



**JLP Councils note re. Slapton Line  
16 March 2018**

1. The Councils have discussed the matter with DCC, which has confirmed that the formal strategy of the County Council has always been to retain the road. The representations and comments made by DCC on the JLP have been made on this basis, although in the knowledge that the scenario could exist that the road could not be repaired on or close to its current alignment. The County considered and responded to consultation on planning application 0771/16/OPA (JLP proposed allocation TTV29.22, Green Park Way Chillington) on the basis of this position. The County considered that there were no highway reasons for refusing that application, albeit with requirements for the inclusion in a s106 Agreement of essential localised highway work and improvements to public transport. Similarly, when considering both this application as proposed allocation TTV29.22 and the proposed allocation TTV29.23 (Carehouse Cross) within the JLP, DCC found no reason to object.
2. DCC has confirmed that the above remains the position following the loss of approximately 450m of the A379 along the Slapton line, which occurred during Storm Emma. The Secretary of State for Transport has committed up to £2.5 million such that the work can be undertaken as quickly as possible. It is considered that this can be achieved through an extant planning permission that allows for the realignment of the road.
3. With respect to the proposed allocations set out in Policies TTV 29.22 and TTV29.23, these are considered to be sound, as are the corresponding requirements of these policies. It is noted, however, that the consideration of the impact of development on resilience of the community is a key issue. This matter is currently referenced in general policies, objectives and the text of the JLP, all of which require planning applications to demonstrate the consideration of building resilience and taking measures to support adaptation of communities and habitats. These are set out below:

4. Policy SPT1, delivering sustainable development, defines a sustainable society as one where, amongst other matters **'Resilient communities and developments are delivered**, which are able to accommodate the impacts of climate change and do not cause detrimental impacts to other communities and developments, for example through increasing flood risk (Criterion 2iv).
5. Policy SPT8, Strategic connectivity, identifies that 'the quality and resilience of Plymouth and South West Devon's transport and digital connectivity to the rest of the country and to global markets will be protected and enhanced as set out below ...'
6. Paragraph 3.61 states 'The importance of strategic connectivity to the wider region has been highlighted by both the Heart of the South West Local Enterprise Partnership (HoSW LEP) and the Cornwall and Isles of Scilly Local Enterprise Partnership. By 2030 the HoSW LEP's Strategic Economic Plan (SEP) aims to **have improved the resilience of the region's road and rail infrastructure to bad weather events ...**'
7. A key Strategic Outcome stated at page 222 is that 'South West Devon's Sustainable Villages will be characterised by strong social networks and traditions. Development will have contributed to enhancing their character and local distinctiveness, and helped to provide a more balanced demographic profile and greater resilience to change for rural communities'; and, similarly, Strategic Objective SO11, which defines the delivery of high quality development as including design that 'responds positively to the challenges of climate change, reducing carbon emissions and creating more resilient communities (Criterion 6). Policy TTV30 provides the principle positive planning tool in the JLP for achieving this. It is, therefore, through Neighbourhood Plans that appropriate specific measures for building resilience will be achieved for rural, and specifically in this case coastal, communities, which are vulnerable to the consequences of climate change and other major events that can disrupt accessibility to services and commodities.
8. Policy DEV10, Delivering high quality housing, which includes the requirement that 'Housing development should be of a high quality in terms of its design and resilience, and provide adequate space to achieve good living standards ...
9. Policy DEV20, Place shaping and the quality of the built environment, which requires development proposals to meet 'good standards of design ... ensuring that the lifetime of buildings, the quality of design, the resilience of the materials and opportunities to achieve a sustainable resource efficient design have been considered ...'

10. DEV34, delivering low carbon development
11. DEV37 Managing flood risk and water quality impacts; and
12. DEV38 Coastal Change Management Areas
13. The strategic approach to protecting / repairing the road at this location is ultimately a decision for Devon County Council. The Councils consider that the responsible and sensible reaction to the history and recent events must be, irrespective of any formal position adopted by DCC, to plan for the prospect of the permanent loss of the A379 running along the Slapton Line. The solution could be a new route in the local vicinity, one that utilises existing rural lanes. Equally, the solution could be to not construct a new route and, instead, build resilience into the affected communities, including enhancement of service provision at and connectivity with Kingsbridge (for communities west and south of Torcross); and enhancement of service provision at and connectivity with Dartmouth / Totnes (for communities north of Slapton village). It is not possible to determine the preferred approach without further assessment and consultation. The Councils suggest, therefore, that there are two mechanisms for achieving this. Firstly, through Neighbourhood Plans and secondly through the five year review of the development plan.