

Appendix X

Assessment of JLP Vision, Objective and Policies

What is covered in this Integrated Assessment?

- 1.1 This appendix sets out an appraisal of the vision, objectives and policies within the for Joint Local Plan.
- 1.2 Each relevant policy or proposal will be assessed against the IA criteria in the following format. The Assessment Framework is below. For more information about the process please look at the main report.

Policy	Assessment Criteria																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
1																		
2																		
Commentary <i>An overall description of the sustainability of each option, which will include consideration of any significant short , medium, long term, permanent, temporary, secondary, cumulative, synergistic positive or negative effect and any appropriate measures to improve the overall positive effects of the proposal.</i>																		

The matrix will record the findings of the assessment by using the following:

Score	Significance
++	Major positive effects to achievement of the IA objective
+	Minor positive effects to achievement of the IA objective
0	No effect (either positive or negative) to achievement of the IA objective
-	Minor negative effect to achievement of the IA objective
--	Major negative effect to achievement of the IA objective
?	Impact on the IA objective is uncertain

Integrated Assessment Framework

SEA Topic	Objective	Issues to consider
Population	<p>1</p> <p>To promote community vitality and resilience by improving health and reducing inequalities.</p>	<p>Does it:</p> <ul style="list-style-type: none"> • Promote a sustainable mix of uses which are compatible to their surroundings? • Promote the retention and development of community services and facilities? • Facilitate flexible working practices which enable people to live near their place of work? • Provide opportunities for communities to respond to unforeseen events and circumstances? • Promote social inclusion? • Promote healthier lifestyles through access to leisure opportunities (e.g. walking/Cycling) • Promote access to health and social care facilities, and to green and open space? • Ensure that land contamination or pollution do not pose unacceptable risks to human health. • Meet the noise standards required by law for specific land uses?
Population and Human Health	<p>2</p> <p>To improve the health and wellbeing of communities including reducing crime and fear of crime</p> <p>Incorporating HIA. For any health impacts identified during the assessment...</p> <p>Will the health impacts affect the whole population or will there be differential impacts within the population?</p> <p>Will the health impacts be difficult to remedy or have an irreversible impact?</p> <p>Will the health impacts be medium to long term?</p> <p>Are the health impacts likely to generate public concern?</p> <p>Are the health impacts likely to generate cumulative</p>	<p>Does it:</p> <ul style="list-style-type: none"> • Improve the health of the community and encourage healthy lifestyles? • Have direct impact on health, mental health and wellbeing? • Have an impact on social, economic and environmental living conditions that would indirectly affect health? • Affect an individual's ability to improve their own health and wellbeing? • Lead to a change in demand for or access to health and social care services? • Encourage social interaction in public spaces? • Improve access to open space and sports, leisure and recreation facilities?

SEA Topic	Objective	Issues to consider	
	<p>and/or synergistic impacts?</p> <p>Combining the answers, on balance will the health impacts have an important positive or negative impact on health.</p> <p>Can the policy be improved?</p>	<ul style="list-style-type: none"> • Improve the walking and cycling provision • Help people remain independent • Promote a safe environment through designing out crime and fear of crime • Discourage anti-social behaviour? 	
Population and Human health	3	To help provide access to a suitable mix of good quality housing	<p>Does it:</p> <ul style="list-style-type: none"> • Improve the mix and quality of housing stock, including open market and affordable housing to meet a range of needs? • Increase needed provision for specific sectors of the community eg the elderly, disadvantaged, gypsies and travellers, • Promote improvement to the existing and future housing stock?
Population and Human Health	4	To improve access to a range of basic services and amenities	<p>Does it:</p> <ul style="list-style-type: none"> • Improve the access to key services (education, shops, employment, recreation, health, community services and cultural assets)? • Provide physical access for those with disabilities? • Improve and/or sustain public transport or other sustainable transport modes
Population and Human Health	5	To provide access to opportunities for education and skills development.	<p>Does it:</p> <ul style="list-style-type: none"> • Ensure the provision of education and training facilities that meet local needs and that are accessible to all • Support skills and training development in the local community and will it contribute to meeting identified skills shortages • Will it support collaboration between educational establishments, businesses and industry?
Population and Material	6	To support the growth potential of business sectors to provide jobs and encourage sustainable economic growth	<p>Does it</p> <ul style="list-style-type: none"> • Provide for the needs of the economy, particularly local

SEA Topic	Objective		Issues to consider
Assets		and prosperity.	<p>businesses (such as choice of premises, services, infrastructure, skilled workforce)?</p> <ul style="list-style-type: none"> • Support the growth of existing businesses and business and business sectors? • Improve efficiency, competitiveness, vitality and adaptability of the local economy • Encourage investment in businesses, people and infrastructure long term? • Encourage the provision of jobs which are accessible to all • Sustain an active and working countryside, including rural diversification? • Promote competitive town centres which enhance customer choice, retail offer and the individuality and vitality of the town centre? • Improve access to high quality communications infrastructure • Facilitate the creation of, or sustain local supply chains and retention of spending in the local economy.
Material Assets and Climatic Factors	7	To help develop a low carbon economy which will help to prepare the area for climate change for example by reducing energy demand and promoting energy generation for renewable sources.	<p>Does it:</p> <ul style="list-style-type: none"> • help to protect the community from changing weather patterns and environmental conditions and adapt to climate change? • Will it minimise the demand for energy? • Will it encourage efficiency in the use of energy? • increase the ability of the community to be more self-sufficient? • reduce the need for energy use and/or reduce fuel poverty? • support decentralised low carbon and renewable energy generation? • facilitate the generation and use of renewable energy? • support reductions in greenhouse gas emissions?

SEA Topic	Objective		Issues to consider
			<ul style="list-style-type: none"> Promote the production of community owned energy? Enable increased local retention of the benefits of energy generation?
Population and Human Health	8	To reduce the need to travel, encourage alternatives to the car, and make best use of existing transport infrastructure	<p>Does it:</p> <ul style="list-style-type: none"> Improve transport of goods/people by more sustainable means? Encourage walking, cycling and use of public transport? Help to reduce traffic congestion and improve road safety? Reduce the need to travel, especially by car? Help provide walking/cycling/public transport infrastructure? Integrate well or improve the existing public transport infrastructure?
Biodiversity, Fauna and Flora	9	To protect, conserve and enhance biological and geological diversity.	<p>Does it:</p> <ul style="list-style-type: none"> Protect and enhance species, habitats, soils and geologically important sites? Enhance and improve connectivity of green infrastructure and the natural environment? Provide opportunities for habitat creation or restoration and link existing habitats as part of the development process? Ensure the sustainable management of natural habitats Help address any identified recreational impacts on biological and geological diversity
Landscape	10	To conserve and enhance the distinctive character and special qualities and features of green and blue spaces	<p>Does it:</p> <ul style="list-style-type: none"> Conserve and where possible enhance landscape character? Conserve and enhance the natural beauty and special qualities of protected landscapes and their settings in particular the AONB and Dartmoor National Park? Maintain the character of the undeveloped coast? Protect and enhance natural networks, the living networks of green spaces (including parks, nature reserves, woodlands and allotments) and blue spaces (including rivers,

SEA Topic	Objective		Issues to consider
			streams, the coast and sea). throughout the area? <ul style="list-style-type: none"> • Will it improve access to public open space?
Cultural Heritage	11	To protect and enhance the cultural and historic environment	Does it: <ul style="list-style-type: none"> • Continue to protect and or enhance historical, archaeological and cultural assets and their settings? • Make a positive contribution to existing landscape, townscape and villages and their settings? • Promote or enhance local culture? • Protect or enhance designated or non-designated heritage assets (including landscapes) and their settings including the World Heritage Site?
Population and Human Health	12	To respect, maintain and strengthen local distinctiveness and sense of place by providing high standards of design.	Does it: <ul style="list-style-type: none"> • Enhance the quality and character of places? • Promote good design including density and site layout appropriate to the character of the location? • Encourage the use of local materials? • Minimise pollution from light and noise?
Water and Climatic Factors	13	To avoid development in areas of high flood risk and reduce vulnerability to flooding	Does it: <ul style="list-style-type: none"> • Help to manage and minimise the risk of flooding and coastal erosion to existing and new development and infrastructure? • Help to discourage inappropriate development in areas at risk from flooding and coastal erosion. • Reduce the risk of flooding to the development and surrounding areas? • Help reduce the rate of run off? • Promote sustainable flood risk management • Encourage sustainable drainage
Soil and Water	14	To minimise resource use including greenfield land, minerals and water and to maintain and improve land quality	Does it: <ul style="list-style-type: none"> • Make the most efficient use of land including previously developed land where appropriate?

SEA Topic	Objective		Issues to consider
			<ul style="list-style-type: none"> • Help remediate contaminated sites? • Minimise the loss of good quality agricultural land? • Safeguard mineral resources and encourage their efficient use? • Increase efficiency in the use of raw materials and promote recycling? • Conserve water resources and quality? • Improve the quality of rivers, the sea and groundwater? • Protect and improve freshwater and estuarine quality? • Provide adequate utilities infrastructure that does not adversely impact on the environment • Protect soils of high environmental quality • Provide appropriate soil management and storage
Material assets, water, soil, Human Health and Population	15	To minimise the production of waste and encourage the sustainable use of resources	<p>Does it:</p> <ul style="list-style-type: none"> • Reduce the use of primary resources and promote the use of recycled materials? • Encourage the use off local products and services?
Air, Climatic Factors, Human Health	16	To protect and improve air quality	<p>Does it:</p> <ul style="list-style-type: none"> • Help improve air quality • Support specific actions in designated AQMAs? • Help reduce pollution from traffic? • Minimise atmospheric pollution and enhance air quality?
Equality Objectives			
Equality and Diversity	17	To promote equality of opportunities and eliminate discrimination	<p>Does it</p> <ul style="list-style-type: none"> • Ensure equality of opportunity and equal access to facilities and infrastructure for all? • Ensure no discrimination based on the 'protected characteristics' defined in the Equality Act 2010?

The purpose of the framework is to assess the impact of policies and proposals on our area and carefully consider what the impacts could be. It will consider any significant effects and identify and opportunities to overcome challenges that may help improve the overall sustainability of a policy of proposal.

Vision

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Vision	+	0	++	++	0	++	0	0	0	0	++	++	0	0	0	0	+
<u>Commentary</u>																	
The vision for Plymouth and South west Devon sets out how the highly successful sub region will look in 2034. The vision is clearly articulated to set out the vision of a growing vibrant city and a network of high quality market towns and sustainable rural communities. This vision will be delivered through the objectives and policies of the Joint Local Plan, once implemented the vision will have significant benefits for the residents , workers and all those who use the JLP area for leisure																	

Objectives of the Plan

Objectives	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
1	++	+	++	+	0	++	?	+	?	?	+	+	?	?	?	?	++
2	++	++	0	+	++	++	?	?	?	0	+	+	?	?	?	?	+
3	+	+	++	++	+	++	?	+	?	+	+	+	+	?	?	?	+
4	++	++	++	++	++	++	?	+	+	+	+	+	?	?	?	?	+
5	++	++	++	++	++	++	?	+	0	0	+	+	?	+	?	?	+
6	++	++	++	++	++	++	?	+	?	+	+	+	?	?	?	?	+
7	+	?	++	++	0	++	?	+	?	+	+	+	?	?	?	?	+
8	++	++	++	++	0	++	?	+	?	+	+	+	?	?	?	?	+
9	++	++	++	++	0	++	?	?	?	+	+	+	?	?	?	?	+
10	+	0	?	0	0	++	?	++	?	++	+	+	?	?	?	+	+
11	++	++	++	++	++	++	+	++	+	+	+	+	+	?	?	?	+
12	++	++	++	++	++	++	+	++	+	+	+	+	?	+	+	+	+
<u>Commentary</u>																	
The objectives within the JLP help to provide more detail for how the vision will be realised within the JLP area. The JLP comprises of a diverse mix of settlement types surrounded by important historic and natural environment which includes the Dartmoor National Park , the Tamar and South Devon AONBS , the Heritage Coast and the West Devon and Cornwall Mining Heritage Site. There are also a number of important European Protected sites																	

which also need to be carefully considered in determining the levels of growth needed to meet the objectively assessed need and to ensure the Councils significantly boost housing supply whilst carefully ensuring that development does not have negative impacts on these important characteristics of the area.

The objectives clearly set out the aims of the plan to deliver a strategy which meets the objectively assessed housing and other needs of the area in the most sustainable manner. This strategy actively seeks to boost growth within the Plymouth Policy Area and to allow for more moderate patterns of growth in the Thriving Towns and Villages. This strategy along with all the other policies within the JLP seek to deliver a sustainable future for the area

The objectives will have some unknown impacts on the sustainability criteria and it will be the policies that set out how they will be delivered and mitigate for any impacts. The objectives are positively worded and promote the vision and the overarching sustainable strategy for the area.

JLP Policies: Spatial Strategy

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPTI Delivering Sustainable Development	++	+	+	++	0	+	+	+	+	+	+	+	+	+	+	+	+
<u>Commentary</u>																	
<p>This policy sets out the JLP approach to sustainable development. The policy seeks to ensure that the development strategy takes full account of the three different strands of sustainability including economic, social and environmental. The policy has benefits for the assessment criteria and sets out from the outset the specific criteria which development is expected to meet.</p> <p>The policy promotes the development of neighbourhood and communities which have a mix of services and facilities; this will help promote resilient communities.</p> <p>During the preparation of the plan the assessment process suggested a number of changes to this policy which were incorporated into the policy wording prior to the consultation of the pre submission version of the Plan. These included:</p> <ul style="list-style-type: none"> ○ Adding the words 'by protecting and enhancing species, habitats, and geological sites'. at Criteria 3ii ○ Adding a new criteria at 3 setting out that 'Development should respect. Maintain and strengthen local distinctiveness and sense of place by providing high standards of design. ○ Recommending that Criterion 2 could be expanded to ensure that development includes equality of opportunity and equal access for all for example by adding the words 'Development promotes equality of opportunities, eliminates discrimination and supports equal access to facilities and infrastructure for all... 																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT2 Sustainable linked neighbourhoods and sustainable rural communities	++	++	++	++	+	+	0	+	+	+	++	++	+	0	?	?	++
<u>Commentary</u>																	
This policy sets out an approach to the creation of sustainable linked neighbourhoods and sustainable rural communities to guide how development and growth will take place in the plan area																	
The policy is positively worded in terms of the provision of a mix of good quality housing, access to basic services and facilities including education, training and employment and also encourages walking, cycling and the use of public transport.																	
The policy is very positively worded in terms of promoting social inclusion and equality of opportunities for all. Criterion 9 sets out meeting the needs of all the community.																	
Creating sustainable linked neighbourhoods and sustainable rural communities could have some cumulative impacts in terms of landscape, air quality , water quality and impact on other resources. It will be critical to the success of the JLP that the strategy recognises these challenges and ensures that development is carefully monitored particularly where there are vulnerabilities, for example Air Quality Management Areas, designated landscapes or sensitive European Sites such as the Tamar Estuary SAC/SPA or the South Hams SAC																	
The initial assessment process recommended a number of changes to the policy which were amended																	
<ul style="list-style-type: none"> ○ For clarity the policy an addition was made to the first criterion which sets out that proposals should ‘Meet with the overall development or spatial distribution of housing within the JLP area, this will ensure that development proposals meet with the overall sustainable pattern of development. ○ The assessment recommended that the policy could benefit from a criterion which relates to reducing energy demand or promoting opportunities for the use of renewable energy eg ‘explore opportunities for the use of renewable energy including community energy schemes, where appropriate and reduce the use of energy through design and energy efficiency . . ○ Within the reasoned justification for this policy there are a number of characteristics and measures which help the LPAS to determine if a community is sustainable. The LPA are clear that these are aspirational and that other standards may be set out through future SPD. The assessment recommended that it would be good to ensure that that necessary hooks are within the policy to enable work to be done on setting standards simply by adding criteria 12 which states....’provide positive outcomes in relation to the characteristics, aspirations and measurable standards set out through any SPD linked to this JLP. 																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT3 Provision of new homes	+	+	++	?	?	0	?	?	?	?	?	?	?	?	?	?	?

Commentary

This policy sets out the overall objectively assessed need for the HMA and how this will be distributed throughout the plan area. The provision of 26700 new homes has a number of effects depending on their location etc but this policy deals purely with the numbers and has been assessed on that basis. It sets out specific figures for the City Plan Area and the Thriving Towns and Villages. The provision of housing in different locations will have specific effects on the 17 different sustainability criteria but as this is a high-level distribution policy it is only possible to comment on the provision of the numbers and the delivery of the full OAN

This policy will provide sufficient housing to meet the needs arising from the forecast population and household change. This will help deliver affordable housing and help young people and families stay within the JLP area.

The dispersal of the development will mean that housing will be provided in different locations where there is access to essential services and facilities and will also help to avoid sensitive landscapes and designated areas.

Having a development strategy clearly set out in the JLP enables the impacts of development proposals to be assessed, it also helps with the provision of key infrastructure and helps determine the impacts on transport networks.

The level of AH to be provided will enable those people who are most in need of an affordable home to find accommodation within the HMA. The policy has scored lots of '?' s but this is because it is very difficult to determine the specific effects of the development on the different locations. This will be picked up within the individual settlement based allocation policies and then through the implementation of the DEV policies within the JLP

Depending on the distribution of the residential development there will be a number of cumulative impacts which will need to be carefully measured through the implementation of the spatial strategy for housing. The location of development will have impacts on key infrastructure such as roads , health facilities, education, etc. In the short term this could have some negative impact until the identified infrastructure is provided alongside the development

Development could also have impacts of landscape and the character of the local area, it will be important that the plan ensures that any identified impacts of development are mitigated for. The development strategy will seek to ensure that the impacts from development are carefully mitigated for.

The assessment process identified a small change to the policy as the provision of 19,000 homes within the PPA also needs to take into consideration the vision for the city and the provision of 7,700 new homes within the TTVs will need to be carefully planned against the designated landscapes and other constraints in the area.... this will be picked up later on in the plan but the assessment recommended that it might be worthwhile setting it out at the

beginning...for example *In line with the vision and Strategic objectives for the JLP, the LPAS will plan, monitor and manage the delivery of housing from 2014 to 2034 in accordance with the Spatial Strategy, Site allocations and the other relevant policies within this plan...* The Plan was amended.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT4 Provision for employment floor space	+	+	0	+	0	++	?	?	?	?	0	?	?	?	0	?	+

Commentary

This policy sets out the high-level provision of employment land within the JLP area. Like policy 4 this policy will have a number of effects on the sustainability criteria depending on what types of jobs and floorspace are actually provided within each of the locations. This will be assessed through the individual allocation for key locations within the JLP area. The JLP sets out a need figure of 312,700sq of employment land which equates to 82ha of employment land, this has been divided across the JLP area to ensure that development is placed in the right location to meet employment needs. The distribution has been based on a number of principles which seek to ensure that employment land is available to provide employment opportunities for people living in the new homes, to enable the City to meet its economic transformation and to also ensure that the vitality and viability of the thriving towns and villages also maintained. The policy also breaks down the figures into different use classes to ensure that development proposals meet with the specific needs set out in the evidence,

The policy sets out the importance of Langage as a strategic employment site, this will have positive effect for employment within the JLP area. This site is a key strategic site and its development will bring benefits in terms of the economy of the JLP area.

Like the overall housing strategy, this policy scores a large number of '?', this is because it is a very high level policy which sets out the figures to support employment development within the plan area. The JLP is seeking to meet all of its identified requirements for employment land

Depending on the distribution of the employment development there will be a number of cumulative impacts which will need to be carefully measured through the implementation of the spatial strategy for employment. The location of development will have impacts on key infrastructure in particular the impacts of the development on travel and transport. In the short term this could have some negative impact until the identified infrastructure is provided alongside the development

Development could also have impacts of landscape and the character of the local area, it will be important that the plan ensures that any identified impacts of development are mitigated for. The development strategy will seek to ensure that the impacts from development are carefully mitigated for.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT5 Provision for shops	+	?	0	++	0	+	0	+	0	0	0	0	0	0	0	0	?
<u>Commentary</u>																	
<p>This policy sets out the provision for new retail floorspace within the JLP area. Again, this is a high-level policy which sets out there that there is no quantitative need for retail floorspace. Development will be assessed in relation to other policies within the JLP which are set out. The policy also mentions development which meets compelling 'qualitative' need will be looked upon favourably.</p> <p>The provision of shops within the JLP will have benefits in terms of the provision of services and facilities for the communities within the plan area</p> <p>The provision of shops could also have benefits in terms of reducing the need to travel by providing better facilities locally this could also have secondary health impacts by providing a greater choice of food retail.</p>																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT6 The spatial provision of retail and main town centre uses	+	+	0	++	0	+	0	+	0	0	+	0	0	0	0	0	+
<u>Commentary</u>																	
<p>This policy sets out the retail shopping hierarchy and provides the basis against which applications for retail uses will be determined. This policy is a key strategic policy for the distribution of retail development and other uses within the city and thriving towns and villages.</p> <p>Supporting the city and town centres could have benefits for the community as when schemes are implemented it will help achieve better access to essential services and facilities. If adequate services are provided locally to people than this could also reduce the need to travel and provide further benefits in terms of equal access to services and facilities.</p>																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT7 Working with neighbouring areas	+	+	+	+	?	+	?	0	0	+	?	0	0	?	?	?	?
<u>Commentary</u>																	

This policy sets out the approach for working with neighbouring authorities. The policy focuses mainly on the economic functional relationship between the Joint Local Plan area and its wider regional context.

Working with neighbouring authorities is important to ensure that the cumulative impacts of development within the wider area is carefully considered particularly in relation strategic landscape, air qualities, impact on designated European Sites, educational needs, impact on minerals and waste, special landscapes. There are also close synergies between what is happening in the JLP area and how this relates to the HMA/FEMA which sit on the plan areas boundaries. The functional relationship with Cornwall , Exeter Growth Area and Torbay is fundamental to the success of the plan and it is vital that each of the Local Plan areas continue to work together to test sensitivities, cumulative impact and the synergies between each of their respective plans.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT8 Strategic connectivity	0	0	0	+	0	0	0	++	0	0	0	0	0	0	0	+	0

Commentary

This policy sets out the approach toward strategic connectivity, it includes criterion which safeguard the airport, support the expansion of port activity, support the delivery of rail improvement, support investment in the strategic road network and continues to improve digital connectivity.

This policy will have positive impacts in terms of increasing accessibility and connectivity which could in turn help improve the economy.

This policy is a very high level policy which aims to help support the strategic connectivity of the JLP area, this will have benefits for the JLP area but at a strategic level

The policy is a supportive policy which sets out some aspirations for connectivity rather than setting out the specific which would be required.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT9 Strategic principles for transport planning and strategy	+	+	?	++	+	+	+	++	0	0	0	0	0	0	0	+	+

Commentary

This policy sets out the strategic approach to the delivery of transport planning within the JLP through 9 key principles. The policy has a number of

positive impacts as it seeks to encourage travel by means other than the car and aims to enable more journeys to be taken by walking, cycling and public transport.

The provision of an integrated transport system will have positive benefits for the communities within the plan by providing alternative modes of transport for the plan area and reducing the need to use car based travel.

The assessment process amended the policy to expand criterion 4 to say ‘... have genuine alternative ways to travel from home to work and other facilities’.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT10 Balanced transport strategy to support growth and healthy and sustainable communities	+	+	0	+	0	0	0	+	0	0	0	0	0	0	0	?	+

Commentary

This policy sets out how the Councils will deliver the principles set out in policy 10. The policy sets out a range of different modes of transport which will be delivered

The policy does refer to how a balanced transport strategy could help support healthy and sustainable communities.

This policy could have some benefits in terms of air quality in the city by providing alternative transport modes other than the car – however it is difficult to identify what the specific implications will be. The JLP area should continue to monitor air quality to see what the implications are.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT11 Strategic Approach to enhancing Plymouth and SW Devon’s natural environment	+	+	0	0	0	0	0	0	++	++	++	0	0	+	0	+	+

Commentary

This policy sets out the strategic approach to the natural environment of the JLP area. It is a very comprehensive policy which clearly sets out the status of different designations within the plan area and the protection which is given to them

The enhancement of the natural environment will have secondary benefits in terms of health and wellbeing of the community of the JLP area

The policy will have significant benefits in terms of biodiversity

The policy could have secondary benefits in terms of air quality and help with reducing flood risk if areas within flood zones are left undeveloped.

The policy will help ensure that any identified impacts are mitigated for, it will be important for the JLP authorities to continue working through the ‘duty to cooperate’ to ensure that any cumulative impacts are identified and mitigated for.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT12 Strategic infrastructure to deliver the spatial strategy	+	+	+	+	0	?	0	+	+	+	0	0	+	0	0	0	+

Commentary

This policy sets out the key strategic infrastructure required to deliver the spatial strategy. The success of policies within their plan and the ability to deliver sustainable development will also rely on the delivery of key infrastructure alongside strategic development.

This policy currently contains a list of the types of infrastructure which could be required to be delivered alongside the plan.

The infrastructure listed will have specific benefits for a number of the sustainability criteria. The most important part of this policy is ensuring the right delivery mechanisms are in place to ensure that the key pieces of infrastructure come forward in a timely manner, this is critical to the short, medium and long term success of the plan.

The policy does not set out any timescales for delivery and it is assumed that this will be set out in an infrastructure delivery plan which will set out when infrastructure is require eg short term, medium term, long term. This detail is important when assessing possible impacts as it could be that a piece of

key infrastructure is will be delivered part way through a development which means in the short term , there could be temporary negative effect until the infrastructure is provided.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
SPT13 European Protected Sites – mitigation of recreational impacts from development	0	0	0	0	0	0	0	0	++	++	+	0	0	+	0	0	+
<u>Commentary</u> This policy sets out how any impacts on the European Protected Sites will be mitigated for, particularly from recreational uses. This policy will have positive impacts for the special designated sites within the JLP area. It is important the monitoring is in place to ensure that future integrity of the site. This will include carefully monitoring the cumulative impacts of development on European Sites																	

Strategy for Plymouth Policy Area

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY1 Enhancing Plymouths Strategic Role	+	+	0	+	+	+	?	?	?	?	0	0	?	?	0	?	+

Commentary

This policy sets out how Plymouth intend to work together in partnership to enhance the strategic role of Plymouth. This policy begins to unpick the key strategic role that Plymouth plays. The policy will have some benefits by setting out the key policy objectives but could go further by explaining how development can help to implement these policy objectives.

Enhancing Plymouths role will have effects on a number of the sustainability criteria and it is important to understand that any proposals which meet with the policy aspiration to enhance Plymouth's role will also have to meet with the other policies in the plan which relate for flood risk, water quality, air quality etc

The implementation of this policy will have significant long term positive effect by strengthening the role of Plymouth in the subregion and the JLP area this will help support the long term sustainability of the wider area by having a thriving , buoyant City within the Plan area.

This could have synergistic effects for the wider plan area by improving the services, facilities, culture , economy of the City this could encourage more visitors to the area which could in turn also improve the economy of the more rural areas. Without a plan for the City , it could decline and this could have negative effect on the area as a whole.

This policy also sets out the strategic importance of the Derriford area which has great importance to the wider area in terms of health and well being, continuing to promote and strengthen this part of the city will have short, medium and long term positive synergistic effect on the whole plan area and beyond by providing regionally significant health and well being services within the local area.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY2 Unlocking Plymouth's Regional Growth Potential	+	+	++	++	+	+	?	?	?	?	?	?	0	?	?	?	+

Commentary

This policy sets out how the Councils will unlock Plymouth's growth potential and sets out an approach for a number of key areas including the City Centre/Waterfront Growth Area, the Derriford and Northern Growth Area and the Eastern Corridor.

This policy will have significant positive long term effect for this part of the city and also synergistic effect on the whole plan area by unlocking this part of the city and enhancing the services, facilities, jobs and homes that it can provide.

The Plan must ensure that the cumulative impacts on travel, transport, air and water quality are carefully monitored and mitigated for by ensuring that policies later in the plan set out any infrastructure and mitigation required for the implementation of this policy. Some of the areas included in the JLP such as the waterfront are very sensitive to climate change and development in these locations could have secondary impacts on water quality - the policies in the plan collectively ensure that the right levels of mitigation are in place.

Increased development could have negative cumulative effect in terms of air quality, the JLP will ensure that policies collectively ensure that mitigation measures are in place to reduce any impacts which the plan could have on air quality, this will be helped by policies which seek to improve public transport and provide opportunities to access essential services and facilities through other modes of transport.

Development and growth could have impacts on the natural environment, some areas in the JLP are very sensitive to this, particularly the areas adjoining the AONB and County Wildlife Sites. However there are more specific policies in the JLP that cover these issues in more detail in order to ensure growth does not take place at the expense of the natural environment.

The waterfront area of the city has historical importance and it will be important to ensure that policies and proposals for this part of the plan area have the right level of mitigation in place to ensure that the plan can be implemented without negative cumulative effect.

The specific policies in the JLP will cover these aspects in more detail.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY3 Utilising Plymouth Regional Economic Assets	+	+	0	+	+	++	?	?	?	?	?	?	?	?	?	?	+

Commentary

This policy seeks to promote Plymouths regional assets by working with partners to strengthen higher value industries. This policy feels more like a policy aim or objective and could benefit from further clarification.

If implemented effectively it could have significant long term benefits for the future sustainability of the plan area by helping create higher value jobs within the area. This could have significant positive synergistic impact on the communities within the joint local plan area.

The implementation of this policy could have some impacts on some of the sustainability criteria such as travel and transport, biodiversity, landscape, historic environment, design, water quality but there are other policies in the plan which set out how these impacts will be mitigated for . The JLP has outlined a detailed development strategy with allocations for employment land which will help ensure that impacts can be identified and mitigated for in the individual allocations.

The possible cumulative effect of increasing the economic profile of the City will be mitigated for with a series of strategic measures to ensure that impacts such as increased car use are mitigated for through improved travel and transport options. The strategy ensures that development is placed in the least sensitive locations and any possible landscape and biodiversity impacts have been measured through the specific area policies.

The successful implementation of this policy is considered to have long term cumulative and synergistic impacts for the whole plan area by supporting the long term economic viability of the area

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY4 Protecting and strengthening Devonport Naval Base and Dockyard's Strategic role	+	0	0	?	?	+	?	?	?	?	+	?	?	?	?	?	?

Commentary

This policy relates specifically to the continuation and ongoing support which the Plymouth City Council places on the dockyard. The dockyard provide a significant number of jobs to the JLP providing work for 11% of Plymouths full time equivalent employment, its long term sustainability is important to the future of the city and the JLP area as a whole.

It is important to the long term sustainability of the JLP area that policies are in place to support the functioning of the dockyard and to also be able to react and respond to any changes in the needs and requirements of the dockyard. Any proposals for the release of land will have possible impacts on the sustainability criteria depending on what uses are being suggested. If land is released for housing , jobs or community uses this could have some positive impacts on the sustainability of the immediate area and also the sustainability of the dockyard itself, it will be important when considering non dockyard uses that any proposals do no impede on the ability for the dockyard to continue operations.

This assessment identified that although other policies protect the special European designations in the area , it would be good ensure that this was in also mentioned in the policy wording in relation to any proposed uses and their possible impacts on the special designations. This was added into the policy and it is a very important impact which will need to be assessed carefully when looking at future opportunities.

Currently the MoD work alongside other partners to ensure that the operation of the dockyard does not have any negative impacts on the European designations and it is important that this continues to enable the MOD to continue its important work within the JLP area.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY5 Safeguarding Plymouths mineral resources	0	0	0	0	0	+	0	?	+	+	0	0	0	++	+	0	0
<u>Commentary</u>																	
<p>This policy seeks to safeguard Plymouth’s mineral resources. Its main impacts will be on resource use and also the environmental objectives. The policy sets out the strategic framework for the use and extraction of minerals within the Plymouth Policy Area. There are no specific minerals of national importance within Plymouth but within the Plan area as a whole the Devon County Minerals Plan Is the relevant Minerals Plan.</p> <p>The extraction of minerals within the JLP area could have some short to medium term impacts in terms of the landscape and other impacts associated with mining operations such as noise, and dust , this policy will ensure that effective mitigation is in place in relation to each mineral operation to ensure that there is no significant loss of amenity or unacceptable harmful effect on the environment.</p> <p>The policy could have signficant long term positive effect on biodiversity and landscape once restoration works have been undertaken</p>																	

Plymouth’s growth areas and its spatial priorities

City Centre and waterfront growth area

The policies within this section of the plan are seeking to meet a specific set of objectives set out in SO3, these objectives clearly set out the ambition of the city centre and waterfront area to fully realise its potential by allocating land to meet the development needs within the city. The policies within this section along with the allocations will collectively transform this part of the Plymouth Policy Area into a vibrant mixed use regional shopping centre, an attractive visitor destination whilst providing high quality jobs and homes for the community, this will all be achieved alongside recognising the cherished natural and historic environment.

The development within the City will be in accordance with an agreed masterplan which ensures that the development comes forward in an integrated way and meets with five priority themes for the city centre to achieve its potential

This strategy for this part of the Plymouth Policy Area will have significant benefits, not just for the immediate surroundings but for the whole of the JLP area. It will continue to ensure that Plymouth realises its potential and achieves its strategic objective of achieving regionally significant growth. The city centre and waterfront area will collectively provide 3802 new homes and 82,445 sq m of employment floorspace, as well ss strategic retail, cultural, tourist, leisure and sports related uses.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY6 Improving Plymouth's City Centre	++	++	++	++	++	++	?	+	0	0	++	++	0	++	?	?	+

Commentary

This policy sets out a strategy for improving the city centre. This policy when implemented will have significant benefits for communities within the city and also those that use the city for essential services and facilities including shopping. A vibrant city will have significant benefits for the JLP area as a whole by attracting people to the area and helping to create jobs This policy will also help ensure that the city centre becomes accessible to all Implementation of the policy will have significant positive long term effect as the city centre will be a thriving commercial and cultural centre driving the economy and encouraging visitors , this will have positive synergistic impacts for the whole of the JLP area as the functional relationship between the city and its rural hinterland is important to the long term future and viability of the area.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VII

In the short term there could be some temporary negative impacts in terms of disruption during construction and the temporary loss of some services and facilities.

It is important to the long term viability of the city centre that adequate public transport and measures to support pedestrians and cyclists are included within the strategy to enable the reduction of traffic.

The city centre area is characterised by some important key historic assets and opportunities exist to enhance the public realm , this will have long term positive impacts on the future viability of key buildings and locations within the city centre area.

Development within the city centre, as with all locations in Plymouth, could have some possible negative impacts in terms of waste , air quality, resource use however there are polcies in the plan to ensure that any impacts are mitigated for..

The implementation of this policy and the individual site specific policies will have positive long term effects on the future sustainability and viability of the area. Without a strategy for the area in place it would not be possible to plan effectively for the area and to mitigate for the many possible negative effects which could arise through piecemeal development in the area

City Centre Allocations

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY7 Colin Campbell Court	++	+	+	++	0	+	?	++	0	0	++	++	?	++	?	?	+
PLY8 Land at Royal Parade (between Armada ay and Old Town street	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY9 Mayflower Street East, city centre	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY10 Cornwall Street East	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY11 Cornwall Street West	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY12 New George Street	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY13 Royal Assurance Site, Armada Way	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY14 Land at 19, The Crescent, Derry's Cross, city centre	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY15 Civic Centre and Council House Site	++	+	+	++	0	+	?	++	0	0	++	++	0	++	?	?	+
PLY16 Railway Station	++	+	+	++	+	+	?	++	0	0	0	++	0	++	?	?	+
PLY17 Plymouth University and Plymouth	++	+	+	++	++	+	?	++	0	0	++	++	0	++	?	?	+

College of Art																	
PLY18 Plymouth History Centre and Land at Tavistock Place/Chapel Street	++	+	+	++	+	+	?	++	0	0	++	++	0	++	?	?	+
PLY19 Central Park strategic green Space	++	+	0	+	0	0	+	+	++	+	0	0	?	++	0	++	++

Commentary

The provision of a range of sites within the city centre and waterfront locations will provide maximum opportunities to improve the city environment for all who live there and also those that visit to use the shops and services. The policies will enable the city to continue adapting and modernising to meet the changing nature of its community and to ensure that the city continues to deliver a modern, high quality, vibrant, accessible and adaptable centre. This will have benefits for all of the communities who live within this city as it will continue to look for more opportunities to adapt and change along with the people who live, work and use the city.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VII

The policies mainly set out the specific requirements for each of the locations such as the need to protect specific frontages, iconic buildings or the need to ensure that mixed uses are compatible with one another. Each of the allocations has been worked up to ensure that the development makes full use of the existing assets on the site and integrates well into the city centre and meets the key objectives of the City Centre Masterplan.

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

A number of the allocations mention the introduction of ‘active ground floor uses’, it is important to ensure that those uses do not affect the general amenity of any residential development within those allocations. This can be tested through the general amenity policy within the Plan.

The policies do not have any specific criteria which relate to energy efficient design , this can be picked up in the general design policies but it will be important to try and take new opportunities as they arise.

Implementing this policy will have long term positive cumulative effect on the City Centre which will have positive synergistic impacts for the JLP area as whole. Maximising and enhancing the city as whole is a critical part of the strategy for the whole of the JLP area . Key to this strategy is the success of the city centre in terms of delivering its key objectives. The JLP seeks to ensure that the development in this location ensure the long term future sustainability of the city centre which will is important to the success of the vision and objectives of the JLP.

The Waterfront

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY20 managing and Enhancing Plymouth's waterfront	++	++	+	+	+	++	+	+	?	+	+	++	++	?	?	?	++

Commentary

This policy sets out an approach for the redevelopment of the waterfront area. The waterfront area is the one of the city's most valuable assets and therefore it is important that the policy sets out an approach for the sustainable redevelopment of the area. The policy is very comprehensive and contains a number of principles which would help to guide development within the location

Development on and around the waterfront could have impacts on the quality of water and on the recreational uses that take place on and in the water. The policy does make references to water quality and also the international designations within the location, this is key to the successful development of the area

Development on and around the waterfront area , as with all locations in Plymouth, could have some possible negative impacts in terms of waste , air quality, resource use however there are polcies in the plan to ensure that any impacts are mitigated for. In the short term there could be some temporary negative impacts in terms of disruption during construction and the temporary loss of some services and facilities.

The implementation of this policy and the individual site specific policies will have positive long term effects on the future sustainability and viability of the area. Without a strategy for the area in place it would not be possible to plan effectively for the area and to mitigate for the many possible negative effects which could arise through piecemeal development in the area.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY21 Supporting the visitor economy	+	+	0	+	0	++	0	?	?	?	?	?	?	?	?	?	+
<u>Commentary</u>																	
<p>This policy aims to support the visitor economy within the core tourism area which includes the waterfront stretching from Sutton Harbour /the Barbican to the Royal William Yard as well as the city centre. The policy could benefit from highlighting some of the other possible impacts and benefits of encouraging development of the visitor economy. It is difficult to assess the real implications of this policy as the impacts would depend very much on the type of proposal put forward.</p> <p>Encouraging visitors to the waterfront areas could have impacts on travel and transport and the policy could mention that this would be carefully assessed with proposals. This is covered by other policies within the plan, it is important to ensure that proposals which open tourism areas for better access for pedestrians and cyclist or provide facilities for this type of tourism such as bike stores and lockers etc would help encourage transport by means other than the car.</p> <p>is important that proposals within the waterfront areas do not have negative impacts on the special environment within the special area of conservation</p>																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY22 Cultural quarters	0	+	0	0	+	++	0	?	?	?	+	?	?	0	0	0	++
<u>Commentary</u>																	
<p>These policy supports proposals for cultural development within the three cultural hubs of the city. The concept of the cultural quarters/hubs could bring positive benefits in terms of well being , community belonging and improvement to the cultural heritage of the individual areas. There could also be opportunities to involve different sectors of the community in specific projects which could have educational and skills benefits.</p> <p>The specific impacts of any proposals on the sustainability criteria will depend on the types of proposals and projects put forward , and specific development proposals will need to meet with the appropriate policies in the plan.</p>																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY23 Plymouth Fruit Sales	+	0	+	++	0	+	?	++	?	?	++	++	?	+	?	?	++
PLY24 Sutton Road West Sutton Harbour	++	+	+	++	0	++	?	++	?	?	++	++	?	++	?	?	+
PLY25 Sugar House, Sutton Harbour	++	+	+	++	0	+	?	++	?	?	++	++	?	++	?	?	+
PLY26 Sutton Harbour Fish Quay	++	+	+	++	+	+	?	++	?	?	++	++	?	++	+	?	+
PLY27 Register Office, Lockyer street	++	+	+	0	0	+	?	+	?	?	++	++	?	++	?	?	+
PLY28 land north of Cliff Road, The Hoe	++	+	+	++	0	+	?	+	?	?	++	++	?	++	?	?	+
PLY29 Millbay Waterfront	++	+	+	++	0	+	?	?	?	?	++	++	?	++	?	?	+
PLY30 Bath street West	++	+	+	++	0	+	?	++	?	?	++	++	?	++	?	?	+
PLY31 Bath Street East	++	+	+	++	0	+	?	++	?	?	++	++	?	++	?	?	+
PLY32 Stonehouse Barracks	++	+	+	++	0	+	?	?-	?	?	++	++	?	++	?	?	+
PLY33 Oceansgate	++	+	0	++	0	+	?	?-	?	?	++	++	?	++	?	?	+
PLY34 Union Street	++	+	+	++	0	+	?	++	?	?	++	++	?	++	?	?	+
PLY35 Drakes Island	0	+	0	0	0	+	?	?	?	+	++	++	?	++	?	?	+

PLY36 Other Site allocations within the city centre and waterfront growth area	++	+	+	++	0	+	?	++	?	?	++	++	?	++	?	?	+
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Commentary

The provision of a range of sites within the city centre and waterfront locations will provide maximum opportunities to improve the waterfront environment for all who live there and also those that visit to use the shops and services.

The policies will enable the waterfront to continue adapting and modernising to meet the changing nature of its community and to ensure that the city continues to deliver a modern, high quality, vibrant, accessible and adaptable centre. This will have benefits for all of the communities who live within this city as it will continue to look for more opportunities to adapt and change along with the people who live, work and use the city.

The policies mainly set out the specific requirements for each of the locations such as the need to protect specific frontages, iconic buildings or the need to ensure that mixed uses are compatible with one another. Each of the allocations has been worked up to ensure that the development makes full use of the existing assets on the site and integrates well into the city centre and meets the key objectives of the City Centre and Waterfront Masterplan.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VII

Some of the sites are located or part located in areas at risk of flooding, the sites have been through the sequential and exceptions test where required and appropriate mitigation will be provided in line with the provisions set out in Policy PLY20.

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

A number of the allocations mention the introduction of ‘active ground floor uses’, it is important to ensure that those uses do not affect the general amenity of any residential development within those allocations. This can be tested through the general amenity policy within the Plan

The policies do not have any specific criteria which relate to energy efficient design , this can be picked up in the general design policies but it will be important to try and take new opportunities as they arise

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY37 Strategic Infrastructure measures for the City Centre and waterfront growth area	++	+	+	++	0	+	0	++	0	0	++	++	+	++	0	?	+

Commentary

This policy sets out the key infrastructure required to serve the development in the city centre and waterfront areas. This policy sets out the key transport, public realm, drainage and flood mitigation requirements and other key infrastructure required to serve the new development. The provision of infrastructure alongside the proposed development. This will have benefits for the communities within the new developments but also for those that use the city and waterfront for leisure, shopping and other services’.

Implementation of this policy will bring long term positive benefit to the City Centre and Waterfront growth area, in the short term there could be some temporary negative effect as infrastructure such as road improvements are being constructed but longer term the aim will be to improve traffic circulation around the city.

Improvements to the public realm will have positive long term effect on the future viability of individual buildings and cumulatively for the whole city centre and waterfront area.

Connecting the city centre to the waterfront will have long term benefits for the city and will provide real opportunities for the City to maximise the benefits of the Mayflower 400 celebrations, a major event marking the city’s cultural and historical background.

Derriford and the Northern Corridor Growth Area

This part of the plan sets out a number of policies and strategic policies to deliver a new heart for the north of Plymouth. Collectively these policies work together to create a regionally significant growth hub which helps consolidate the area around a mixed use commercial and district centre and provides opportunities for the health, economic and other learning opportunities within the area to expand and grow. The delivery of a new district centre is an important policy aspiration which aims to bring major benefits to the communities within the area and for those who use this location for work and leisure. The growth in this part of the plan area will deliver 4336 homes and 100180 sq m of employment space together with strategic greenspace and a safeguarded airport.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY38 Derriford Commercial Centre	++	+	+	++	++	+	0	++	++	++	++	++	+	++	0	?	+
PLY39 Glacis Park	++	+	+	++	++	+	0	++	++	++	++	++	+	++	0	?	+
PLY40 Seaton Neighbourhood	++	+	+	++	0	+	+	++	++	++	++	++	0	++	0	?	+
PLY41 Derriford Community Park Strategic Greenspace	++	0	0	+	+	0	+	+	++	+	0	0	?	++	0	++	++
PLY42 Plymouth Airport	++	+	0	++	0	+	+	++	++	++	++	++	0	++	0	?	+
PLY43 University of St Mark and St John	++	++	0	+	++	0	0	+	0	0	0	0	0	0	0	0	++
PLY44 Woolwell Sustainable urban extension and community park	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+
PLY45 Ply Valley Strategic Greenspace	++	+	0	+	0	0	+	+	++	+	+	0	+	++	0	++	++
PLY46 Other Site allocations in Derriford and Northern Corridor Growth Area	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+

Commentary

The growth in this part of the plan area will deliver 4336 homes and 100180 sq m of employment space together with strategic greenspace and a safeguarded airport. Creating a growth area in this part of the city will enable the provision of a new heart for this part of the city. The proposals collectively provide an opportunity to deliver a real sense of change in this location and provide much needed facilities and services for this part of the city. The policies are very detailed having been informed by master planning and a wide range of evidence to support the site allocation process. The key to success will be the coordinated delivery of the development and the proper and appropriately timed provision of infrastructure. These proposals also

include the provision of an urban extension and strategic greenspace. The urban extension at Woolwell will provide major opportunities to create a new gateway to the city.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VII

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. The inclusion of green spaces and parks will also have some benefits in terms of helping with drainage. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria

Implementing the proposals for the Derriford area will have positive long term effect on this location providing a much need centre within the northern part of the city. Collectively the sites will deliver cumulative positive effect by consolidating the area and creating a sense of community. In the short term there will be temporary negative effect as the development comes forward particularly in relation to the provision of infrastructure.

The safeguarding of Plymouth Airport for aviation uses is an ambitious plan for the future of this area. The aspiration to improve the connectivity of the JLP area and this part of the SW with the rest of the UK and this long term plan could bring significant positive effect to the plan area particularly on the road network if flights led to a reduction of out commuting to other major cities. The plan also has positive impacts in terms of encouraging people to visit Plymouth and this could have positive effect for the whole JLP in terms of the tourist economy

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY47 Strategic infrastructure measures for the Derriford and Northern Corridor growth area	++	0	+	++	+	+	0	++	0	0	++	++	0	++	0	?	+
<u>Commentary</u>	This policy sets out the key infrastructure required to serve the development in the Derriford and Northern Corridor areas. This policy sets out the key transport, public realm, drainage and flood mitigation requirements and other key infrastructure required to serve the new development. The provision of																

infrastructure alongside the proposed development. .

Implementation of this policy will bring long term positive benefit to the Derriford and Northern Corridor area, in the short term there could be some temporary negative effect as infrastructure such as road improvements are being constructed but longer term the aim will be to improve traffic circulation in the northern part of the city. In the medium to long term, the provision of appropriate infrastructure could reduce the need to travel into the city for some services and there are also a number of public transport measures which could lead to modal shift for travel and transport around the city.

Eastern Corridor Growth Area

This part of the JLP sets out a strategy for delivering growth in an area comprising key strategic opportunities of Sherford and Saltram Meadows, sites within Plympton and the Fringe, Marsh Mills and the Forder Valley junctions and opportunities around Laura Bridge. The allocations in this area recognise the need to have a coordinated approach to the provision of sites and infrastructure to ensure that the development comes forward in the most coordinated way and delivers sustainable opportunities for growth. Development in the eastern corridor will provide for 7043 new homes, 325625sq m of employment space as well as strategic uses such as parks, minerals and waste uses.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY48 Sherford new community	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+
PLY49 Sherford Community Park and Strategic Greenspace	++	0	0	+	0	0	+	+	++	+	0	0	+	++	0	++	++
PLY50 Saltram Meadow	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+
PLY51 Langage	++	+	0	++	++	+	+	++	?	?	?	++	+	++	0	?	+
PLY52 Land at West Park Hill, Newnham	++	?	+	++	++	+	?	++	++	++	0	++	+	?	0	?	+
PLY53 Former china clay dryer complex Coypool	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+
PLY54 Saltram Countryside	++	0	0	+	0	0	+	+	++	+	0	0	?	++	0	++	++

Strategic Park																	
PLY55 Hazeldene quarry mineral safeguarding area and buffer zone	+	0	0	0	0	0	0	0	?	?	0	?	?	?	?	?	0
PLY56 Other site allocation in the eastern corridor growth area	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+

Commentary

Development in this location will bring significant change to this part of the Plan area. The creation of a new community at Sherford has been a strategic aspiration for some time and has been pursued through various strategic level plans and also the former South Hams Core Strategy. The proposals has planning permission and is now being implemented with houses beginning to be completed on site.

The planning of the new community has been extensive and the proposals aim to deliver a quality environment including a town centre, several smaller local centres, schools, leisure , other community infrastructure, employment and an extensive community park. The impact of this development and the wider area has been robustly tested through previous development plan documents. The strategy to create a sustainable new community on the edge of Plymouth will have significant long term effect for the JLP area however it is not the time to assess the merits of this proposal as it already has planning permission and is under construction.

There are also a number of other key strategic sites within this part of the plan area which collectively seek to deliver significant levels of growth and change, including Saltram Meadow, sites in Plympton and the Urban Fringe, Marsh Mills and Forder Valley junctions and development opportunities around Laira Bridge. Alongside the development a number of sites have been allocated for important open space to ensure that there are appropriate amounts of greenspace within this part of the plan. This will be important in terms of ensuring that the communities have appropriate levels of greenspace close to them to meet their recreational needs. Policies also contain requirements for contributions towards open space, leisure, health, education and transport infrastructure resulting in positives to assessment criteria.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VII.

. It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However

it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria

Collectively the development proposals seek to deliver better access to the city by improving connectivity by public transport and securing improvements to key junctions , this alongside the proposed housing, employment and other growth within the area will help the local community to be able to better access services and facilities, delivering significant cumulative benefits for both the new and existing communities.

Protection of the mineral resource at Hazeldene has potential implications for adverse impacts on the environment. Policy PLY55 and DEV policies seek to ensure appropriate mitigation is incorporated where new extraction takes place.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY57 Strategic infrastructure measures for the eastern corridor growth area Transport Infrastructure	++	0	+	++	0	+	0	++	0	0	++	++	0	++	0	?	+

Commentary
 This policy sets out the key infrastructure required to serve the development in the Eastern Corridor areas. This policy sets out the key transport, public realm, drainage and flood mitigation requirements and other key infrastructure required to serve the new development. The provision of infrastructure alongside the proposed development, will have benefits for the communities within the new developments but also for those that use or live in this part of the city . Many of the measures seek to improve how the area currently functions and if implemented will bring significant benefits for many who live within existing communities as well as the new development areas proposed.

Implementation of this policy will bring long term positive benefit to the Eastern Corridor area, in the short term there could be some temporary negative effect as infrastructure such as road improvements are being constructed but longer term the aim will be to improve traffic circulation in the northern part of the city. In the medium to long term, the provision of appropriate infrastructure could reduce the need to travel into the city for some services and there are also a number of public transport measures which could lead to modal shift for travel and transport around the city

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY58 site allocations for South Plymouth	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+
PLY59 Site allocations in the north of Plymouth	++	+	+	++	++	+	+	++	++	++	++	++	+	++	0	?	+
PLY60 Site allocations in the east of Plymouth	++	+	+	++	++	+	+	++	++	?	?	++	+	++	0	?	+

Commentary

Alongside the growth area a number of other sites have also been allocated within the south, north and Plympton and Plymstock. The focus of development in these locations is about supporting the needs of the existing neighbourhoods through appropriate small scale development in areas which are well related to the city and established transport networks.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VII

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria

South Plymouth – the focus of the development is about supporting the needs of the existing neighbourhoods through appropriate small scale development in areas which are well related to the city centre aswell as some crucial redevelopment of existing housing sites in North Prospect and Barne Barton. Within this area Central Park provides a crucial recreational resource for the local population but also lies adjacent to other important uses such as the Life Centre and also Plymouth Argyle football grounds, ensuing that the site remains and is enhanced as an important green space will have positive short – long term benefits for the local area and the city as a whole.

North Plymouth -the focus of the development is to support smaller development schemes which are within the growth area as well as the wider area.

Development in this location is characterised by green valleys and it is important that development in this location has regard to this sensitive area.

Plympton and Plymstock – the focus of development in this eastern part of the city is to support smaller development schemes which will benefit from their proximity to the growth area and beyond. Plympton and Plymstock are largely characterised by semi detached and detached housing at a relatively low density and there are also important historic assets which would need to be carefully considered.

The sites set out in each of these areas have the potential to have cumulative impacts on the sustainability criteria. The policy does carefully set out the ‘things to be provided for by the development’ and these items will help mitigate for any negative impact.

Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
PLY61 Strategic Infrastructure Measures	++	0	+	++	0	+	0	++	0	0	++	++	?	++	0	?	+

Commentary
 This policy sets out the key transport, public realm, drainage and flood mitigation requirements and other key infrastructure required to serve the new development. The provision of infrastructure alongside the proposed development, will have benefits for the communities within the new developments but also for those that use or live in this part of the city. Many of the measures seek to improve how the area currently functions and if implemented will bring significant benefits for many who live within existing communities as well as the new development areas proposed.

Thriving towns and villages

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTVI Prioritising growth through a hierarchy of settlements	+	+	+	+	0	+	?	?	?	?	?	?	?	-	?	?	+

Commentary

This policy sets out a hierarchy of settlement which will take growth within the Thriving Towns and Villages. The policy simply sets out the hierarchy and provides no further detail regarding the key locations or how the growth will be distributed. The policy also sets out that villages in the first three levels of the settlement hierarchy will have settlement boundaries defined for them. This policy is based on an understanding of the settlement pattern within the TTV, the reasoned justification for the Policy sets out that a background paper will be written to set out how the development boundaries will be defined

The key aims of the policy is to ensure that the approach for the thriving towns and villages will strengthen the role of the six main towns and recognising that after Plymouth, these are the most suitable locations for sustainable growth as they provide a good range of services and facilities not only to their immediate community but also to a wider hinterland, these towns are Dartmouth, Ivybridge, Kingsbridge, Okehampton, Tavistock and Totnes. The second tier of villages includes Bere Alston, Chillington, Dartington, Hatherleigh, Lifton, Modbury, North Tawton, Salcombe, Stokeham and Yealmpton, these settlements provide a more limited range of services than the main towns but nevertheless play an important role in supporting the dispersed villages and hamlets that are located within the rural areas.

The next level consists of numerous villages which have been designated as sustainable villages, these villages have a limited but vital provision of services and amenities. The JLP envisages growth in these sustainable villages to meet local needs and encourages communities to identify sites to meet these needs through neighbourhood plans.

Outside of these areas the plan recognises that it is significantly more challenging to meet the requirements of sustainable development. Paragraph 54 of the NPPF highlights that isolated homes in the countryside should be avoided and only allowed in special circumstances, a small amount of planned requirement has been given to these settlements.

This hierarchy of settlements will help the TTV ensure that development comes forward in a sustainable manner and meets the needs of the local community and also the communities which live in the rural hinterlands surrounding these key settlements.

Development within this hierarchy of settlements will have impacts on the sustainability criteria. It is important to the successful implementation of the strategy that the impacts are clearly identified and mitigated for within the relevant policies. The Councils have undertaken a site selection process which has determined which sites within the TTV are seen as reasonable alternatives for development. The results of that assessment have been used to assist with the allocation of sites for development within the TTV. It is this stage which has identified more clearly some of the key sustainability impacts with the sites.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV2 Delivering Sustainable	++	+	++	+	0	++	0	+	+	?	++	?	?	?	?	?	++

development in the Thriving Towns and Villages																	
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Commentary

This policy seeks to both reinforce the sustainable settlement pattern in of the Thriving Towns and Villages in South West Devon. The policy contains a number of criteria which will influence development in the TTV so that to comes forward in a sustainable manner. This policy is clear that the criteria are in addition to SPT1 and SPT2 which make the policy criteria very thorough.

The strategy for the TTV will need to ensure that there are no negative cumulative effects of the development on the special characteristics of the area. There are policies in the plan which seek to protect the special environmental and historical character of the area and this is an important factor when considering the distribution of the development through the TTV part of the plan area. This policy seeks to ensure that the sustainable pattern of development is reinforced and its implementation will ensure that development is located in the right places and supports the functional settlement hierarchy.

Development proposals within the TTV area will have impacts on a number of factors such as travel and transport, air quality, waste , landscape and historic character and the possible impacts will be explored through the dsitribution of the development. The Plan has set out policies which seek to deliver sustainable development and this is provides a good basis on which to make decisions about future development, not having a plan in place would mean that the character of the local area could be slowly eroded and development could happen without the appropriate infrastructure being in place. This policy ensures that development proposals meet with the long term objectives of the plan and ensures that development is guided to the right locations and meets with the sustainable development strategy.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV3 Strategic infrastructure measures for the main towns	+	+	+	+	+	+	?	+	?	?	?	?	+	?	?	?	++

Commentary

This policy sets out the Strategic infrastructure measures for the main towns in the thriving towns and villages. This policy sets out the key infrastructure required to serve the new development including key transport, public realm, drainage and flood mitigation requirements. The provision of infrastructure

alongside the proposed development, will have benefits for the communities within the new developments but also for those that use the city and waterfront for leisure, shopping and other services’

It is important that the infrastructure is provided alongside the development at an appropriate timescale. The Infrastructure Delivery Plan will set out the timescale for the delivery of the strategic infrastructure listed here. There will also be other infrastructure listed within the specific allocations of the plan.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV4 Spatial priorities for development in Dartmouth	+	+	++	+	0	++	?	+	?	+	+	?	?	?	?	?	+
TTV5 Land at Cotton	+	+	+	++	0	+	?	+	?	+	?	?	?	+	?	?	+
TTV6 Noss on Dart	+	+	+	+	+	+	?	?	?	?	?	?	+	+	?	?	?

Commentary

These policies set out the spatial priorities and allocated sites for development in Dartmouth. The town is a key location within the TTV and some of the land proposed for development within the town is located within and adjacent to the AONB.

As set out in the NPPF, development in this location will need to ensure that it meets the tests in NPPF 115 and 116. Both of the policies setting out the allocations do outline the importance of the AONB. Land at Cotton is located adjacent to the AONB and development here needs to have regard to the special qualities and characteristics of the AONB, this is clearly set out in the policy.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VIII.

The spatial priorities for development in Dartmouth will bring many positive long term effects for the town. The town is an important functional main town within the TTV area and its future sustainability is important not just to its local community but also to the rural hinterland which it serves. Although [part of the area is within the AONB it is still considered that this is an important location for development and there are issues in the town which need to be tackled including the need to provide new homes and land for employment uses.

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in

relation to design, landscaping etc and Policies DEV34, DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage development in a coastal location, including flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site. Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria

Land at Cotton is allocated for a residential mixed use scheme of 450 homes and 10800sq m of employment space. When implemented this policy will have long term positive effect in providing much needed housing and employment within this key settlement. The policy includes criteria which seek to ensure that the development does not have negative impact on the landscape character of the area but it is accepted that the proposal will change the character of the local area. The site has been a longstanding allocation and part of it has outline planning permission.

Land at Noss- on Dart is outlined for a mixed used development including employment, commercial uses, education, hotel and some enabling residential development in the order of around 100 dwellings. The allocation which seeks to enhance the existing facilities, it is set out in the reasoned justification that the policy proposals to improve the existing facilities could provide opportunities to enhance the existing facilities. The site is currently part of pre-app discussion to regenerate the existing marina. This is an important historical, cultural and economic asset for the local area and the site is quite unique in the JLP area. Although the site does not meet with the overall settlement hierarchy criteria it is understandable why the allocation has been included. This is a very sensitive site and development in this location could have negative impacts in terms of landscape and historical character. The policy is carefully worded to mitigate for this but development in this location will have impacts. The policy does include provision for some enabling development of around 100 homes, there are some concerns about how accessible this housing will be to all the community given the limited accessibility to the site, this could lead to social exclusion if the housing is higher value market housing. However opportunities do exist to improve access via the ferry and this could help to ensure that a mix of housing is provided if it is appropriate. It will be important to ensure that there are no clashes of uses on the site which prevent the marina from continuing its operations, this will be covered by other policies in the plan. The implementation of this policy will need to be carefully thought through but it is felt that there are enough provisions in the policy to ensure that any negative impacts are mitigated for.

Collectively the policies provide opportunities to deliver the spatial priorities for the town and will deliver 550 new homes and 10,800 sq m of new employment floorspace

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV7 Spatial priorities for development at Ivybridge	+	+	+	+	+	+	?	+	?	?	?	?	?	?	?	+	++
TTV8 East of	+	+	+	+	+	+	?	+	?	+	?	?	?	?	0	+	+

Ivybridge																	
TTV9 Land at Fillham	+	+	+	+	0	+	?	+	?	+	?	?	?	?	0	?	+
TTV10 Land at Stibb Lane	+	+	+	+	0	+	?	+	?	+	?	?	+	?	0	+	+
TTV11 Other Site allocation at Ivybridge	+	+	+	+	+	+	?	+	?	?	?	?	?	?	0	?	+

Commentary

These policies set out the spatial priorities for Ivybridge and a number of allocations to deliver those priorities. Ivybridge is the largest town in South Hams and is well connected to the strategic road and rail networks making it a good location for further development. One of the key issues which affects the town is the AQMA which means that development proposals need to ensure that it doesn't have negative impacts on air quality.

Development proposals allocate land for 1079 new homes and 10,400 sq m of employment floorspace, this level of growth is considered to provide opportunities to deliver the spatial priorities for the town.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VIII.

The spatial priorities for development in Ivybridge will bring many positive long term effects for the town. The town is an important functional main town within the TTV area and its future sustainability is important not just to its local community but also to the rural hinterland which it serves. Although the town is located close to the Dartmoor National Park and there could be some impacts in terms of views to and from this special designated area, it is still considered that this is an important location for development and there are issues in the town which need to be tackled including the need to provide new homes and land for employment uses.

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as a whole will mitigate for any direct impacts from the development of the site. Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

East of Ivybridge – Land at Ivybridge is allocated for a residential led mixed use development of 540 homes and 10,400 sq m of employment space. This land has been previously allocated within an existing development plan and part of the site has the benefit of planning permission. The site is well located next to the train station and there are opportunities to improve pedestrian and cycle links to the town centre. This is important as there is an AQMA in the town centre and any development in this location needs to ensure that it does not exacerbate any existing problems. There is a criteria in the policy to ensure that this happens. The site could have some impacts in terms of its location close to the Dartmoor National Park but the policy includes strategic

landscaping and it is felt that this will help limit any visual impact.

Land at Filham – This site is allocated for around 200 homes on land adjacent to TTV8. Development in this location will have similar impacts to development to the east of Ivybride. The policy contains a wide range of criteria to mitigate for any identified negative impacts.

Land at Stibb Lane – The site is allocated for around 100 dwellings on land adjacent to development which is underway on Woodland Road. Development in this location will integrate well with the existing development and can also contribute to public transport, cycling and walking routes.

There are also a number of other sites which are listed in Policy TTV11 some of which already have the benefit of planning permission.

Ivybride is recognised as a good location for development with its excellent connections with the A38 and also the main trainline from Plymouth to London. The town has seen significant growth in the past and the development proposed for the town in the JLP is considered to be development to the extent of its natural boundaries. Development in this location will need to carefully consider any impacts it might have in terms of the Dartmoor National Park, the town is in a sensitive location but the development can be assimilated into the context of the town and will not have any significant effect. The main concern is the existence of the AQMA at Western Road, it is important that any development in this location can meet with any management guidelines set out for the area and it will be important to consider the cumulative impact of the policies.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV 12 Spatial priorities for development at Kingsbridge	+	+	+	+	0	+	?	+	?	+	?	+	?	?	?	?	+
TTV13 The Quayside	+	+	+	+	0	+	?	+	?	+	?	?	+	?	?	?	+
TTV14 West of Belle Hill	+	+	+	+	+	+	?	+	?	+	?	?	+	?	?	?	+
TTV15 Other Sites allocations at Kingsbridge	+	+	+	+	+	+	?	+	?	+	?	?	?	?	?	?	+
<u>Commentary</u>																	

This policy sets out the spatial priorities for Kingsbridge. The town is a key location within the TTV.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VIII.

Some of the land proposed for development is located within and / or adjacent to the AONB. As set out in the NPPF, development in this location will need to ensure that it meets the tests in NPPF 115 and 116. Both of the policies setting out the allocations do outline the importance of the AONB. Policy criteria have been included for the allocations to address this and other sustainability matters.

. It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy, policies have required site wide SUDS systems were relevant. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

The Quayside – Land is allocated for a mixed use development of around 100 new homes and 200sq m of employment land. This land proposes the redevelopment of the quayside location which is currently in use as a car park and other associated uses. The site is very sensitive and proposals will need to meet with the criteria in relation to flood risk, sustainable urban drainage and improvement to the public realm. A masterplanning process has been carried out with the local community and the key objectives are for the site to deliver affordable housing, maintain sufficient car parking, improve connectivity with the bus station and to make improvements to the slipway.

West of Belle Hill – Land is allocated for 100 homes .The land is located outside of the AONB but it is in a sensitive location and it will be important that the development proposals include adequate landscaping, policy recognises this and requires strategic landscaping.

There are also a range of other sites allocated for development which currently have planning permission.

Development in Kingsbridge will need to ensure that the proposals do not have cumulative negative impacts on the character of the town and on the special qualities of the AONB. The town has a special historic character and it is important that development proposals enhance rather than erode the character of the town. The town could be sensitive to the impact of development in terms of traffic flow and carparking, therefore it is important that proposals carefully mitigate for any negative impacts and also encourage the sites to improve connectivity through pedestrian and cycle links.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTVI6 Spatial priorities for development at Okehampton	+	+	+	+	+	+	?	+	?	+	?	?	?	?	?	?	++
TTVI7 Land at Exeter Road, Okehampton	+	+	0	+	0	+	?	++	?	+	?	?	?	?	?	?	+
TTVI8 East of Okehampton	+	+	++	+	+	+	?	++	?	+	?	+	?	?	?	?	+
TTVI9 Land at Stockley	+	+	0	+	0	+	?	++	?	+	?	?	?	?	?	+	+

Commentary

This policy sets out the spatial priorities for Okehampton. The town is a key location within the TTV. Some of the land proposed for development would have an impact on the setting of the Dartmoor National Park. Policy criteria have been included for the allocations to address this and other sustainability matters. Of notable importance is the need to address highway congestion.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VIII.

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

Land at Exeter Road – Land has been allocated through an existing Core Strategy DPD for 35,000 sq m of employment land. This site is seen as being strategically important for this part of the JLP area. The site is located close to the A30 and has excellent connections to the strategic road network. The site will also enable the delivery of a new station for Okehampton which will provide regular services to Exeter. This will increase the sustainability of the town.

Land to the East of Okehampton – Land has been allocated for a comprehensive residential development of 775 homes. The site was previously tested through its allocation in the existing adopted core strategy for West Devon, parts of the site have planning permission. Policy seeks the delivery of Stockley Valley Park and recognises key historic assets and to ensure development does not impact on them.

Land at Stockley – Land has been allocated for employment led mixed use development providing 42,700sq m of employment land. The site was previously tested through its allocation in the existing adopted core strategy for West Devon.

The sites put forward through the JLP have been previously allocated within the adopted core strategy for West Devon, the sites were assessed during the preparation of that DPD and considered to provide the most sustainable development strategy for the town. One of the key issues identified in the town by the local community is traffic issues and it is important.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV20 Spatial priorities for development at Tavistock	+	+	+	+	+	+	?	+	?	+?	+	?	?	?	?	+?	++
TTV21 Land at Callington Road	+	+	++	+	++	+	?	+	?	+?	?	?	?	?	?	+?	+
TTV22 Plymouth Road, Tavistock	+	+	+	+	0	?	?	+	?	+?	?	?	?	?	?	+?	+
TTV23 Pixon Lane Employment Area	+	+	0	+	+	+	?	+	?	0	0	?	?	?	?	?	+
TTV24 other Site allocations in Tavistock	+	+	+	+	+	?	?	+	?	?	?	?	?	?	?	?	+

Commentary

This policy sets out the spatial priorities for Tavistock. Some of the land proposed for development would have an impact on the setting of a World Heritage Site. Policy criteria have been included for the allocations to address this and other sustainability matters. Of notable importance is the need to address highway congestion and accessibility between Tavistock and other major settlements, including Plymouth.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VIII.

. It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms

of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

Land at Callington Road – This site has been previously assessed and allocated through the preparation of the existing adopted Core Strategy for West Devon as being a sustainable location for development. The site has the benefit of outline planning permission.

Land at Plymouth Road – This site has been previously assessed and allocated through the preparation of the existing Core Strategy for West Devon as being a sustainable location for development.

Pixon Lane Employment Area – This site is currently in use for a range of employment generating uses. The policy is seeking to protect this employment area from inappropriate development as it provides a number of important services and employment for the town.

Other sites allocated in Tavistock – A number of other sites are allocated for development. Three of these sites have the benefit of planning permission. It is important to the long term sustainability of the town that the impacts of development proposals are carefully assessed independently and also to see if there are in combination effects. Parts of the town are designated as a World Heritage Site and it is important that development proposals do not have negative impacts on the feature of Outstanding Universal Value. The town is also located close to the AONB and is characterised by valley slopes therefore it will be important to carefully assess the possible cumulative impacts of development and ensure that adequate mitigations is in place.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV 25 Spatial priorities for development at Totnes	+	+	+	+	+	+	?	?	+?	?	?	?	?	?	?	+?	+
TTV26 Land at KEVICC	+	+	+	+	+	+	?	?	+?	?	?	?	?	?	?	+?	+
TTV27 Land at Baltic Wharf	+	+	+	++	+	+	?	?	+?	+	?	?	?	?	?	+?	+
TTV28 Other Site allocations in Totnes	+	+	+	++	+	+	?	?	?	?	?	?	?	?	?	?	+
<u>Commentary</u>																	

This policy sets out the spatial priorities for Totnes. Some of the land proposed for development would have an impact on the setting of sensitive landscapes. Policy criteria have been included for the allocations to address this and other sustainability matters. Of notable importance is the need to address heritage / character; and highway congestion and the related issue of the Air Quality Management Area.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VIII.

. It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

Land at KEVIIC – This site has been previously assessed and allocated through the preparation of the existing adopted Site Allocations DPD as being a sustainable location for development at KEVIIC.

Land at Baltic Wharf - This site has been previously assessed and allocated through the preparation of the existing adopted Site Allocations DPD as being a sustainable location for development at Baltic Wharf.

Other site allocations at Totnes – A further six sites have been allocated four of which have planning permission.

The allocations in Totnes could have cumulative impacts on the air quality in the A385 AQMA but there if effective mitigation in place in the policies to ensure that development does not exacerbate existing problems. This will require careful monitoring.

Key Towns and villages

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV29 Site allocations in key towns and villages	+	+	+	+	+	+	?	?	?	?	?	?	+	?	?	?	++

Commentary

This policy sets out a number of site allocations within the towns and key villages within the TTV area of the JLP. It covers the settlements of Bere Alston, Dartington, Hatherleigh, Lifton, Modbury, North Tawton, Salcombe, Stokenham/Chillington and Yealmpton. These settlements are characterised by a level of services and amenities that can support the daily needs of a rural population including the offer of a choice of food and retail outlets that are regularly accessed by people from smaller settlements.

These settlements play an important role in the way in which the TTV functions and it is important to the future sustainability of the plan area that these settlements can continue to function and provide the essential services and facilities to meet the needs of their communities.

A number of these settlements are located within adjacent to Tamar and South Devon AONB including Bere Alston, Modbury, Salcombe, and Stokenham and Chillington. It is important that the proposed development in these locations carefully tested for impacts on the character and landscape of the AONB. Any major development to be located within the AONB will also require some further evidence to support the test set out in 115 and 116 of the NPPF. Many of the conditions in the 'things to be provided for by the development' column specifies protections for the AONB, Flood Risk and the Historic Environment, although the impacts are unknown in the absence of details proposals the key issues have been raised by this policy and will have positive implications for decision making.

The sites allocated in the plan were tested through a site selection process and there is also a SA of reasonable alternatives which flagged up key issues with particular sites. Please refer to appendix VIII.

It is not possible to know all of the possible impacts of the development until the detailed planning application is submitted the policies include criteria in relation to design, landscaping etc and Policies DEV35, DEV36 and DEV37 set out criteria against which development proposals would be judged in terms of appropriate measures to manage flood risk and to ensure appropriate measures to reduce emissions and maximise the use of low carbon energy. However it is considered that the JLP policies as whole will mitigate for any direct impacts from the development of the site. Implementation of these sites could have short term negative effect whilst the site is being constructed but medium to long term, there will be positive benefit for many of the sustainability criteria.

These towns and villages are providing for a further 865 new dwellings and 3.7 ha of employment floorspace.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV30 Empowering local residents to create strong and	+	+	+	+	0	+	0	+	?	?	?	?	0	?	?	?	++

sustainable communities																	
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Commentary
 This policy sets out an approach for the delivery of neighbourhood plans with the TTV Policy area. This policy will bring benefits to those communities within the TTV policy area by providing them with opportunities to plan for development within their villages, one of the key issue to address here is that some of these settlements could be located within the AONB and it is important that any major development is carefully considered in the context of that location. The policy also needs to ensure contingency plans are in place to ensure delivery of housing within the rural villages outlined in figure 5.8.

It is important to ensure that the Neighbourhood Plans have regard to the policies set out within the JLP particularly in relation to the impact of any development proposals on the built and natural environment, landscape character , air quality, water quality, resources, waste etc. It is also important that the communities covered by Policy TTV30 also check any infrastructure requirements which may be required in association with their proposed plans. There could be in combination and cumulative impact from development proposals in these villages and it is important that these impacts are clearly identified and mitigated for within Neighbourhood Plans.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV31 Development in the Countryside	+	+	+	?	0	+	0	+	+	?	++	?	?	?	?	?	+

Commentary
 This policy sets out the approach to development proposals within the countryside. It is not clear if development in the open countryside is in exceptional circumstances or if the criteria relate to each other or stand alone. The policy is also not clear on what is defined as countryside, is it defined as areas outside of defined settlement limits. This policy relates to the TTV area only – it could be the case that countryside (depending on the definition) areas exist in the PPA.

It is important that development proposals in the countryside have regard to all of the policies within the JLP particularly in relation to the impact of any development proposals on the built and natural environment, landscape character , air quality, water quality, resources, waste etc. It is also important that development proposals work with appropriate agencies such as the County Council to check any infrastructure requirements which may be required in association with their proposed plans. There could be in combination and cumulative impact from development proposals in the countryside and it is important that these impacts are clearly identified and mitigated for with the development proposal.

Policy	Assessment Criteria
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
TTV32 Residential extensions and replacement dwellings in the countryside	+	+	+	?	0	+	0	+	+	?	+	?	0	0	0	0	++

Commentary

This policy sets out the approach to residential extensions and replacement dwellings in the countryside. The policy is also not clear on what is defined as countryside, is it defined as areas outside of defined settlement limits. This policy relates to the TTV area only – it could be the case that countryside (depending on the definition) areas exist in the PPA.

Development policies

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEVI protecting health and amenity	+	+	+	+	0	0	0	0	0	?	?	?	0	0	+	0	+

Commentary

This policy sets out how proposals for development should ensure that the health and amenity of local community is protected. The policy has benefits for a number of the sustainability criteria.

This policy will have positive impacts on a number of the sustainability criteria as it seeks to ensure that development protects the health and amenity of local communities. This policy could have some secondary positive effect by improving the visual amenity of development and in turn protecting the character of the local area.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV2 Air Water Soil, noise and land	+	+	0	+	0	0	0	0	0	0	0	0	0	++	0	0	0

Commentary

This policy has benefits for the sustainability criteria by clearly setting out what is required from development proposals in terms of any impacts on air, water, soil, noise and land. This specific policy will have a number of secondary benefits in terms of health and wellbeing by ensuring that development does not have negative impacts in terms of pollution. It is important that possible impacts are measurable and that in areas where the cumulative impact of development could lead to pollution that indicators are in place to ensure that possible negative impacts are measured and monitored.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV3 sport and recreation	+	+	0	+	+	0	0	?	0	+	0	0	0	0	0	0	0

Commentary

This policy sets out that facilities for sport and recreation will be protected from alternative development opportunities unless they are no longer required or alternative provision can be made elsewhere. The provision and retention of sport and recreation facilities will have benefits for the health and wellbeing of the community.

The retention of sports facilities could have impacts in terms of travel and transport depending on their location. If alternative provision is to be made elsewhere then it is important that the potential impacts on travel and transport are also measured.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV4 Playing pitches	+	+	0	+	+	0	0	0	0	+	0	0	?	0	0	0	0

Commentary

This policy relates to the protection playing pitches and resists their redevelopment unless alternative provision is made elsewhere or an off-site Contribution is made. This policy recognises the importance of playing pitches for the community in terms of providing opportunities to play sport and improve health and wellbeing.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV5 Community Food growing and allotment	+	+	0	+	0	0	+	0	0	+	0	0	?	+	0	+	+

Commentary

This policy supports and encourages local food growing and allotments by protecting existing sites from inappropriate development and also seeking the provision of new allotments in major development where there is a deficiency. This policy relies on the need for effective monitoring of the use of existing allotments and also the need for new provision. The provision of allotments has benefits for the local community who wish to be able to grow their own food, allotments also provide other benefits in terms of health and wellbeing. The provision of allotments also has benefits in terms of the provision of green space this will have secondary positive impacts for wildlife, soil resources and also air quality.

The policy could be extended to look for opportunities to create food growing opportunities within development such as edible landscaping, planting orchards etc.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV6 Hot food takeaways in Plymouth	+	+	0	0	+	0	0	0	0	0	0	0	0	0	0	0	0

Commentary
 This policy seeks to restrict the opening of hot food takeaway facilities within 400 metre radii of secondary school education to protect the school’s food environment.

The policy could be extended to include primary schools as well., although the policy is aimed at preventing too many alternatives to lunchtime eating, students can also buy food on the way to and from school. Children who are in the years 5 and 6 at primary are often encouraged to start making their own way to and from school and parents may purchase hot food takeaway for their children on their way home.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV7 Meeting local housing need in the Plymouth policy area	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	++

Commentary
 This policy sets out how local housing need will be met within the Plymouth Policy Area. The policy sets out how housing will be delivered and how things such as mix, types and tenure of housing will be determined. This policy will provide opportunities for the Plymouth Policy area to provide homes within the plan period that meet the needs of the local community. The policy is positively worded and covers all aspects of housing

The policy could provide secondary positive impacts in terms of health and wellbeing, community vitality and access to services and facilities by seeking to provide affordable homes in sustainable locations where residents have access to a wide range of facilities and services.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV8 Meeting local housing need in the thriving towns and villages	+	+	+	+	0	0	0	0	0	0	0	0	0	0	0	0	++

Commentary

This policy sets out how housing development will be delivered in the TTV policy area. The policy sets out requirements to ensure that housing development meets the needs of the local community. The policy is positively worded and will bring benefits for those who are most in housing need

The policy could provide secondary positive impacts in terms of health and wellbeing, community vitality and access to services and facilities by seeking to provide affordable homes in sustainable locations where residents have access to a wide range of facilities and services. The provision of homes in rural areas is important to the long term sustainability of rural communities, it can help ensure there is a diverse community which in turn can have secondary positive effect in terms of supporting local facilities and services especially local schools

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV9 Accessible Housing	++	++	++	0	0	0	0	0	0	0	0	++	0	0	0	0	++

Commentary

This policy sets out housing standards which will apply to housing across the whole of the plan area. The policy has positive outcomes in relation to the criteria which relate to health and wellbeing and equal opportunities. To be able to ensure that homes are accessible and adaptable will ensure that people can stay in their homes for their lifetimes

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV10 Delivering high quality housing	+	+	+	+	0	0	+	?	?	+	+	++	+	+	0	0	++

Commentary

This policy sets out how new housing development will be designed, its main aim being to ensure that new development is delivered to a high standard. The assessment suggested that an additional criterion could be added which sets out that the development provided for levels of on-street parking that cannot be reasonably accommodated and the policy was amended.

Delivering high quality design is an important element of creating sustainable communities, as well as the specific positive impact on a wide range of

sustainability criteria , the policy will have secondary positive effect in terms of health and well being, creating a sense of community, encouraging other modes of transport other than the car , creating a sense of place could also have positive impacts on both the built and natural environment.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV11 Houses in multiple occupation in Plymouth Article 4 Direction Area	+	+	+	+	+	+	0	0	0	0	0	+	0	0	0	0	0

Commentary

This policy set out the criteria by which applications for HMOs within the city centre Article 4 Area will be determined. This policy could form part of a wider policy dealing with different types of housing as set out above. It has positive attributes since it seeks to ensure that housing stock meets needs and that development is not out of character with communities. other aspects of sustainability would be addressed by the application of other policies in the JLP.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV12 Purpose built student accommodation in Plymouth	+	+	+	+	++	?	0	+	0	0	?	+	0	0	0	0	+

Commentary

This policy sets out the criteria for application for student accommodation. The policy is negatively worded and could be revised to take a more positive stance. The policy could be merged into the policy above to have one policy dealing with these different types of accommodation but if it is considered it gives more clarity it is suggested that the wording of the policy positively sets out when student accommodation will be acceptable.

The provision of purpose built student accommodation in Plymouth will be supported where the following criteria can be adequately addressed

The initial assessment of the policy suggested that it could be expanded to include criteria relating to adequate storage for recycling/refuse and cycles. A second criteria was added about appropriate levels of on-street parking.

The provision of purpose built student accommodation could have secondary impacts in terms of freeing up other houses which are currently occupied by students, this could mean that more family housing is brought back into private rental to families rather than students. The provision of adequate student

accommodation will have secondary impacts of supporting the student and higher education economy by ensuring that students have good accommodation and access to essential services and facilities this could encourage students to come to the city.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEVI3 Consideration of traveller's sites	+	+	+	+	0	0	0	?	0	?	?	?	?	0	0	0	++

Commentary
This policy sets out the criteria by which proposals for new traveller's sites will be considered. The policy contains relevant criteria for the impact of any proposals to be carefully assessed in order to ensure that development takes place in the right location.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEVI4 Maintaining a flexible mix of employment sites	+	+	0	+	+	+	0	?	?	?	?	?	?	?	0	?	+

Commentary
This policy sets out the how the JLP will main a flexible mix of employment sites. The policy gives protection to existing employment sites. The policy will have benefits for the existing economies for the JLP area It will be important to set out how a proposal will be assessed to see if it has future employment prospects.

This policy is mainly about protecting existing sites from changes of use and therefore many of the impacts in terms of the environment will already be in place. Using sites for alternative uses could have many unknown impacts on the JLP area and it is considered that the JLP policy provides a good range of criteria to ensure that any negative effects are identified and tested.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEVI5 Supporting the rural	+	+	0	+	0	++	0	?	?	?	?	?	?	0	0	0	+

economy																	
<u>Commentary</u>																	
This policy sets out how the JLP will support proposals for employment uses within rural areas. This policy will have wide ranging positive effect in terms of supporting the economy in rural areas. The policy could have some unknown impacts in terms of the natural and built environment, travel, transport, air quality, water quality , biodiversity and the design of the proposals. The policy covers a wide range of topics and it is considered that along with the other policies in the plan it will be possible to test policy proposals for any negative effect and for the proposals to only go ahead if this can be mitigated for.																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEVI6 Providing retail and town centre uses in appropriate locations	+	+	0	+	0	++	0	?	0	0	?	?	0	0	0	0	++

Commentary
This policy sets out how the JLP will assess proposals for retail uses. The policy will have positive impact for the town centres within the JLP area. This is important to the future sustainability of the town centre and also has secondary positive impact in terms of providing essential services and facilities for the local community.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEVI7 Promoting competitive town centres	+	+	+	+	0	+	0	?	0	0	0	+	0	0	0	0	0

Commentary
This policy seeks to encourage development which supports the town centre. The policy aims to support the role of town centres and allow for their changing role in the 21 Century. It produces positive sustainability effects across SA objectives. This is important to the future sustainability of the town centre and also has secondary positive impact in terms of providing essential services and facilities for the local community.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

DEV18 Protecting local Shops and Services	+	0	0	++	0	++	0	+	0	0	+	?	0	0	0	0	++
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Commentary

The policy aims to protect local services and facilities from change of use, it will be allowed where there is no significant harm to the level of service locally. On the whole, this policy provides sustainability benefits across a range of objectives particularly on promoting community vitality and reliance and access to services and facilities. The primary and secondary shopping frontage's have been defined through evidence and these are important to ensure the future viability of town centres. This is important to the future sustainability of the town centre and also has secondary positive impact in terms of providing essential services and facilities for the local community.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV19 Provision for local employment and skills	0	+	0	0	++	++	0	0	0	0	0	0	0	0	0	0	++

Commentary

This policy sets out the requirements to ensure that major development proposals are required to help to support local employment and skills on the construction industry. This will have positive effect in terms of employment, education and skills development.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV20 Place Shaping and the quality of the built environment	+	++	0	0	0	++	0	0	0	+	++	++	0	0	0	0	++

Commentary

This policy sets out the criteria to help support quality design. This policy will have significant benefits on a wide number of sustainability criteria and will in turn have secondary positive effect on the health and well being of the local community, creating a sense of place and improving the character of the built and natural environment.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

DEV21 Conserving the historic environment	+	++	0	0	0	0	0	0	0	0	+	++	++	0	0	0	0	++
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Commentary

This policy sets out how the LPAs will seek to protect the historic environment and historic asset. This policy will have significant benefits on a wide number of sustainability criteria and will in turn have secondary positive effect on the health and well being of the local community, creating a sense of place and improving the character of the built and natural environment.

Policy	Assessment Criteria																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
DEV22 Development affecting the historic environment	0	0	0	0	0	0	0	0	0	+	++	++	0	0	0	0	0	++

Commentary

This policy sets out how development affecting this historic environment and asset will be carefully considered. This policy will have significant benefits on a wide number of sustainability criteria and will in turn have secondary positive effect on the health and well being of the local community, creating a sense of place and improving the character of the built and natural environment.

Policy	Assessment Criteria																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	
DEV23 World Heritage Site	0	0	0	0	0	0	0	0	0	+	++	++	0	0	0	0	0	++

Commentary

This Policy sets out how development affecting the Cornwall and West Devon landscape must have regard to the World Heritage Site and it's setting. Policy should be supplemented by an SPD or other document that will provide detailed guidance. This policy will have significant benefits on a wide number of sustainability criteria and will in turn have secondary positive effect on the health and well being of the local community, creating a sense of place and improving the character of the built and natural environment.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV24 Landscape character	0	0	0	0	0	0	0	0	++	++	0	++	0	+	+	+	++
<u>Commentary</u> This policy sets out how the special landscapes within the JLP will be conserved and enhanced. The policy could make a reference to Dev27 which relates to nationally projected landscapes. This policy will have significant benefits on a wide number of sustainability criteria and will in turn have secondary positive effect on the health and well being of the local community, creating a sense of place and improving the character of the built and natural environment.																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV25 Undeveloped coast	0	0	0	0	0	0	0	0	++	++	0	++	0	+	+	+	++
<u>Commentary</u> This policy sets out the position regarding the area defined as the undeveloped coast. It would support benefits for related sustainability criteria in addition to landscape, notably including biodiversity and well being of the community. This policy will have significant benefits on a wide number of sustainability criteria and will in turn have secondary positive effect on the health and well being of the local community, creating a sense of place and improving the character of the built and natural environment.																	

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV26 Strategic Landscape Areas	+	+	0	0	0	0	0	0	++	++	+	+	+	+	0	+	++

Commentary

This policy sets out the position regarding the strategic landscape area. This policy has positive impacts for the natural environment by ensuring that strategic landscape areas are not subject to intrusive development. The policy covers individual and cumulative harm. This policy could have secondary positive effect in terms of health and well being, community vitality, air quality, design , and biodiversity by ensuring that important landscapes are protected , they provide a resource for wildlife and for lesure activities such as walking and cycling.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV27 Nationally protected landscapes	+	+	0	0	0	0	0	0	++	++	+	+	+	+	0	+	++

Commentary

This policy sets out the position regarding the nationally protected landscapes – the AONB and Dartmoor National Par. This policy has positive impacts for the natural environment by ensuring that nationally protected areas are not subject to intrusive development. The policy covers individual, and cumulative harm as well as indirect and direct effect. This policy could have secondary positive effect in terms of health and well being, community vitality, air quality, design , and biodiversity by ensuring that important landscapes are protected , they provide a resource for wildlife and for lesure activities such as walking and cycling.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV28 Protection and enhancing biodiversity and geological conservation	+	+	0	0	0	+	+	0	++	++	+	+	+	+	+	+	0

Commentary

This Policy identifies specific provisions to ensure that development supports the conservation, enhancement and restoration of biodiversity and geodiversity across the Plan Area. This policy could have secondary positive effect for health and well being, community vitality and design by ensuring that important biodiversity is protected but also by encouraging net gain for biodiversity, this could help improve the natural and built environment.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV29 Green and play Spaces	+	+	0	0	0	+	+	0	++	++	+	+	+	+	+	+	0

Commentary

This Policy sets out the approach towards green and play spaces (including Strategic Green Spaces, Local Green Spaces and undesignated green spaces) within the Plan Area where an emphasis is placed on protecting and supporting a diverse and multifunctional network of green space. It would support benefits for related sustainability criteria in addition to landscape, notably including biodiversity. This policy could have secondary positive effect in terms of health and well being, community vitality and air quality but ensuring that there are green and play spaces within the city and the TTV , these provide natural areas in amongst a built environment which can have many benefits

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV30 Trees, woodlands and hedgerows	+	+	0	0	0	+	+	0	++	++	+	+	+	+	+	+	0

Commentary

This Policy sets out the approach to be taken where development would result in the loss or deterioration of the quality of trees, woodlands and hedgerows. It would support benefits for related sustainability criteria in addition to landscape, notably including biodiversity. This policy could have secondary positive effect in terms of health and well being, community vitality and air quality but ensuring that important trees, woodland and hedgerows within the city and the TTV, these provide natural areas in amongst a built environment which can have many benefits including shading and natural cooling.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV31 Specific provisions relating to transport	+	+	+	+	+	+	0	++	0	0	0	0	0	0	+	+	+

Commentary

This Policy makes specific provisions relating to transport to ensure that development positively contributes to the delivery of a high quality, effective and safe transport system in the Plan Area. This policy helps support the delivery of a sustainable travel which gives people real choice about how they travel, as well as setting out physical transport infrastructure the policy also looks to encourage connectivity through walking and cycling. This policy could have secondary effects on landscape, design, built environment, air quality, community vitality, health and wellbeing.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV32 meeting the community infrastructure needs of new homes	++	0	+	++	0	+	0	++	0	0	++	++	0	++	0	0	+

Commentary

This Policy seeks to ensure the development of new homes contributes to the delivery of sustainable communities with an appropriate range of community infrastructure. The success of the JLP relies on the provision of infrastructure alongside the delivery of new homes, this will help meet the needs of the new residents in the area and also have wider secondary effects for those residents already living in the area.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV33 Waste management	+	+	0	0	0	+	+	+	0	0	0	0	+	+	+	+	+

Commentary
 This Policy makes provisions to support the implementation of the waste management hierarchy. It is recognised that the provision of new homes and jobs will have impacts in terms of the generation of waste in the local area. This policy sets out provisions to ensure that this waste is dealt with appropriately and encourages recycling.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV34 Delivering low carbon development	+	+	0	0	0	+	++	+	0	0	0	0	+	+	+	+	+

Commentary
 This Policy sets out the need to deliver low carbon developments in order to help reduce the UK's green house gas emissions. This policy could have positive effect in reducing emissions and also have secondary effect on air quality, health and well being , and community vitality. The policy could have secondary effects by improving energy efficiency of homes could in turn reduce running costs which could help reduce fuel poverty .

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV35 Renewable and low carbon energy	+	+	0	0	0	+	++	+	0	0	0	0	+	+	++	+	+

Commentary

This Policy includes a list of criteria for assessing renewable and low carbon energy. This policy includes criteria to ensure that proposals do not have negative effect on the important landscape designations and applications for proposals such as wind turbines and solar farms will be carefully considered against the policy criteria.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV36 Community energy	+	+	0	0	0	+	++	+	0	0	0	0	+	+	+	+	+

Commentary

This Policy sets out the approach towards community-led energy efficiency and energy generation projects in the Plan Area. It would support benefits for related sustainability criteria notably including well being of the community / the economy and could have secondary effect by reducing the cost of energy in some communities and bring a long effect of reducing incidence of fuel poverty.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV37 Managing flood risk	+	+	0	+	0	+	+	+	+	+	+	+	+	+	+	+	0

Commentary

This Policy sets out the approach towards managing flood risk and water quality impacts in the Plan Area. This policy sets out a sequential and exceptions tests which will be applied for those areas at risk of flooding. The policy will help ensure that development does not exacerbate flooding in any areas which are prone to flooding. This is an important response to climate change as incidents of flooding from tidal inundation, flooding from rivers after heavy rainfall and flash flooding caused by water running off hard surfaces could become more prevalent.

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DEV38 Coastal change management areas	+	+	0	+	0	+	+	+	+	+	+	+	+	+	0	0	0
<u>Commentary</u> This Policy sets out the approach towards Coastal Change Management Areas as defined on the Proposals Map. This policy is important as many coastal areas are subject to coastal change and development in these locations can exacerbate existing problems. There are uncertainties about the level and pace of sea level rise and coastal erosion, a Shoreline Management Plan has been defined setting out a strategy to manage the coastline and this will have secondary positive effect by avoiding coastal flood risk to people, property and the historic and natural environment. This policy could have secondary effect on wildlife and biodiversity by encouraging development away from coastal management areas.																	

Delivery and monitoring

Policy	Assessment Criteria																
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
DELV I Approach to development delivery and viability, planning obligations and CIL	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
<u>Commentary</u> This Policy sets out the approach to development delivery and viability, planning obligations and the Community Infrastructure Levy. Through managing the performance of the plan against its objectives, the best chance exists for delivering benefits. This policy will bring positive effect to across the sustainability criteria as this policy sets out the mechanism by which the plan will be implemented and monitored. It is critical to the success of the JLP that the plan is monitored so that risks to delivery can be identified and in turn the JLP Authorities can ensure that there is flexibility and contingency planning within the strategy. Annex 1, sets out the Infrastructure Schedule for the JLP, Annex 2 set out the Plan Targets and Direction of Travel Indicators and Annex 3 sets out the Plan Contingency Measures.																	