional regeneration priority with an emphasis on the consolidation of the urban area and advantage should be taken of the World Heritage Site designation: and • Falmouth-Penryn’s role should be to enhance its maritime, tourist, business, education and retail functions. <p>Elsewhere in the area, development should focus on the towns and villages identified through Policies B and C. Among these, some towns with significant sub-regional role should be considered for higher levels of development, to be defined in LDFs. Other towns and villages have an important local role as service centres. Emphasis should be placed on the re-use of previously developed land.</p>	<p>4.9.3</p> <p>Delete Policy SR39 and replace with new Policy SR9.2</p>
SR9.3	<p>Policy SR9.3 Employment Provision</p>	<p>4.9.4</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Provision should be made for about 33,100 jobs in the HMA of which 16,500 jobs should be in the Camborne/Pool/Redruth, Truro and Falmouth-Penryn TTWA.</p> <p>Provision should be made for at least 58 ha of employment land in the HMA.</p>	New Policy SR9.3
SR9.4	<p>Policy SR9.4 Housing Provision</p> <p>Housing provision in the West Cornwall HMA shall be 48,800 allocated as follows:</p> <p><i>Carrick</i></p> <ul style="list-style-type: none"> 1,000 in the urban area of Truro. 4,000 in a strategic urban extension to the south of Truro. 1,400 additional to the urban extension to the south of Truro. 2,000 in the urban area of Falmouth-Penryn. 2,500 for the remainder of the District. <p><i>Kerrier</i></p> <ul style="list-style-type: none"> 6,000 within the urban area of Camborne/Pool/Redruth. 5,100 in an area of search to Camborne/Pool/Redruth. 800 as an urban extension to Falmouth-Penryn. 2,500 for the remainder of the District. <p><i>Penwith</i></p> <ul style="list-style-type: none"> 7,800 for the whole District. <p><i>Restormel</i></p> <ul style="list-style-type: none"> 15,700 for the whole District. 	4.9.5 Delete Policy SR40 and Policy SR41 and replace with new Policy SR9.4
	<p>Modify Text</p> <p>The Key transport infrastructure package required will be identified through the Implementation Plan and will include:</p> <ul style="list-style-type: none"> • Integrated land use and transport strategies for Camborne/Pool/Redruth; Truro and Falmouth-Penryn; • On-going investment in walking and cycling networks linking key areas of employment, education and other key facilities with housing; • An integrated public transport system linking the main towns and based on a strategic network of public transport routes comprising the rail network, core bus corridors (an hourly weekday service) and waterborne transport; • Improved railway stations and additional train capacity on the local rail network; • Improvements to the A30 ‘strategic spine road’ through Cornwall; • Improvements at key ports and Newquay airport to improve links beyond the County; and • Isles of Scilly sea link. <p>The other key infrastructure is:</p> <ul style="list-style-type: none"> • Increased investment in education facilities to accommodate the scale of growth proposed, including Higher Education at the Combined Universities of Cornwall (CUC). 	4.9.6 Modify Text
SR9.5	<p>Policy SR9.5 The Isles of Scilly</p> <p>The Isles of Scilly, a uniquely peripheral part of England, with a high quality</p>	No Change

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>environment, continues to struggle to maintain viable and balanced communities on the Islands. The LDD should ensure that housing is available for local people, to diversify the local economy (which is heavily dependent on tourism), maintain and improve the air and sea links to the Islands and protect the environment.</p>	
Chapter 4/10	Polycentric Devon & Cornwall HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR10.1	<p>Policy SR10.1 Sub-Regional Approach</p> <p>In the northern Devon area Barnstaple will be the prime focus for development, particularly in terms of town centre uses. Cooperation will be required, however, between North Devon and Torridge District Councils concerning the spatial planning context for the Barnstaple/Bideford area to define the complementary role expected of Bideford as a Policy B category town.</p> <p>In the remainder of Torridge District and North Cornwall District the Policy B category towns will perform an important role as a focus for employment, services and significant housing provision in a manner that increases self-containment and supports surrounding rural communities.</p> <p>In view of the geography of the area a wider range of smaller towns and villages may be identified under Policy C to act as local service centres and housing locations.</p>	<p>4.10.1</p> <p>Delete Policy SR43 and replace with new Policy SR10.1</p>
SR10.2	<p>Policy SR10.2 Role and Function</p> <p>The planning of Barnstable should be based on its role as the functional and employment centre for the northern part of the sub-region. This role will be supported by measures to upgrade higher education facilities to ensure the availability of skills required for economic growth.</p> <p>The role and function of centres, other than Barnstaple, are important as local job and service centres. These will be supported through economic development and provision of housing and services according to Policies B and C in a manner that increases self-containment and supports surrounding rural communities.</p> <p>Development that stimulates the economy, and reflects the environmental quality of the locality with particular emphasis on other functionally important centres to be defined in LDFs will be supported.</p>	<p>4.10.2</p> <p>New Policy SR10.2</p>
SR10.3	<p>Policy SR10.3 Employment Provision</p> <p>Provision should be made for growth of 20,300 jobs within the HMA of which about 6,300 jobs should be in the Barnstaple TTWA and about 50 hectares of employment land (in total) in Barnstaple.</p> <p>LDF policies should be targeted at stimulating the economy, promoting a sustainable pattern of development and reflecting the high quality environmental assets.</p>	<p>4.10.3</p> <p>New Policy SR10.3</p>
SR10.4	<p>Policy SR10.4 Housing Provision</p> <p>Housing provision within the HMA should be made for 35,000 dwellings distributed as follows:</p> <p>Within North Devon: 10,900 made up as follows; 4,800 in the Barnstaple urban area;</p>	<p>4.10.4</p> <p>New Policy SR10.4</p>

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>2,400 as an urban extension to Barnstaple; 3,700 to be distributed in the district under Polices B and C.</p> <p>Within Torridge: 10,700 to be distributed in the district under Policies B and C.</p> <p>Within North Cornwall: 13,400 to be distributed in the district under Policies B and C.</p>	
Chapter 4/11	Salisbury District HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR11.1	<p>Policy SR11.1 Sub-Regional Approach and Role and Function</p> <p>The social, economic and physical growth of Salisbury should be planned for as the main centre within the HMA, developing a mix of employment, housing, educational and cultural opportunities and revitalising retail and tourism provision, while also taking steps to reduce City centre traffic and enhance the character and setting of the City. Limited Plan-led dispersal of development to settlements that have an established physical and/or functional relationship with Salisbury may be provided for, where the development is displaced from the City by regeneration initiatives or is of a type that would be incompatible with the historic character of the City.</p> <p>In other parts of the HMA the planning of settlements should be based on the need to support local service centre functions.</p>	<p>4.11.1</p> <p>New Policy SR11.1</p>
	<p>Modify Text</p> <p>Re-draft paragraph 4.3.15 to reflect the Panel’s analysis of the HMA as a whole.</p>	<p>4.11.1</p> <p>Modify Text</p>
SR11.2	<p>Policy SR11.2 Employment Provision</p> <p>Land use provision should be made within the HMA for growth in number of jobs of about 13,900, with 13,500 focussed on the Salisbury SSCT and specific related settlements identified through the LDF process. A total of some 37 ha of employment land should be made available to meet identified needs. Elsewhere, provision should be for locally generated growth only.</p>	<p>4.11.2</p> <p>New Policy</p>
SR11.3	<p>Policy SR11.3 Housing Provision</p> <p>Provision should be made within the HMA for about 12,400 dwellings distributed as follows:</p> <ul style="list-style-type: none"> • 6,000 dwellings within the existing urban area of Salisbury SSCT. • 6,400 dwellings elsewhere in the HMA, outside the SSCT. 	<p>4.11.3</p> <p>Delete Policy SR30 and replace with New Policy SR11.3</p>
	<p>Modify Text</p> <p>Make consequential modifications to paragraph 4.3.15.</p>	<p>4.11.3</p> <p>Modify Text</p>
	<p>Modify Text</p> <p>Key infrastructure required will be identified through the Implementation Plan and will include the following transport package:</p> <ul style="list-style-type: none"> • Brunel Link and Harnham Relief Road; • Interchange improvements at Salisbury railway station. 	<p>4.11.4</p> <p>Modify Text</p>
Chapter 4/12	Weymouth and Dorchester HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR12.1	Policy SR12.1 Sub-Regional Approach	4.12.1

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Dorset County Council, West Dorset and Weymouth/Portland District Councils should plan for the balanced growth of Dorchester and Weymouth maximising the use of previously developed land and buildings. This will require cooperation, particularly at cross-boundary locations, through joint work on LDDs, addressing the distribution of financial contributions, arising from Section 106 Agreements and other funding mechanisms to deliver key infrastructure.</p>	<p>Delete Policy SR31 and replace with new Policy SR12.1</p>
<p>SR12.2</p>	<p>Policy SR12.2 Role and Function</p> <p>Weymouth should be planned as an important sub-regional centre and a major tourist resort, with improved retail and health facilities and the capacity to attract knowledge based industries.</p> <p>Dorchester should be planned as an important sub-regional retail and service centre with upgraded heritage and cultural facilities.</p> <p>In other parts of the HMA the planning of settlements should be based on the need to support local service centre functions.</p>	<p>4.12.2</p> <p>New Policy SR12.2</p>
<p>SR12.3</p>	<p>Policy SR12.3 Employment Provision</p> <p>Provision should be made for growth of 11,900 jobs within the HMA of which 9,500 jobs should be within the Dorchester and Weymouth TTWA.</p> <p>Measures should be put in place to broaden Weymouth’s economic base with a view to achieving a better balance of jobs and housing. These measures should include provision to bring forward the employment land supply in the Weymouth area.</p>	<p>4.12.3</p> <p>New Policy SR12.3</p>
<p>SR12.4</p>	<p>Policy SR12.4 Housing Provision</p> <p>Housing provision in the Weymouth and Portland HMA shall be 18,100 dwellings, allocated as follows:</p> <p><i>West Dorset District</i> 4,000 in Dorchester Urban Area. 3,000 at Dorchester Urban Extension. 700 at Weymouth Urban Extension. 4,800 in the remainder of the District.</p> <p><i>Weymouth and Portland District</i> 5,000 in Weymouth Urban Area. 600 in the remainder of the District.</p>	<p>4.12.4</p> <p>New Policy SR12.4</p>
	<p>Modify Text</p> <p>The key infrastructure for Dorchester and Weymouth sub-region should be identified through the Implementation Plan and include the following transport proposals:</p> <ul style="list-style-type: none"> ● Investment in public transport, walking and cycling provision, linking key areas of employment, education and other key facilities with housing; ● Increased demand management; ● A354 Weymouth Relief Road, including park and ride; ● Weymouth Olympic Games Transport Package; ● Rail Improvements: <ul style="list-style-type: none"> - Reinstatement of dual track between Moreton and Dorchester South 	<p>4.12.5</p> <p>Modify Text</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>and upgrade of signalling and power supplies to enable greater reliability for increased train frequencies</p> <ul style="list-style-type: none"> - Introduction of a through Exeter-Yeovil Pen Mill-Weymouth service utilising the current freight only chord at Yeovil; - Improved frequencies on the Bristol to Weymouth line; and - Improved facilities and capacity at Weymouth station and stations on connecting routes. <ul style="list-style-type: none"> • Access improvements to Portland Port, particularly for HGVs; • Improved accessibility by public transport, cycling and walking to significant areas of countryside recreation, including the Dorset and East Devon World Heritage Site and the South Dorset AONB; • Dualling A31/A354 Yellowham Hill to Weymouth Avenue; and • Improvements to A37 corridor to A303. 	
Chapter 4/13	South Somerset HMA Sub-Regional Strategy: Policy/Text	Rec. No
SR13.1	<p>Policy SR13.1 Sub-Regional Approach</p> <p>The social, economic and physical growth of Yeovil should be planned for as the main centre within the sub-region, realising the potential of the town to drive the wider area’s contribution to regional prosperity. The planning of the SSCT should be undertaken in an integrated and balanced manner especially with regard to the areas of search/urban extensions, where cross-boundary working is necessary, while also avoiding dormitory relationships and the propensity for increased car commuting between neighbouring settlements.</p>	<p>4.13.1</p> <p>New Policy SR13.1</p>
SR13.2	<p>Policy SR13.2 Role and Function</p> <p>At Yeovil, a mix of employment, residential, educational and cultural opportunities should be developed with the aims of meeting the bulk of the sub-region’s housing needs, diversifying the town’s economy, broadening its range of retail and leisure opportunities, improving transport connections and bringing about urban renaissance.</p> <p>In other parts of the HMA, the planning of settlements should be based on the need to support local service centre functions.</p>	<p>4.13.2</p> <p>New Policy SR 13.2</p>
	<p>Modify Text</p> <p>Re-draft paragraph 4.2.66 to reflect the Panel’s foregoing analysis of the HMA as a whole.</p>	<p>4.13.2</p> <p>Modify Text</p>
SR13.3	<p>Policy SR13.3 Employment Provision</p> <p>Land use provision should be made within the HMA for growth in the number of jobs of about 10,700, of which 9,100 should be within the Yeovil TTWA and focussed mainly on the SSCT area. Elsewhere, provision should be for locally generated growth only. Some 43 ha of employment land should be made available focussed mainly on Yeovil.</p>	<p>4.13.3</p> <p>New Policy SR13.3</p>
SR13.4	<p>Policy SR13.4 Housing Provision</p> <p>Provision should be made within the HMA for about 19,700 dwellings, distributed as follows:</p> <ul style="list-style-type: none"> • 6,400 dwellings within the existing urban area of Yeovil SSCT. • 5,000 dwellings within an area of search for urban extension of Yeovil. • 8,300 dwellings elsewhere in the HMA, outside the SSCT. 	<p>4.13.4</p> <p>Delete Policy SR24 and replace with New Policy SR13.4</p>

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	<p>Modify Text</p> <p>Make consequential modifications to paragraph 4.2.67.</p>	<p>4.13.4</p> <p>Modify Text</p>
Chapter 4/14	Broad Housing Distribution: Policy/Text	Rec. No
SRHD1	<p>Policy HD1 Sub-Regional Distribution of Housing 2006-2026</p> <p>LDDs should deliver an average annual net increase in housing across their area according to the locational principles and priorities set out in the Development Policies A to C, and the sub regional statements. The overall distribution to 2026 is set out in new Tables 4.1 and 4.2.</p>	<p>4.14.1</p> <p>Modify Policy HD1 with new Tables 4.1 and 4.2</p>
SRHD2	<p>Policy HD2 Phasing of Housing Development and Ensuring Land Supply</p> <p>Local Planning Authorities will carry out joint work so that proposals on housing and related matters that transcend local authority boundaries can be co-ordinated. When undertaking the joint working required by Policy J, provision should be made across the HMAs and LPA areas to deliver the total number of dwellings in the periods between 2006 and 2016 and between 2016 and 2026 as set out in new Tables 4.1 and 4.2</p>	<p>4.14.2</p> <p>Modify Policy HD2 with new Tables 4.1 and 4.2</p>
Chapter 5	Transport/Regional Transport Strategy: Policy/Text	Rec. No
	<p>Modify Text and Format</p> <p>Section 5 of the draft RSS should be recast as an identifiable RTS based on the guidance set out in PPS11.</p>	<p>5.1</p> <p>Modify Text and Format</p>
TRANS1	<p>Policy TRANS1 RTS Aims and Objectives</p> <p>The main aim of the RTS should be reduction in the rate of traffic growth and the following objectives should guide the preparation of the RTS:</p> <ul style="list-style-type: none"> • Seeking a better linkage between homes, jobs and services based on role and function so that cities, towns and villages and groups of places have the potential to become more self contained and the need to travel is reduced; • Seeking a more effective linkage between transportation facilities and development so that the need to travel by car is reduced; and • Seeking the transfer of journeys to the more sustainable modes of transport. <p>In addition the RTS should seek to support economic growth.</p>	<p>5.2</p> <p>New Policy TRANS1</p>
TRANS2	<p>Policy TRANS2 Demand Management and Public Transport in the SSCTs</p> <p>In order to reduce the rate of traffic growth, demand management measures will be introduced to all settlements where there is a need to reduce traffic levels and congestion. The range and degree of demand management measures will be determined by the functional role of the particular settlement, but priority should be given to the Development Policy A settlements.</p> <p>Consideration should be given to the following range of measures:</p> <ul style="list-style-type: none"> • Congestion charging/road pricing; • Parking strategies including charging regimes and park-and-ride; • Management of road space including bus priority; and • The promotion of more sustainable travel behaviour e.g. ‘Smarter Choices.’ 	<p>5.3</p> <p>Replace Policy TR1 by new Policy TRANS2</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>Priority should be given to the consideration of the benefits of congestion charging in the following conurbations:</p> <ul style="list-style-type: none"> • Bristol; • Plymouth; • Bournemouth/Poole; and • Exeter. <p>Early consideration should be given to the introduction of demand management measures to control the demand for travel on the M4/M5 motorways around Bristol.</p>	
TRANS3	<p>Policy TRANS3 Managing Demand from Development</p> <p>Regional stakeholders will work with the Highways Agency to manage demand in a way that minimises congestion on the trunk road network while meeting the requirements for development.</p>	<p>5.3</p> <p>Replace Policy TR4 with new Policy TRANS3</p>
TRANS4	<p>Policy TRANS4 Parking</p> <p>Parking measures will be implemented where appropriate to reduce reliance on the car and encourage the use of sustainable transport modes. These measures include:</p> <p><i>Parking Standards</i></p> <p>The Regional Assembly will set parking standards to deal with the provision of parking associated with new development. The standards will reflect the range of circumstances within the region.</p> <p><i>Parking Provision</i></p> <p>The total parking stock should be managed to reflect local circumstances and the relative accessibility by sustainable transport modes.</p> <p><i>Parking Charges</i></p> <p>Parking charging regimes should be designed to:</p> <ul style="list-style-type: none"> • Discourage commuting while protecting the commercial viability of town centres; • Avoid wasteful competition between different locations; and • Reflect the availability of alternative more sustainable travel modes. 	<p>5.4</p> <p>New Policy TRANS4</p>
TRANS5	<p>Policy TRANS5 Transport Strategies for the SSCTs</p> <p>Local authorities, working collectively and with transport providers and stakeholders should prepare a transport strategy for each SSCT or grouping of SSCTs and the hinterlands of the urban areas. These strategies should take into account the list of key transport infrastructure for each sub-regional area, which is set out in the Implementation Plan. Each strategy should:</p> <ul style="list-style-type: none"> • Provide for growth and regeneration; • Address congestion, safety and pollution; and • Minimise the use of the motorway network and main longer distance routes. <p>In the case of the wider Bristol City Region consideration should be given to the establishment of a Passenger Transport Authority.</p>	<p>5.5</p> <p>New Policy TRANS5</p>

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<p>TRANS6</p>	<p>Policy TRANS6 Public Transport Services</p> <p>Improved rail, bus and coach services will be sought to facilitate sustainable travel within the region and to other parts of the country. This will be achieved by;</p> <ul style="list-style-type: none"> • Better quality trains and buses/coaches and in particular improved quality and capacity trains on the inter-regional services, particularly replacement High Speed Trains; and • Enhanced train and bus/coach stations and interchange facilities between rail and bus and bus and coach. 	<p>5.6</p> <p>Replace Policy TR2, Policy TR3 Policy TR5, Policy TR6, Policy TR10 and Policy TR11 with new Policies</p>
<p>TRANS7 and TRANS7A to TRANS7H</p>	<p>Policy TRANS7 Strategic Transport Corridor Management</p> <p>A Corridor Management approach will be applied for the strategic corridors within the region. The approach will seek to make the best use of the networks available and improve the reliability and resilience of journey times along each corridor. As part of the Corridor Management approach, Local Authorities working with the rail and bus industries will develop opportunities to facilitate modal shift. Within the scope of the Corridor Management approach, highway authorities should also develop proposals to reduce the impact of long distance traffic on the built and natural environment and improve the quality of life of communities, seeking to improve air quality, reduce accidents, severance and the impact of noise. A Corridor Strategy will be produced for each corridor taking into account the following corridor statements.</p> <p>Policy TRANS7A Exeter to London via Bristol.</p> <p>The M4/M5 together represent the key transportation component in the corridor. They will be managed and where appropriate improved, in order to ensure that they perform their function as the main strategic inter-regional links to London and the Midlands. Measures should seek to maintain the reliability of journey times into and out of the region. Regional stakeholders will work with the Highways Agency to seek a complementary package of measures to manage demand for travel in relation to the M4/M5 and ensure the most effective use of the trunk road network and reduce congestion including the implementation of:</p> <ul style="list-style-type: none"> • Incident Management; • Intelligent Technology Measures; • Information Management; and • Access Control Measures. <p>Investment related to the M4/M5 should be used to support the sub-regional strategies including:</p> <ul style="list-style-type: none"> • Improvements in the vicinity of M5 Junctions 29 and 30; and • Junction improvements at Weston-super-Mare. <p>To complement these measures re-signalling and route modernisation of the strategic inter-regional rail route, the Great Western Main Line, will be implemented so as to facilitate the provision of reliable train services with enhanced capacity to meet the growth in demand embodied in the Spatial Strategy. This will include the following:</p> <ul style="list-style-type: none"> • New/improved Parkway stations at Worle, Bristol Parkway and Tiverton; • Investment in the Worle (Weston-super-Mare) loop to facilitate the reliability of inter-regional services; and • Taking advantage of the opportunities to supplement the above measures in 	<p>5.6 cont.</p> <p>Plus set of new corridor strategy Policies</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>the Greater Bristol area, taking into account the availability of a new development sponsored turn-around facility at Yate, to achieve improvements to the Greater Bristol Rail Network.</p> <p>As the corridor contains the largest number of SSCTs, the transportation packages required to support the sub-regional strategies will be critical in allowing the urban areas to accommodate the proposed level of growth and in making the urban areas attractive places to live and work. The public transport proposals should be prioritised as part of the means of reducing car travel and as a contribution to minimising the impact of growth on the M4/M5.</p> <p>Certain elements of the sub-regional packages are not only important for the particular sub-region, but are also important to the effective operation of the M5. Particular consideration should be given to the following:</p> <ul style="list-style-type: none"> • The provision of enhanced segregated crossings of the M5 at Exeter; • The enhancement of the A38 link between Taunton and Bridgwater; and • A new River Avon crossing. <p>Policy TRANS7B Exeter to London via Salisbury & Basingstoke.</p> <p>In order to improve the resilience of the inter-regional networks and to maintain the competitiveness of the South West the following measures will be taken to enhance connectivity to London and the South East:</p> <ul style="list-style-type: none"> • Regional Stakeholders will work with the Highways Agency to achieve a second strategic route into the region from London utilising the A303/A358 and placing the emphasis on ensuring the reliability of journey times; and • The performance of the Exeter to London via Salisbury and Basingstoke rail line will be enhanced to allow an hourly service by the provision of passing loops between Exeter and Salisbury. <p>In addition to improving the connectivity to London the investment in the rail line should also take into account:</p> <ul style="list-style-type: none"> • the need to support enhanced services through the proposed new station to serve the new development areas to the east of Exeter; and • the opportunity to achieve better interchange between the London services and the Bristol to Dorchester services by the construction of a new chord at Yeovil. <p>Policy TRANS7C Exeter to Plymouth and Penzance.</p> <p>The A30 and the A38 will be managed and investment targeted so as to ensure its strategic function.</p> <p>The transportation packages identified in the sub-regional strategies are required to support the level of growth proposed, but the following transportation elements from the sub-regional strategies while required to support the level of growth proposed at Plymouth and Camborne/Pool/Redruth, are also critical to the effective operation of the A38 and A30 respectively:</p> <ul style="list-style-type: none"> • Provision of improvements to the east of Plymouth between the new community at Sherford and the City Centre, including public transport improvements, junction improvements and transport interchange facilities; and • Camborne/Pool/Redruth Transport Package. <p>In order to maintain inter-regional rail connectivity to the Plymouth area and</p>	

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>beyond and thereby provide a sustainable alternative to journeys on the A38 and A30, appropriate engineering measures are required to secure the long-term future of the Great Western Line through Dawlish.</p> <p>Policy TRANS7D Weymouth to London via South East Dorset.</p> <p>In order to ensure the strategic function of the A35/A31 corridor and to support the level of development proposed in the South East Dorset conurbation the A31 should be improved to dual carriageway standard through the conurbation.</p> <p>The South Western Main Line provides a more sustainable alternative to the A35/A31 but, as part of the enhancement of the route, opportunity should be taken to improve the contribution services on the line could make to supporting the increased level of development proposed for both the South East Dorset conurbation and the Weymouth/Dorchester SSCTs. This could include the following:</p> <ul style="list-style-type: none"> • New local rail services; • New stations; and • The use of rail for local Park and Ride. <p>The transport packages identified for the sub-regional strategies within the corridor are required to support the level of growth proposed, but the following elements have particular strategic significance:</p> <ul style="list-style-type: none"> • A31 to Poole corridor improvements are required in order to better accommodate port traffic; and • The Poole Bridge regeneration network is required to realise the Twin Sails Regeneration Area. <p>Policy TRANS7E Bristol/Bath to the South Coast.</p> <p>A Corridor Management Approach will be applied for the A46, A36 and the A350 with an emphasis on the reliability and resilience of journey times. Within this approach proposals should be developed to:</p> <ul style="list-style-type: none"> • Reduce the impact of traffic on the built and natural environment; and • Improve the quality of life of communities, seeking to improve air quality and to reduce accidents, severance and the impact of noise. <p>A review should be carried out of the relationship between the A36/A46 and the A350 in the northern part of the corridor to consider the impact of stronger traffic management measures at Bath.</p> <p>Opportunities to enhance the rail network in the corridor should facilitate modal shifts, address overcrowding and improve the network by:</p> <ul style="list-style-type: none"> • Enhancing speeds; • Increasing frequencies; and • Increasing the capacity of passenger services. <p>In particular consideration should be given to the role of the rail network in connecting the West Wiltshire area to Bath and Bristol as an integral part of a wider sub-regional network.</p> <p>The transport packages for Bath and Trowbridge SSCTs are required to support the level of growth proposed.</p> <p>Policy TRANS7F Bristol to the North via Gloucester/Cheltenham.</p>	

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	<p>The M5 will be managed and where appropriate improved so as to ensure that it performs its function as the main strategic road link to the Midlands. Measures should seek to maintain the reliability of journey times into and out of the region. Regional stakeholders will work with the Highways Agency to seek a complementary set of measures to manage the demand for travel in relation to the M5 and ensure the most effective use of the strategic road network and reduce congestion including the implementation of:</p> <ul style="list-style-type: none"> • Incident Management; • Intelligent Technology Measures; • Information Management; and • Access Control Measures. <p>Rail infrastructure, signalling systems and stations on the strategic rail route will be enhanced so as to ensure the provision of reliable train services with increased capacity to meet the growth in demand embodied in the Spatial Strategy and provide a more sustainable option to journeys on the M5. This may include:</p> <ul style="list-style-type: none"> • A new Parkway Station at Gloucester. <p>The transport package for the sub-region is required to support the level of growth proposed for the area and to minimise the impact of traffic generated within the urban areas on the M5, but the sub-regional strategy for Swindon includes measure which have a wider impact as follows:</p> <ul style="list-style-type: none"> • Additional segregated crossings of the A419 to accommodate the new urban extension; and • The possibility of a new station on the Swindon to Gloucester/Cheltenham rail line to serve new development areas. <p>Policy TRANS7G Exeter to Dorchester</p> <p>A Corridor Management approach will be adopted for the corridor, making the best use of the network. The approach will be to ensure the reliability and resilience of journey times on the A30/A35 and other roads within the corridor.</p> <p>As part of the Corridor Management approach, Local Authorities, working with the bus industry will develop opportunities to facilitate modal shift.</p> <p>Policy TRANS7H Exeter to Barnstaple</p> <p>A corridor management approach will be adopted for the corridor, making the best use of the network. The approach will be to ensure the reliability and resilience of journey times on the A361 and other roads within the corridor.</p> <p>As part of the Corridor Management approach, Local Authorities, working with the rail and bus industries will develop opportunities to facilitate modal shift.</p>	
	<p>Recommendation</p> <p>The Department for Transport be recommended that provision should be made for:</p> <ul style="list-style-type: none"> • Improved platform capacity at Reading Station; • Junction improvements at Reading; and • Direct links to Heathrow Airport from the Great Western Main Line. 	<p>5.7</p> <p>Recommendation</p>

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TRANS8	<p>Policy TRANS8 Ports</p> <p>Proposals at all of the region’s ports which facilitate the development of markets for freight and passenger services are supported, particularly where they include measures, such as improved rail access, in order to reduce the use of road based haulage. LDDs should facilitate the growth of ports to provide (where appropriate):</p> <ul style="list-style-type: none"> • Improved passenger facilities; • New recreational passenger services; • Facilities to support the fishing industry; • Land for port growth, marine sectors and related uses; • Rail connections; and • Container and other freight facilities. 	<p>5.8</p> <p>Rename Policy TR7 as Policy TRANS8</p>
TRANS9	<p>Policy TRANS9 Bristol Port</p> <p>Bristol City and North Somerset Councils, together with the Bristol Port Company and other related stakeholders, should work jointly to plan the Bristol Dock System to consider how best the projected growth of general and container freight can be supported, taking into account all the relevant environmental constraints. Special consideration should be given to where opportunities can be related to rail access in order to provide for sustainable distribution.</p>	<p>5.8</p> <p>Modify Policy TR8 relating to Bristol Port and rename as Policy TRANS9</p>
TRANS10	<p>Policy TRANS10 Airports</p> <p>Proposals for the growth of airports in the region should be supported as follows:</p> <ul style="list-style-type: none"> • At Bristol, Bournemouth and Exeter Airports within the currently agreed levels of growth as set out in the Air Transport White Paper; • At Newquay as an important infrastructure asset to support Cornwall’s Objective 1 and Convergence Programme; and • At Plymouth and Gloucestershire Airport to sustain their roles as airports of sub-regional significance. <p>Airport Surface Access Strategies should be provided by the airport operator to achieve:</p> <ul style="list-style-type: none"> • The management of the environmental impact of surface access; and • A higher modal share in favour of public transport. 	<p>5.9</p> <p>Modify Policy TR9 and rename as Policy TRANS10</p>
TRANS11	<p>Policy TRANS11 Regional Freight Transport</p> <p>The strategic network (national and regional routes) as shown on Map 5.1 will be promoted for use by HGV vehicles. Local authorities, through their LTPs, will reflect the regional hierarchy of routes and give priority to strategic routes in determining allocations for road maintenance.</p>	<p>5.10</p> <p>Modify Policy TR12 and rename as Policy TRANS11</p>
	<p>New Study</p> <p><i>An evidence-based review of the ‘Regionally Significant Road Network’ should be conducted as soon as possible and prior to the next review of the RSS.</i></p>	<p>5.11</p> <p><i>New Study</i></p>
TRANS12	<p>Policy TRANS12 Rail Freight Interchange Facilities</p> <p>Sites for rail freight interchange facilities will be identified and safeguarded in LDDs for East Devon and Plymouth, and should be identified in Cornwall and</p>	<p>No change but rename as</p>

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	other locations in the region, subject to viability.	TRANS12
Chapter 6	Housing: Policy/Text	Rec. No
H1	<p>Policy H1 Affordable Housing</p> <p>Within the 28,000 dwellings per annum (at least) required for the region, the aim should be to provide at least 10,000 affordable homes per annum in the period to 2026. Policy provision should accordingly be made for at least 35% of all housing development annually across each local authority area and Housing Market Area to be affordable, with authorities specifying rates of 60% or higher in areas of greatest need.</p>	<p>6.1</p> <p>Modify Policy H1</p>
H2	<p>Policy H2 Housing Densities</p> <p>In formulating and monitoring their LDDs and when exercising their development control functions, Local Planning Authorities should:</p> <ul style="list-style-type: none"> • aim to exceed the national indicative minimum net density of 30dph; • aspire to achieving a target net density of 40 dph averaged across all new housing provision in their respective Housing Market Areas; • seek to ensure that the net density of housing development within the SSCTs falls within the range of 40-50dph, with higher densities in the most accessible locations • Promote net densities of 40-50 dph or more overall in the planned urban extensions to SSCTs and adjacent new communities. 	<p>6.2</p> <p>Modify Policy H2</p>
	<p>Modify Text</p> <p>Make consequential modifications to paragraph 6.1.10 to include:</p> <ul style="list-style-type: none"> • Transfer of the last bullet point of paragraph 6.1.9 to paragraph 6.1.10; • Reference to the relationship to Policy SD4 objectives; • Acknowledgment that a range of factors (drawn from paragraph 46 of PPS3) potentially influence density policy that may be expressed in LDDs within the overall strategic objective of avoiding the profligate use of land. 	<p>6.2</p> <p>Modify Text</p>
F	<p>Policy F Master Planning</p> <p>Developers, local authorities and public agencies will ensure that major development areas, such as mixed-use developments and urban extensions to the SSCTs will be planned on a comprehensive and integrated basis within an overall master plan and phasing regime. These will be planned and developed as sustainable communities, which deliver a high quality of life through high standards of design and access and lowest practicable levels of energy and car use, protect and maintain environmental assets and landscape setting, avoid areas susceptible to flooding, reflect the heritage and provide the appropriate physical and social infrastructure. Local authorities should work closely with landowners, developers, stakeholders and service providers to achieve a master plan which takes account of the need to secure mixed and balanced developments, with high density development of housing of varied types and tenures averaging 40-50 dph and higher wherever possible, cycling, walking and public transport links, local cultural and retail facilities, and health care and education facilities commensurate with the expected population of the area. Master plans should also ensure provision of sufficient amenity space and green infrastructure to enhance the living environment and support biodiversity. Within urban areas and urban extensions, and where sites are close to public transport nodes, consideration should be given to increasing dwelling density to in excess of 50dph.</p>	<p>6.2</p> <p>Modify Policy F</p>

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Chapter 7	The Environment and Resource Management: Policy/Text	Rec. No																		
F1	<p>Policy F1 Flood Risk</p> <p>Taking account of climate change and the increasing risk of coastal and river flooding, the priority is to:</p> <ul style="list-style-type: none"> • Defend existing properties and, where possible, locate new development in places with little or no risk of flooding; • Protect flood plains and land liable to tidal or coastal flooding from development; • Follow a sequential approach to development in flood risk areas; • Use development to reduce the risk of flooding through location, layout and design; • Relocate existing development from areas of the coast at risk, which cannot be realistically defended; • Identify areas of opportunity for managed realignment to reduce the risk of flooding and create new wildlife areas; and • In preparing their LDDs local authorities should have regard to the Regional Flood Risk Assessment. 	<p>7.1.1</p> <p>Modify Policy F1</p>																		
	<p>Modify Text</p> <p>Include a reference to RFRA in paragraph 7.2.21 of draft RSS.</p>	<p>7.1.1</p> <p>Modify Text</p>																		
RE1	<p>Policy RE1 Renewable Electricity Targets: 2010 and 2020</p> <p>Local Development Documents will include positive policies to enable the achievement of the following targets:</p> <p>1. By 2010, a minimum of 509 to 611 MWe installed capacity, from a range of onshore renewable electricity technologies in the following broad distribution:</p> <table border="1" data-bbox="354 1303 1005 1655"> <thead> <tr> <th>Sub-region</th> <th>Installed Electricity Generating Capacity (MWe)</th> </tr> </thead> <tbody> <tr> <td>Former Avon</td> <td>35-52</td> </tr> <tr> <td>Gloucestershire</td> <td>40-50</td> </tr> <tr> <td>Wiltshire</td> <td>65-85</td> </tr> <tr> <td>Somerset</td> <td>61-81</td> </tr> <tr> <td>Devon</td> <td>151</td> </tr> <tr> <td>Dorset</td> <td>64-84</td> </tr> <tr> <td>Cornwall</td> <td>93-108</td> </tr> <tr> <td>Total</td> <td>509-611</td> </tr> </tbody> </table> <p>2. By 2020, a minimum of 850 MWe installed capacity, from a range of onshore renewable electricity technologies.</p>	Sub-region	Installed Electricity Generating Capacity (MWe)	Former Avon	35-52	Gloucestershire	40-50	Wiltshire	65-85	Somerset	61-81	Devon	151	Dorset	64-84	Cornwall	93-108	Total	509-611	<p>7.2.1</p> <p>Modify Policy RE1</p>
Sub-region	Installed Electricity Generating Capacity (MWe)																			
Former Avon	35-52																			
Gloucestershire	40-50																			
Wiltshire	65-85																			
Somerset	61-81																			
Devon	151																			
Dorset	64-84																			
Cornwall	93-108																			
Total	509-611																			
	<p>Modify Text</p> <p>Make consequential modifications to paragraph 7.3.3 to include:</p> <ul style="list-style-type: none"> • clarification of the difference between “installed capacity” and actual electricity generation; and • affirmation that the 2020 target absorbs the 2010 target and is not additional to it. <p>Transfer paragraph 7.3.4 to supporting text for Policy RE2, deleting from</p>	<p>7.2.1</p> <p>Modify Text Paragraphs 7.3.3 and 7.3.4</p>																		

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	<p>paragraph 7.3.4 the words “...and could play a significant part in achieving the 20% renewable electricity target by 2020” replacing them with “... and provided on-shore capacity targets are met, could in combination with other policy initiatives (including those like Policy G concerned with energy conservation) play a significant part in achieving 20% of the Region’s electricity generation from renewable sources by 2020, in alignment with current UK aspirations”.</p>	
	<p>Delete Map</p> <p>Delete Map 7.6</p>	<p>7.2.2</p> <p>Delete Map</p>
<p>G</p>	<p>Policy G Sustainable Construction</p> <p>Developers, local authorities, regional agencies and others must ensure that their strategies, plans and programmes achieve best practice in sustainable construction by:</p> <ul style="list-style-type: none"> • Following the principles contained within the <i>Future Foundations</i>, the South West’s sustainable construction charter, to raise awareness of sustainable construction; and • Requiring that all new and refurbished residential buildings achieve as a minimum the requirements of Level 3 of the <i>Code for Sustainable Homes</i> in order to minimise lifetime resource use, energy consumption, water use and waste production; and • Requiring that all new and refurbished non-residential buildings achieve, as a minimum, the requirements of BREEAM Very Good standard (or, in the case of buildings for which there is no such standard, the nearest comparable standard for the industry) in order to minimise lifetime resource use, energy consumption, water use and waste production; and • Requiring that all larger scale residential developments and, in particular, urban extensions, are designed and constructed to meet or exceed the levels of the <i>Code for Sustainable Homes</i> set out in appendix C (vii) table 1; and • Requiring that all larger scale non-residential developments are designed and constructed to meet or exceed the carbon reduction minimum requirements set out in appendix C (vii) table 2; and • Requiring the use of sustainability statements for larger scale residential and/or mixed-use planning applications (as defined in paragraph 3.7.7), the contents of which should meet, or exceed, the <i>South West Sustainability Checklist for Developments</i>; and • Minimising the environmental impact of new and refurbished buildings, including reducing air, land, water, noise and light pollution throughout the building’s lifetime; and • Requiring the use of sustainable drainage systems to minimise flood risk associated with new developments; and • Designing homes which are safe and adaptable, for example by following <i>Lifetime Homes</i> standards, <i>Secured by Design</i> principles and including live/work space; and • Taking action to improve the energy efficiency of existing buildings, and ensuring that all refurbished buildings achieve the best current standards of 	<p>7.2.3</p> <p>Modify Policy G</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	energy efficiency.	
	<p>Modify Text</p> <p>3.7.7 The aim of this draft RSS is for all new residential development to meet at least Level 3 of the ‘Code for Sustainable Homes’. Over the lifetime of the RSS, the ambition is for new residential developments to eventually achieve low and zero carbon emissions from energy use through the use of energy efficiency measures and on-site renewable energy and low carbon technologies. This is equivalent to the energy standards in Levels 5 and 6 of the ‘Code for Sustainable Homes’. A further aim is that larger non-residential developments should move towards zero carbon emissions from regulated energy use, with a 44% reduction, relative to current Building Regulations, by 2016. The requirements add value to the proposed changes in the Building Regulations in that they come in faster, cover the non-residential sector, and are based on a detailed evidence base which has considered the difficulty of achieving viability of zero carbon for small scale developments. Also, for larger scale developments, sustainability checklists should be used to inform sustainability statements within planning applications, enabling developers to demonstrate the sustainability credentials of proposed developments. Use of the South West Sustainability Checklist for Development is to be encouraged to promote a consistent approach to realising the opportunities of sustainable design and construction.</p>	<p>7.2.3</p> <p>Modify Text Paragraph 3.7.7</p>
RE5	<p>Policy RE5 Renewable Energy and New Development</p> <p>When meeting carbon reduction requirements in new developments set out in Policy G, larger-scale developments will be expected to provide, as a minimum, sufficient on-site renewable energy to reduce CO₂ emissions from energy use by users of the buildings constructed on site by the equivalent of 20% of regulated emissions. Developers will be expected to demonstrate that they have explored all renewable energy options, and designed their developments to incorporate any renewable energy requirements.</p>	<p>7.2.4</p> <p>Modify Policy RE5</p>
	<p>Modify Text</p> <p>7.3.10 PPS22 emphasises the importance of developing positively expressed policies on building integrated renewables, incorporating renewable energy projects in all new developments. The draft Planning and Climate Change supplement to PPS 1 goes further, and requires that local authorities, in the absence of more detailed evidence, should set minimum targets of 10% of total emissions to be saved from on-site renewables. Policies that encourage the on-site generation of renewable energy must be placed within a wider context of the need for development, both new build and refurbishment, to incorporate the principles of sustainable energy design (see also Section 3 of the draft RSS, Policy G). This will involve reducing building energy demand through energy efficiency and low energy design, before meeting the remaining demand from firstly renewable energy and then fossil fuels or grid electricity. This approach has been characterised as the ‘Energy Hierarchy’ within the South West, and will ensure that energy efficiency opportunities are maximised before renewable energy is considered within proposals for new developments. The aim is to achieve affordable energy-efficient homes, so reducing both fuel poverty and CO₂ emissions. Nonetheless, as draft RSS paragraph 3.7.7 explains, and notwithstanding the ‘Energy Hierarchy’ the achievement of low and zero carbon emissions is likely to require energy efficiency measures, on-site renewable energy and low carbon technologies in combination. Policy RE5 recognises this.</p> <p>7.3.11 Proposals for larger scale developments (for definition see Glossary)</p>	<p>7.2.4</p> <p>Modify Text Paragraphs 7.3.10 and 7.3.11</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>should be accompanied by an Energy Strategy which describes how much energy is expected to be used within the proposal, and therefore carbon emissions produced and considers ways in which the ‘Energy Hierarchy’ can be put into effect. The carbon reduction requirements set out in appendix C (vii) to Policy G and Policy RE5 have been set based on a detailed analysis of technical viability and costs for different scales and types of development.</p>	
W1	<p>Policy W1 Provision of Waste Sites</p> <p>Waste Planning Authorities will make provision in their Waste Development Frameworks (involving joint working where necessary) for a network of strategic and local waste collection, transfer, treatment (including recycling) and disposal sites to provide the capacity to meet the indicative allocations for their area tabulated below (insert draft RSS tables 1 and 2, and delete from the heading of the Secondary Treatment column of Table 1 the word “maximum”).</p>	<p>7.3.1</p> <p>Modify Policy W1</p>
	<p>Modify Text</p> <p>Modify paragraph 7.4.5 to make reference to the fact that joint working may be needed for certain aspects of waste planning, including the scale and distribution of facilities, such as “waste recovery parks” and to explain why the “proximity principle” is applicable to the South West region.</p>	<p>7.3.2 & 7.3.3</p> <p>Modify Text Paragraph 7.4.5</p>
W2	<p>Policy W2 Hazardous Waste</p> <p>Provision for new waste facilities should seek to minimise the amount disposed of through landfill and will take account of the following waste hierarchy:</p> <ul style="list-style-type: none"> • Waste should be managed on the site where it arises, wherever possible (waste minimisation); and • Waste that is not managed at its point of arising should be managed according to the proximity principle. <p>For SSCTs, the location of new waste management or disposal facilities should accord with the following sequential approach:</p> <ul style="list-style-type: none"> • Within, or if that is not practicable; • On the edge of, or if that is not practicable; • In close proximity to the urban area primarily served by the facility. <p>To the extent that such facilities cannot meet the needs of smaller towns and rural areas, there should be provision of:</p> <ul style="list-style-type: none"> • A network of local waste management facilities concentrated at, or close to, centres of population identified through Policy B. <p>At the SSCTS and at smaller towns in the rural areas, identification of sites for facilities will take account of the following:</p> <ul style="list-style-type: none"> • Established and proposed industrial sites, in particular those that have scope for the co-location of complementary activities, such as proposed resource recovery parks, and • Other previously developed land, including use of mineral extraction and landfill sites during their period of operation for the location of related waste treatment activities. 	<p>7.3.3</p> <p>Modify Policy W2</p>
	<p>Modify Text</p>	<p>7.3.3</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	Modify paragraph 7.4.8 to include reference to 16km as an indicator of “close proximity”.	Modify Text Paragraph 7.4.8
Chapter 8	Economy and Employment: Policy/Text	Rec. No
ES1	<p>Policy ES1 Successful and Competitive Business</p> <p>Local Authorities, working with SWRDA, other public sector organisations and the private sector, should include measures in their LDDs to promote a switch from employment-led to productivity-led growth. These measures should include:</p> <ul style="list-style-type: none"> • Guiding investment to locations where it will have maximum benefit, recognising the role of the region’s large urban areas as key drivers of productivity, the need to diversify the rural economy and to achieve successful regeneration; • Ensuring a range and choice of appropriate sites and premises to meet business need, including a quota of smaller sites for micro, small and medium sized enterprises, to cater for both organic growth and inward investment; • Promoting innovation and the development of the knowledge driven economy by harnessing the potential of Higher and Further Education Institutions, hospitals and other knowledge intensive institutions; • Supporting the development of science parks, innovation centres and incubator units through the identification, provision and safeguarding of appropriate sites and premises; and • Supporting the development of priority business sectors (as identified in the RES), including clusters of related activity and other key sectors of importance sub-regionally. 	<p>8.1.1</p> <p>New Policy ES1</p>
	<p>New Study</p> <p><i>Further work should be initiated prior to the next review of the RSS to provide a sub-regional framework for the provision of employment land. The framework should:</i></p> <ul style="list-style-type: none"> - <i>provide an interpretation of the development implications of the employment projections for each sub-region;</i> - <i>provide a consistent assessment of the land supply within the sub-region;</i> - <i>identify the strategic elements of that supply that should be protected; and</i> - <i>include a strategic assessment by district of the land supply requirements.</i> 	<p>8.1.2</p> <p>New Study</p>
ES2	<p>Policy ES2 Providing for Employment Land and Premises</p> <p>Local Authorities working in partnership with SWRDA and other public and private sector representatives and sub-regional partnerships will ensure that LDDs provide a range and choice of available employment land and premises to meet the need of businesses both in terms of organic growth and inward investment.</p> <p>A 20 year supply of employment land, including strategic sites, will be identified to support:</p> <ul style="list-style-type: none"> • The on-going development of the SSCTs, including providing sufficient land to accommodate the employment numbers identified in the sub-regional policies; 	<p>8.1.3</p> <p>Replace Policy E1, Policy E2, Policy E3 and Policy E4 with new Policy ES2 and new Policy ES3</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<ul style="list-style-type: none"> • A better balance between the location of jobs and housing; • The on-going restructuring and diversification of the economy, including the rural economy; • The successful delivery of economic development and regeneration initiatives; • The development of key established and emerging business sectors, including clusters of related activity; • The development of the knowledge driven economy by fostering linkages with knowledge intensive institutions including HEIs/FEIs, hospitals and research institutions through the development of science parks, innovation centres and incubator units; • The development of more accommodation for smaller businesses, including smaller units for SMEs and micro-businesses; • The functional role of airports and ports; • The role of non B use class sectors, including health, leisure, tourism and education as key employment generators; and • The contribution of mixed-use development to employment supply. <p>The location of new employment land should reflect the objective to reduce the need to travel, maximising the use of ICT and sustainable transport modes.</p>	
ES3	<p>Policy ES3 Review of Employment Sites</p> <p>The supply of land should be critically reviewed inline with Policy ES2 on a three year rolling basis so as to ensure that allocations continue to meet the needs of business and the current and longer term needs for economic development. A portfolio of the best employment sites should be identified and preserved for such uses.</p> <p>Sites which no longer meet the needs of business or are poorly located for economic development purposes should be considered for redevelopment for alternative uses in the following sequence:</p> <ul style="list-style-type: none"> • For non-B use class employment generating uses; • For mixed use re-development including residential use taking account of the potential for higher employment densities; and • For residential use only. 	<p>8.1.3</p> <p>Replace existing Policies with new policy as above</p>
ES4	<p>Policy ES4 Waterside Employment Sites</p> <p>Within coastal towns and the developed coast, waterside sites must be safeguarded for social and economic uses which require such a location, giving priority to maritime industries.</p>	<p>8.1.4</p> <p>Retain Policy E5 but rename as Policy ES4</p>
	<p>New Study</p> <p><i>Further work should be carried out prior to the next review of the RSS to confirm the broad order of future need for office floor space and what implications that will have for the strategic centres.</i></p>	<p>8.2.1</p> <p><i>New Study</i></p>
	<p>Modify Text</p> <p>As a key generator of movement within Travel to Work Areas, major new office development should be located in SSCTs and places identified as Policy B towns based on the ‘centres first’ principle and sequential test. Outside town centre locations in these places, other office development should be subject to the sequential approach and will be acceptable if part of a mixed development. Outside town centres development should not take place to the detriment of more central locations. In all cases new office development should be located</p>	<p>8.2.2</p> <p>Modify Text Paragraph 8.4.9</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<p>close to public transport hubs or corridors. There should be capacity to accommodate the development on the public transport network and/or the development should contribute to increased capacity. Transport Assessments should demonstrate the accessibility to the site in terms of public transport, which should be linked to parking provision. Where practical, office and retail uses should be integrated.</p>	
<p>TC1</p>	<p>Policy TC1 City and Town Centres</p> <p>In order to meet the need of local communities within the region, local authorities and other agencies will work together to ensure that the vitality and viability of the region’s existing network of towns and city centres is maintained and enhanced. In doing so it will be important to ensure that such centres are not adversely affected by inappropriate development elsewhere and that provision is made for a mix of uses within town centres, including retail, cultural facilities, offices, other employment and housing.</p> <p>The central areas of the SSCTs identified in Policy A will be the main focus for new investment in retail and other major facilities requiring high levels of accessibility to the communities they serve, recognising their function as focal points for extensive catchment area populations. The sub-regional policies provide the strategic direction for these places.</p> <p>The central areas of the SSCTs will also be the prime location for office development (B1a), which is not related to other commercial uses. The planning of office development at other employment development areas should reflect the need to avoid putting at risk any approved Local Development Document for a city or town centre.</p> <p>Within those settlements identified in the context of Development Policy B, the range and quality of central area facilities will also be maintained and enhanced to meet future needs. In all settlements, measures should be introduced to improve accessibility by sustainable modes and to enhance the public realm and quality of the town centre environment. In doing so, local authorities and other agencies must recognise the role of central area investment in supporting regeneration objectives.</p> <p>The scale of new investment in retail and other facilities within city and town centres should take full account of changing patterns of behaviour and future levels of population growth. (Last sentence deleted in advance of later proposal)</p>	<p>8.2.3</p> <p>Modify Policy TC1</p>
	<p>New Study</p> <p><i>Further work should be undertaken prior to the next review of the RSS to provide the following:</i></p> <ul style="list-style-type: none"> - <i>a more disaggregated estimate of future demand;</i> - <i>a hierarchy-based distribution;</i> - <i>an assessment of the capacity of centres; and</i> - <i>the identification of where growth should be encouraged including new centres in areas of planned growth.</i> 	<p>8.2.4</p> <p><i>New Study</i></p>
<p>TC2</p>	<p>Policy TC2 Other Centres</p> <p>Outside the strategic centres the planning of retail provision should be based on the following principles:</p> <ul style="list-style-type: none"> • The development of major new regional shopping facilities will not be supported. 	<p>8.2.5</p> <p>New Policy TC2</p>

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	<ul style="list-style-type: none"> The strategic extension of the existing major shopping centres of Cribbs Causeway and Clarks Village will not be supported. The planning of new centres to serve proposed new development areas should reflect the need to complement rather than compete with the retail facilities in the relevant strategic centre. 	
	<p>New Study</p> <p><i>The section of the draft RSS on Tourism should be subject an early review of the RSS.</i></p>	<p>8.3.1</p> <p>New Study</p>
<p>TO1</p>	<p>Policy TO1 Sustainable Tourism</p> <p>Local Authorities, regional partners, stakeholders and the tourism industry (particularly Destination Management Organizations) should have regard to the development of sustainable tourism by:</p> <ul style="list-style-type: none"> embedding sustainability practices in all new tourism development; taking into account identified regional and sub-regional cultural needs of our visitors and local communities; improving the quality and diversity of existing facilities and accommodation throughout the region, particularly where this would increase out of season visitation especially in the winter and spring periods; realising the potential of the region’s environmental, cultural and heritage assets as a basis for the development of sustainable tourism, where consistent with their conservation; ensuring that, as far as possible, new tourism developments are accessible by public transport and supported by green transport plans and visitor management programmes. In rural areas creative and collaborative solutions may need to be found where it is difficult to meet the objectives of access by sustainable modes of transport; and, identifying opportunities for the development of new facilities and accommodation related to outdoor leisure pursuits and recreational cycle and footpath networks within the region. 	<p>8.3.2</p> <p>Modify replacement Policy TO1</p>
<p>TO2</p>	<p>Policy TO2 Safeguarding and Investing in Tourism Destinations</p> <p>Within the context of Policy TO1, Local Authorities, Destination Management Organisations and stakeholders should collaborate across administrative boundaries to define the future role of tourism in each of the nine recognised destination zones, identify the measures required to support it, and develop action plans for their delivery. Such plans should identify:</p> <ul style="list-style-type: none"> the need to allocate specific sites for new tourism related investment; the developmental needs of existing businesses to tackle the seasonality challenge; the nature and mix of new investment required; and the necessary infrastructure and investment required to support the industry within the context of the need for regeneration and economic viability. <p>The role of existing resorts should be maintained and enhanced, especially the major resorts of Bournemouth, Poole, Torbay, Weymouth, Weston-super-Mare and Newquay, by safeguarding existing high quality accommodation and facilities, developing new facilities where appropriate and be of an appropriate scale and supporting the specialisation of resorts into particular markets suited to their location.</p>	<p>8.3.3</p> <p>Modify replacement Policy TO2</p>

List of Panel Modifications to Policies and New Policies

Panel Report Chapter/label	Panel Modifications to Policies, New Policies and /or supporting text, diagrams, maps and figures	Recommendation in Panel Report
	Local Development Documents and Local Transport Plans developed in the south east of the region will in particular need to give full consideration to the tourism infrastructure development opportunities offered by the 2012 Olympics and Paralympics.	
	<p>Modify Text</p> <p>The second sentence of revised paragraph 8.5.11 should read:</p> <p>The tourism industry should focus on maintaining and enhancing the diversity, quality and provision of new and existing accommodation stock.</p>	<p>8.3.4</p> <p>Modify Text Revised para. 8.5.11</p>
TO3	<p>TO3 Major New High Quality, High Profile ('Iconic') Built Attractions</p> <p>Major new iconic tourism attractions should be located within, or close to, SSCTs where they will:</p> <ul style="list-style-type: none"> • enhance the overall quality of the tourism offer in the region; • develop new tourism markets complementary to those in established tourism areas, particularly those areas under greatest pressure; • be readily accessible by public transport, cycle and pedestrian networks; • help to extend the tourism season and contribution to the regional economy; • demonstrate that their development will add substantive additional value to the local area and increase, rather than just displace visitors from other areas and attractions; and, • be financially self-sustaining. 	<p>8.3.5</p> <p>Replace draft RSS Policy TO3 with revised Policy TO3</p>
Chapter 9	Implementation and Monitoring: Policy/Text	Rec. No
	<p>New Format</p> <p>That the Implementation Plan include “time lines” showing the key stages and dates leading to the commencement of development within each of the “areas of search” for urban extensions identified in the Panel’s Report and that the Plan-making aspects of these time lines be reflected in Appendix 1 of the Implementation Plan.</p>	<p>9.1</p> <p>New Format</p>
	<p>New Format</p> <p>Present policies TRANS6 and TRANS7A-H in the Implementation Plan in the same way as other policies and indicate (among other things) key actions, outcomes, lead organisations, partners, delivery mechanism, funding required and timescales/targets.</p>	<p>9.2</p> <p>New Format</p>
	<p>New Study</p> <p><i>Further work is required in the form of a systematic evaluation of infrastructure bids and priorities to inform infrastructure policy formulation and the related identification of timescales and delivery mechanisms in the Implementation Plan.</i></p>	<p>9.3</p> <p>New Study</p>

Appendix C (iv): New Studies

Further work or studies beyond the immediate scope of the Plan.

4. Housing Market Areas Sub-Regional Strategies

Recommendation 4.0.3

- *The next review of the RSS should include the identification of strategic green infrastructure which should be protected, enhanced or developed.*

4/4 Exeter HMA sub-regional strategy

Recommendation 4.4.6

- *The work to inform the next review of the RSS should include consideration of how the housing demand for the Housing Market area and the job growth at Exeter can be resolved in a sustainable manner.*

4/7 Bournemouth and Poole HMA sub-regional strategy

Recommendation 4.7.2

- *The next review of the RSS should be informed by a comprehensive evaluation of the urban structure of the northern part of the conurbation.*

Transport/Regional Transport Strategy

Recommendation 5.11

- *Map 5.2 Regional Freight Map should be deleted. An evidence-based review of the 'Regionally Significant Road Network' should be conducted as soon as possible and prior to the next review of the RSS.*

Economy and Employment

Recommendation 8.1.2

- *Further work should be initiated prior to the next review of the RSS to provide a sub-regional framework for the provision of employment land as indicated in Appendix C.*

Recommendation 8.2.1

- *Further work should be carried out prior to the next review of the RSS to confirm the broad order of future need for office floor space and what implications that will have for the strategic centres.*

Recommendation 8.2.4

- *Further work should be undertaken prior to the next review of the RSS to provide the following:*
 - *a more disaggregated estimate of future demand;*
 - *a hierarchy-based distribution;*
 - *an assessment of the capacity of centres; and*
 - *the identification of where growth should be encouraged including new centres in areas of planned growth.*

Recommendation 8.3.1

- *The section of the draft on Tourism should be the subject of an early review of the RSS.*

Implementation and Monitoring

Recommendation 9.3

- *Further work is required in the form of a systematic evaluation of infrastructure bids and priorities to inform infrastructure policy formulation and the related identification of timescales and delivery mechanisms in the Implementation Plan.*

Appendix C (v): Policy H1 and H2 Panel Modifications to Table 4.1**Housing Market Areas, Unitary Authorities and Districts: Housing Totals and Phasing the Panel Modifications**

	Panel Mods	Panel Mods	Panel Mods	Panel Mods	Panel Mods	Panel Mods
	2006-2026 Overall net increase in dwellings (Number)	2006-2026 Overall Annual Average Net Dwelling Requirement	2006-2016 Overall net increase in dwellings (Number)	2006-2016 Overall Annual Average Net Dwelling Requirement	2016-2026 Overall net increase in dwellings (Number)	2016-2026 Overall Annual Average Net Dwelling Requirement
WEST OF ENGLAND HOUSING MARKET AREA	126,950	6,347	63,475	6,347	63,475	6,347
BRISTOL CITY	30,000	1,500	15,000	1,500	15,000	1,500
SOUTH GLOUCESTERSHIRE	30,800	1,540	15,400	1,540	15,400	1,540
NORTH SOMERSET	26,750	1,338	13,375	1,338	13,375	1,338
BATH AND NORTH EAST SOMERSET	18,800	940	9,400	940	9,400	940
WEST WILTSHIRE	12,300	615	6,150	615	6,150	615
MENDIP	8,300	415	4,150	415	4,150	415
SWINDON HOUSING MARKET AREA	53,900	2,695	26,950	2,695	26,950	2,695
SWINDON	34,200	1,710	17,100	1,710	17,100	1,710
NORTH WILTSHIRE	13,700	685	6,850	685	6,850	685
KENNET	6,000	300	3,000	300	3,000	300
GLOUCESTER & CHELTENHAM HOUSING MARKET AREA	56,400	2,820	28,200	2,820	28,200	2,820
GLOUCESTER	11,500	575	5,750	575	5,750	575
CHELTENHAM	8,100	405	4,050	405	4,050	405
TEWKESBURY	14,600	730	7,300	730	7,300	730
STROUD	9,100	455	4,550	455	4,550	455
COTSWOLD	6,900	345	3,450	345	3,450	345
FOREST OF DEAN	6,200	310	3,100	310	3,100	310
EXETER HOUSING MARKET AREA	46,900	2,345	23,450	2,345	23,450	2,345
EXETER CITY	12,000	600	6,000	600	6,000	600
EAST DEVON	17,100	855	8,550	855	8,550	855
MID DEVON ***	7,400	370	3,700	370	3,700	370

Policy H1 and H2 Panel Modifications to Table 4.1

	Panel Mods	Panel Mods	Panel Mods	Panel Mods	Panel Mods	Panel Mods
	2006-2026 Overall net increase in dwellings (Number)	2006-2026 Overall Annual Average Net Dwelling Requirement	2006-2016 Overall net increase in dwellings (Number)	2006-2016 Overall Annual Average Net Dwelling Requirement	2016-2026 Overall net increase in dwellings (Number)	2016-2026 Overall Annual Average Net Dwelling Requirement
TEIGNBRIDGE ***	10,400	520	5,200	520	5,200	520
TORBAY UNITARY AUTHORITY HOUSING MARKET AREA	20,000	1,000	10,000	1,000	10,000	1,000
TAUNTON HOUSING MARKET AREA	34,500	1,725	17,250	1,725	17,250	1,725
TAUNTON DEANE	21,800	1,090	10,900	1,090	10,900	1,090
SEDGEMOOR	10,200	510	5,100	510	5,100	510
WEST SOMERSET**	2,500	125	1,250	125	1,250	125
BOURNEMOUTH & POOLE HOUSING MARKET AREA	48,100	2,405	24,050	2,405	24,050	2,405
BOURNEMOUTH	16,100	805	8,050	805	8,050	805
POOLE	10,000	500	5,000	500	5,000	500
CHRISTCHURCH	3,450	173	1,725	173	1,725	173
EAST DORSET	6,400	320	3,200	320	3,200	320
PURBECK	5,150	258	2,575	258	2,575	258
NORTH DORSET	7,000	350	3,500	350	3,500	350
PLYMOUTH HOUSING MARKET AREA	47,200	2,360	23,600	2,360	23,600	2,360
PLYMOUTH CITY	24,500	1,225	12,250	1225	12,250	1,225
SOUTH HAMS ***	11,800	590	5,900	590	5,900	590
CARADON	6,500	325	3,250	325	3,250	325
WEST DEVON***	4,400	220	2,200	220	2,200	220
WEST CORNWALL HOUSING MARKET AREA	48,800	2,440	24,400	2,440	24,400	2,440
PENWITH	7,800	390	3,900	390	3,900	390
KERRIER	14,400	720	7,200	720	7,200	720
CARRICK	10,900	545	5,450	545	5,450	545
RESTORMEL	15,700	785	7,850	785	7,850	785
POLYCENTRIC DEVON & CORNWALL HOUSING MARKET AREA	35,000	1,750	17,500	1,750	17,500	1,750

	Panel Mods	Panel Mods	Panel Mods	Panel Mods	Panel Mods	Panel Mods
	2006-2026 Overall net increase in dwellings (Number)	2006-2026 Overall Annual Average Net Dwelling Requirement	2006-2016 Overall net increase in dwellings (Number)	2006-2016 Overall Annual Average Net Dwelling Requirement	2016-2026 Overall net increase in dwellings (Number)	2016-2026 Overall Annual Average Net Dwelling Requirement
NORTH CORNWALL	13,400	670	6,700	670	6,700	670
TORRIDGE	10,700	535	5,350	535	5,350	535
NORTH DEVON **	10,900	545	5,450	545	5,450	545
SALISBURY DISTRICT HOUSING MARKET AREA	12,400	620	6,200	620	6,200	620
WEYMOUTH & DORCHESTER HOUSING MARKET AREA	18,100	905	9,050	905	9,050	905
WEST DORSET	12,500	625	6,250	625	6,250	625
WEYMOUTH & PORTLAND	5,600	280	2,800	280	2,800	280
SOUTH SOMERSET DISTRICT HOUSING MARKET AREA	19,700	985	9,850	985	9,850	985
DARTMOOR NATIONAL PARK*	1,000	50	500	50	500	50
EXMOOR NATIONAL PARK*	400	20	200	20	200	20
ISLES OF SCILLY*	100	5	50	5	50	5
TOTAL	569,450	28,473	284,725	28,473	284,725	28,473

Notes * Estimated strictly local needs provision only.
** Excludes part in Exmoor National Park.
*** Excludes part in Dartmoor National Park.
May be small differences in totals due to rounding.

Appendix C (vi): Policy H1 and H2 Panel Modifications to Table 4.2**Housing Market Areas & Strategically Significant Cities and Towns: Housing Totals and Panel Modifications**

HMA/SSCTs	Panel Mods	Panel Mods
	2006-2026 Overall net increase in dwellings (Number)	2006-2026 Overall Annual Average Net Dwelling Requirement
WEST OF ENGLAND HOUSING MARKET AREA	126,950	6,347
<i>West of England SSCT Area</i>	<i>102,000</i>	<i>5,100</i>
<i>Bristol</i>	<i>73,500</i>	<i>3,675</i>
<i>Bath</i>	<i>10,500</i>	<i>525</i>
<i>Weston-super-Mare</i>	<i>12,000</i>	<i>600</i>
<i>Trowbridge</i>	<i>6,000</i>	<i>300</i>
SWINDON HOUSING MARKET AREA	53,900	2,695
<i>Swindon SSCT Area</i>	<i>36,000</i>	<i>1,800</i>
<i>Chippenham</i>	<i>5,500</i>	<i>275</i>
GLOUCESTER & CHELTENHAM HOUSING MARKET AREA	56,400	2,820
<i>Gloucester and Cheltenham SSCT Area</i>	<i>34,800</i>	<i>1,740</i>
<i>Gloucester</i>	<i>21,000</i>	<i>1,050</i>
<i>Cheltenham</i>	<i>13,800</i>	<i>690</i>
EXETER HOUSING MARKET AREA	46,900	2,345
<i>Exeter SSCT Area</i>	<i>24,000</i>	<i>1,200</i>
TORBAY UNITARY AUTHORITY HOUSING MARKET AREA	20,000	1,000
<i>Torbay SSCT Area</i>	<i>20,000</i>	<i>1,000</i>
TAUNTON HOUSING MARKET AREA	34,500	1,725
<i>Taunton and Bridgwater SSCT Area</i>	<i>25,700</i>	<i>1,285</i>
<i>Taunton</i>	<i>18,000</i>	<i>900</i>
<i>Bridgwater</i>	<i>7,700</i>	<i>385</i>
BOURNEMOUTH & POOLE HOUSING MARKET AREA	48,100	2,405

HMA/SSCTs	Panel Mods	Panel Mods
	2006-2026 Overall net increase in dwellings (Number)	2006-2026 Overall Annual Average Net Dwelling Requirement
South East Dorset SSCT Area	38,500	1,925
<i>Bournemouth</i>	<i>16,100</i>	<i>805</i>
<i>Poole</i>	<i>10,000</i>	<i>500</i>
PLYMOUTH HOUSING MARKET AREA	47,200	2,360
Plymouth SSCT Area	31,500	1,575
WEST CORNWALL HOUSING MARKET AREA	48,800	2,440
Camborne/Pool/Redruth, Falmouth-Penryn and Truro SSCT Area	20,300	1,015
POLYCENTRIC DEVON & CORNWALL HOUSING MARKET AREA	35,000	1,750
Barnstaple	7,200	360
SALISBURY DISTRICT HOUSING MARKET AREA	12,400	620
Salisbury	6,000	300
WEYMOUTH & DORCHESTER HOUSING MARKET AREA	18,100	905
Dorchester	7,000	350
Weymouth	5,700	285
SOUTH SOMERSET DISTRICT HOUSING MARKET AREA	19,700	985
Yeovil	11,400	570
DARTMOOR NATIONAL PARK*	1,000	50
EXMOOR NATIONAL PARK*	400	20
ISLES OF SCILLY*	100	5
Total at SSCT Areas and free-standing SSCTs	375,600	18,780
Total for Housing Markets Areas	569,450	28,473
% at SSCT Areas and free-standing SSCTs	66%	66%

Notes * Estimated strictly local needs provision only.
May be small differences in totals due to rounding.

Appendix C (vii): Schedule of Carbon Reduction Requirements

Table 1: Schedule of carbon reduction requirements for residential developments.

Date	Scale of Development	Level of the Code for Sustainable Homes	Of Which, Minimum Requirements for On-Site CO ₂ Reduction Required Beyond Requirement of Part L BR 2006	Of Which, Minimum On- Site Renewables Required to Meet Policy RE5
		To meet requirements of Development Policy G		To meet requirement of Policy RE5
2008-2010	Residential, 10 or more dwellings	Level 4	44% regulated emissions (44% of 2006 TER)	20% regulated emissions (20% of 2006 TER)
2011-2015	Residential, 10 or more dwellings	Level 5	100% regulated emissions (100% of 2006 TER)	
2016 on	Residential: 10 to 50 dwellings	Level 5	100% regulated emissions (100% of 2006 TER)	
	Residential: > 50 dwellings	Level 6	100% total emissions	

Table 2: Schedule of carbon reduction requirements for non-residential Developments

Date	Scale of Development	Minimum Requirements for On-Site CO ₂ Reduction Required Beyond Requirement of Part L BR 2006 to Meet Development Policy G	Of Which, Minimum Onsite Renewables Required to Meet Policy RE5
2008-2010	Non residential > 1000m ²	25% regulated emissions (25% of 2006 TER)	20% regulated emissions (20% of 2006 TER)
2011-2015	Non residential > 1000m ²	34% regulated emissions (34% of 2006 TER¹)	
2016 on	Non residential > 1000m ²	44% regulated emissions (44% of 2006 TER)	

Notes on tables:

¹ Or 60% of predicted 2016 TER

For both residential and non-residential developments:

The use of on-site carbon sequestration or any kind of carbon offset payments will not count towards the carbon reduction minimum requirements. Neither will purchasing green energy generated off-site, unless there is a physical connection (i.e. private wire or district heating or cooling network) between the generator and the development.

1. Individual Local Planning Authorities may use lower thresholds for what constitutes a larger-scale development or set higher percentages for carbon reduction, as long as they can demonstrate that there will not be an undue burden.
2. All minimum requirement figures in the above tables relating to regulated emissions should be read as “**equivalent to**” a percentage of regulated emissions. That is, the carbon reduction does not have to be achieved solely from measures that directly reduce the carbon emissions from regulated energy uses (e.g. solar water heating, or energy efficiency). It can also be achieved from other building mounted technologies, such as PV, or site-wide technologies, such as large-scale wind or biomass CHP. These generate electricity that can go towards meeting either regulated or unregulated energy uses, or, indeed, could export all of their energy to the grid to offset carbon emissions from power generation.
3. The Building Regulations Target Emissions Rate (TER) is on an annual basis. Therefore, the carbon reduction to be met is also on a net annual basis. That is, the net carbon reduction achieved after subtracting all CO₂ savings over a year (e.g. from exporting renewable electricity to the grid) from the total CO₂ emissions from consuming fossil fuels and grid electricity on site should equal or exceed the target reduction figure.

For residential only:

1. All requirements referring to regulated emissions are against the sum of TERs for all dwellings in a development generated by Part L1A calculation for the 2006 Building Regulations.
2. It is not clear at this stage whether the Code for Sustainable Homes will continue to use the TER from the 2006 Building Regulations as the benchmark for measuring compliance once the Building Regulations change in 2011. The precise benchmark for the figures in table 3 will need to be reviewed once the more detailed guidance for the Code comes out in April 2007.
3. Even if the carbon reduction requirement is met entirely through energy efficiency measures (e.g. for 44% regulated), a minimum contribution from on-site renewable energy equivalent to 20% of the TER is still required.

For non-residential developments only:

- All requirements referring to regulated emissions are against the sum of TERs for all non-residential buildings in a development generated by Part L2A calculations for the 2006 Building Regulations.
- The requirement for 2016 assumes that Building Regulations by that date will also require a 44% reduction in regulated emissions compared to 2006 (this is based on a 25% reduction in allowable emissions in 2011 and a further 25% reduction in 2016, $0.25 \times (0.25 \times 0.75) = 0.44$.)
- If the TER for future building regulations does not reduce as much as the amount assumed by 2016, then the requirement of 44% (relative to 2006 TER) may need to be reviewed to ensure it is viable.

Consequential additions to draft RSS glossary of terms

Regulated emissions	This refers to the carbon emissions resulting from energy used to meet those services in a building that are regulated under the Building Regulations. Currently, these services are: space heating, water heating, fixed internal lighting, cooling and ventilation pumps and fans.
Unregulated emissions	This refers to the carbon emissions resulting from energy used to meet those services in a building, or on a site, that are not currently regulated under the Building Regulations. Currently, these include: cooking, appliances, small power, communal lighting for flats, lifts, external lighting, IT equipment, etc.
Total emissions	This is the total carbon emissions from energy used in a building or on a site and is the sum of both regulated and unregulated emissions.
Low and Zero Carbon energy sources (LZCs)	This is the standard term used in the Building Regulations to cover both renewable energy technologies, such as solar panels, as well as low carbon energy sources such as micro-CHP, absorption cooling, ground cooling and heat pumps. It does not include energy efficiency measures. It is often used interchangeably with “renewable energy” but strictly speaking, as explained above, it also covers low carbon technologies.
On-site renewable energy generation	The definition of what counts as “on-site” generation allows for a site to connect up to an existing or proposed energy network off site, e.g. to a district heating or cooling network. It also allows for on-site electricity generation where electricity is supplied directly into the grid, and does not require there to be a private wire distribution network on site. It does not include the purchase of electricity on a “green tariff” generated at a facility which would not be considered a part of the wider development.
Target Emissions Rate (TER)	TER means the Target carbon dioxide Emissions Rate measured in kilograms of carbon dioxide per square metre of floor area per year. This is the target for the maximum regulated emissions that any building is allowed to produce in order to comply with Part L1A of the Building Regulations, for housing, and Part L2A for non-residential buildings.
Dwelling Emissions Rate (DER), and Building Emissions Rate (BER)	The DER is the actual emissions rate calculated for a dwelling and must be equal to or less than the TER in order to comply with Building Regulations. BER is the equivalent term for non-residential buildings.

