

5 POLICIES AND PLANS

5.1 Introduction

5.1.1 This chapter sets out the policy framework for the environmental assessment of the Scheme.

5.1.2 The purpose of the chapter is to assess whether the Scheme is consistent with current policy considerations such as transport, environmental and land use planning policy, as well as other Government objectives.

5.1.3 At the national level, the Government makes policies, which indicate the way roads and infrastructure projects should be developed, and how environmental issues should be addressed when considering new road schemes. Significantly, such Government guidance seeks to integrate the consideration of transport proposals with other policy considerations, such as landscape, agriculture and nature conservation policies.

5.1.4 At the regional level, guidance provided by Government and the regional planning bodies contain statements about the role of strategic transport routes in regional development.

5.1.5 At the local level, Government is currently committed to a plan-led system for the control of development and consideration of development proposals. As a result, proposals for development in the Scheme corridor are determined in accordance with the Structure Plan for Devon and the Local Plans of Torbay Council and Teignbridge District Council.

5.2 Methodology

5.2.1 The assessment of the consistency of the Scheme with policies and plans follows the guidance in the 'Design Manual for Roads and Bridges (DMRB) Volume 11, Section 3, Part 12 (August 1994)' entitled 'Impact of Road Schemes on Policies and Plans'. It focuses on the planning policy framework contained in either statutory or emerging Local Plans as well as Government policy and guidance in the form of White Papers, Planning Policy Guidance notes (PPGs), Planning Policy Statements (PPSs) where appropriate, and other national policy documents.

5.2.2 There are important interactions between transport and land use policy. It is therefore important to assess the impact of the Scheme on land use policies and proposals at all levels of the planning process including national, regional, county and local levels.

5.2.3 The DMRB states:

"It is not intended that work on identifying constraints should be summarised or duplicated in considering the impact of a proposed scheme on policies and plans. The purpose is rather to assess how the achievement of policy objectives would be hindered or facilitated if a scheme were to be constructed" (Volume 11, Section 3, Part 12, Para 1.3).

5.2.4 In accordance with DMRB the following stages have been used during the assessment:

- Copies of the relevant Structure and Local Plans have been obtained and the status of the Plans has been established.
- The Regional Planning Guidance, relevant Planning Policy Guidance notes and Planning Policy Statements have been consulted.
- A schedule of policies contained in the relevant guidance notes and Local Plans has been drawn up.

- An assessment of the impact of the Scheme on the achievement of the objectives of policies has been undertaken.

5.2.5 Examining the last point in greater detail, the effects on policies and plans are assessed by identifying the degree of compliance or conflict. The evaluation process involves the exercise of judgement comprising the following steps:

- Identification of planning, environmental and transport effects due to implementation of the Scheme.
- Identification of policies and plans at the national, regional, county and local level, which relate to these effects.
- Clarification of policy objectives.
- Assessment of the extent to which the Scheme would help to achieve or would conflict with these policies.

5.2.6 For each policy evaluated the assessment takes into account the following considerations in line with guidance contained within the DMRB:

- The overall balance of effect will be considered for the Scheme as a whole (ie positive and negative effects arising from different parts of the project will be weighed against each other).
- Key policies and geographically specific plans will be given greater weight than non-specific or lesser policies.
- A hierarchy of policies and plans will be applied, from national to county, local and non-statutory.
- The extent to which the policy or plan is current and up to date will be a material consideration. In the main only plans and policies contained in Structure and Local Plans have been consulted with greater weight given to up-to-date policies in Adopted Plans.

5.2.7 The assessment of the extent to which the Scheme is integrated with land use proposals and policies concerning transport (all modes) also follows the '*Transport Analysis Guidance*' (TAG) published by the Department of Transport in June 2003 (Unit 3.7.2 *The Land Use Policy Sub Objective*). This guidance sets out how such assessments are to be carried out whereby all the local, regional and national policy impacts of the Scheme are evaluated using a three point textual scale (Neutral, Beneficial and Adverse). In this context local refers to Local Plans and Unitary Development Plans, including Local Transport Plans; regional covers Regional Planning Guidance and County Structure Plans; and national refers to all other non local or regional policies.

5.2.8 TAG states that these assessments should take account of the balance between policies and proposals which are facilitated, those hindered and those unaffected and that the impact of the plan or strategy should be assessed as beneficial if more policies are facilitated than hindered; adverse if more are hindered than facilitated; and neutral where the balance lies between the two. However, the assessments should not be mechanical, marginal differences should be ignored and key policies or those which are more geographically specific should be given greater weight.

5.2.9 There is a hierarchy of policies and plans, beginning with national guidance, which sets the context for Regional Plans, through County Plans to the local level. In the case of a road scheme such as this, transport policies and plans are particularly relevant. Therefore, they are dealt with first in this chapter. Other policies and plans on development planning matters related to transport (including environmental matters) are considered subsequently. The review of national policies and plans focuses on Government White Papers, which set out Government policy on a range of issues and on Planning Policy Guidance notes (PPGs) or Planning Policy Statements (PPSs). PPGs and PPSs set out Government guidance on the planning framework upon which local planning authorities are required to draw up their development plans and to make decisions on individual planning applications. At the

regional level, the assessment has been against the *Regional Planning Guidance for the South West* (RPG 10). The Devon Structure Plan provides planning guidance at a county level. The Torbay and Teignbridge Local Plans are the key documents at the local level. The Scheme, as a whole, has been assessed in relation to individual policies in both Local Plans.

5.2.10 Consultations have also been undertaken with transport, planning and environmental officers from three authorities, Devon County Council, Torbay Council and Teignbridge District Council.

5.3 National, Regional, County and Local Policies and Plans

5.3.1 The relevant planning framework for the Scheme and the surrounding area is contained with the following documents which were reviewed:

- The Future of Transport, Government White Paper (July 2004)
- A New Deal for Transport: Better for Everyone. The Government's White Paper on the Future of Transport (July 1998).
- A New Deal for Trunk Roads in England (July 1998)
- Transport 2010: The Ten Year Plan (July 1998)
- Tomorrow's Roads: Safer for Everyone (March 2000)
- Our Countryside: The Future – A Fair Deal for Rural England (November 2000)
- A Better Quality of Life – A Strategy for Sustainable Development for the United Kingdom (May 1999)
- A Better Quality of Life – A Strategy for Sustainable Construction (April 2000)
- The National Air Quality Strategy (January 2000)
- Air Quality Strategy for England, Scotland, Wales and Northern Ireland (January 2003)
- Addendum to the Air Quality Strategy (February 2003)
- PPG9: Nature Conservation (October 1994)
- PPG10: Planning and Waste Management (October 1999)
- PPG13: Transport (March 2001)
- PPG15: Planning and the Historic Environment (September 1994)
- PPG16: Archaeology and Planning (November 1990)
- PPG17: Planning for Open Space, Sport and Recreation (March 2001)
- PPG21: Tourism (November 1992)
- PPG23: Planning and Pollution Control (July 1994)
- PPG24: Planning and Noise (September 1994)
- PPG25: Development and Flood Risk (July 2001)
- PPS1: Consultation Paper – Creating Sustainable Communities
- PPS7: Sustainable Development in Rural Areas
- PPS9: Consultation Paper – Biodiversity and Geological Conservation
- PPS11: Regional Spatial Strategies
- PPS12: Local Development Frameworks
- Mineral Policy Guidance: Guidelines for Aggregates Provision in England (1994)
- RPG10: Regional Planning Guidance for the South West (2001)
- Devon Structure Plan First Review 1995 – 2011 Explanatory Memorandum and Written Statement, February 1999
- Torbay Local Plan 1995 – 2011 Revised Deposit Version, October 2000
- Devon Local Transport Plan, September 1999
- Torbay Local Transport Plan, 2001
- Teignbridge Local Plan First Review 1995 – 2011 Initial Deposit Version, 2001
- Devon County Minerals Local Plan, Revised Deposit Version, February 2001

Planning Policy Guidance

- 5.3.2 At a national level, Planning Policy Guidance notes (PPGs) and Planning Policy Statements (PPSs) set out Government policies on different aspects of land use planning. The content of PPGs and PPSs is of material importance in the consideration of individual development proposals and provides guidance to local authorities in preparing statutory development plans.
- 5.3.3 The Government's Green Paper, *Planning – Delivering a Fundamental Change*, published in December 2001, announced that the Government intended to review all its planning policy guidance: to see whether it is needed; to seek greater clarity; and to separate guidance on practical implementation from policy statements. Following consultation on the Green Paper, the Government announced in July 2002 in the Policy Statement *Sustainable Communities: Delivering through Planning* that it intended to proceed with the proposals for review and reform of national planning policy guidance.
- 5.3.4 The following PPGs and PPSs are relevant to the Scheme:
- PPG1 General Policies and Principles (DETR, 1997)
 - PPS1 Consultation Paper on PPS1: Creating Sustainable Communities
 - PPS7 Sustainable Development in Rural Areas (2004)
 - PPG9 Nature Conservation (DoE, 1994)
 - PPS9 Consultation on PPS9: Biodiversity and Geological Conservation
 - PPS11 Regional Spatial Strategies
 - PPS12 Local Development Frameworks
 - PPG13 Transport (Revised) (DETR, 2001)
 - PPG15 Planning and the Historic Environment (DoE, 1994)
 - PPG16 Archaeology and Planning (DoE, 1990)
 - PPG17 Planning for Open Space, Sport and Recreation (2001)
 - PPG21 Tourism (1992)
 - PPG23 Planning and Pollution Control (DoE, 1993)
 - PPG24 Planning and Noise (DoE, 1994)
 - PPG25 Development and Flood Risk (DETR, 2001)
- 5.3.5 Planning Policy Guidance Note 1 – General Policies and Principles (PPG1) sets out Government key policy objectives for the planning system. These include encouragement of economic development in such a way that is compatible with environmental objectives. Paragraph 1 states “*positive in promoting competitiveness while being protective towards the environment and amenity*”. The development also needs to be sustainable in terms of land use and transport planning policy.
- 5.3.6 Draft Planning Policy Statement (PPS1) – Creating Sustainable Communities supports the reform programme and, in particular, the Government's objectives for planning culture change, by setting out the Government's vision for planning, and the key policies and principles that should underpin the planning system. These are built around three themes:
- Sustainable development – the purpose of the planning system.
 - The spatial planning approach.
 - Community involvement in planning.
- 5.3.7 The key policy messages are:
- The need for planning authorities to take an approach based on integrating the four aims of sustainable development: economic development; social inclusion; environmental protection; and prudent use of resources.
 - The need for positive planning to achieve sustainable development objectives and proactive management of development, rather than simply regulation and control.

- The need for plans to set clear visions for communities and help to integrate the wide range of activities relating to development and regeneration.
- The need for the planning system to be transparent, accessible and accountable, and to actively promote participation and involvement.

5.3.8 PPS 1 sets out that planning should aspire to make places better for people and deliver development where communities need it and which is sustainable. Planning should facilitate and promote sustainable patterns of urban and rural development by:

- Making suitable land available for development in line with economic, social and environmental objectives to improve the quality of life.
- Contributing to sustainable economic growth.
- Protecting and where possible enhancing the natural and historic environment and the quality and character of the countryside, and existing successful communities.
- Ensuring high quality development through good design.
- Ensuring that development supports existing communities and contributes to the creation of safe, sustainable and liveable communities with good access to jobs and key services.

5.3.9 Planning Policy Statement 7 – Sustainable Development in Rural Areas (PPS7) provides guidance on the land use planning in rural areas of England and emphasises that particular care should be taken in rural areas, particularly designated areas. It presents advice on the role of the planning system in relation to the countryside. It promotes sustainable development principles for meeting the social and economic needs of people who need to live and work in the countryside and advises on achieving a good quality of development and respecting the character of the countryside. Paragraph 1(vi) states *“All development in rural areas should be well designed and inclusive, in keeping and scale with its location, and sensitive to the character of the countryside and local distinctiveness.”*

5.3.10 The Government's objectives for rural areas that are relevant to this Planning Policy Statement are:

- To raise the quality of life and the environment in rural areas;
- To promote more sustainable patterns of development;
- Promoting the development of the English regions by improving their economic performance so that they are able to reach their full potential; and
- To promote sustainable, diverse and adaptable agriculture sectors.

5.3.11 The guidance also indicates that developments involving agricultural land should seek to minimise the loss of best quality and most versatile land. Where significant development of agricultural land is unavoidable, PPS7 guides that local planning authorities should seek to use areas of poorer quality land (grades 3b, 4 and 5) in preference to that of a higher quality, except where this would be inconsistent with other sustainability considerations. Chapter 6 of this ES identifies the impact of the Scheme on the agricultural land in the area.

5.3.12 Planning Policy Guidance Note 9 – Nature Conservation (PPG9), outlines that Government objectives are to ensure the abundance and diversity of British wildlife and its habitats or minimise adverse effects of development. In this regard, the PPG recognises the need to balance development and economic growth whilst ensuring effective conservation of wildlife and natural resources. Paragraph 3 states *“With careful planning and control, conservation and development can be compatible.”*

5.3.13 PPG9 indicates that where there is a potential impact, Local Planning Authorities should consider the use of planning conditions and obligations in the interests of nature conservation.

- 5.3.14 The consultation paper for PPS9 seeks to comment on a draft of a new Planning Policy Statement on Biodiversity and Geological Conservation, (PPS9). The intention is that this PPS should, in due course replace PPG9.
- 5.3.15 Most of the policies in draft PPS9 are based on existing policies in PPG9, updated as appropriate, and continue to reflect statutory obligations for nature conservation. There is a clearer focus on the need to conserve, enhance and restore biological and geological diversity.
- 5.3.16 Regional planning bodies and local planning authorities should adhere to the following key principles to ensure that the potential impacts of planning decisions on biodiversity and geological conservation are fully considered.
- i) Plan policies and planning decisions should be based upon up-to-date information about the environmental characteristics of their areas. These characteristics should include the relevant biodiversity and geological resources of the area. In seeking to keep environmental characteristics under review local authorities should assess the potential to sustain and enhance those resources.
 - (ii) Local planning authorities should consider whether proposed developments could be accommodated without causing harm to biodiversity and geological conservation interests. Where there may be significant harmful effects, local planning authorities will need to be satisfied that any reasonable alternative sites that would result in less or no harm have been fully considered.
 - (iii) Where development will result in unavoidable and significant adverse impacts on biodiversity and geological conservation, planning permission for it should only be granted where adequate mitigation measures are put in place. Local planning authorities should normally seek appropriate measures to compensate for any harm, which cannot be prevented or mitigated.
- 5.3.17 Planning Policy Statement 11 - Regional Spatial Strategies, (PPS11) replaces Planning Policy Guidance Note 11: Regional Planning, (PPG11). The main principles of the new regional planning arrangements are to give more weight to what is currently Regional Planning Guidance (RPG) by replacing it with a statutory Regional Spatial Strategy (RSS).
- 5.3.18 The RSS should provide a broad development strategy for the region for a fifteen to twenty year period. The following matters should be taken into account:
- identification of the scale and distribution of provision for new housing;
 - priorities for the environment, such as countryside and biodiversity protection; and
 - transport, infrastructure, economic development, agriculture, minerals extraction and waste treatment and disposal.
- 5.3.19 Planning Policy Statement 12 - Local Development Frameworks (PPS12) replaces Planning Policy Guidance Note - Development Plans (PPG12). It sets out the Government's policy on the preparation of local development documents, which will comprise the local development framework. The local development framework is a non statutory term, however it sets out, in the form of a 'portfolio', the local development documents, which collectively delivers the spatial planning strategy for the local planning authority's area.
- 5.3.20 Planning Policy Guidance Note 13 – Transport (PPG13) seeks to integrate planning and transport at the national, regional, county and local level. The emphasis is upon more suitable forms of development involving less need to travel, but also acknowledging that sustainable development has to recognise and allow for the associated transport infrastructure that is needed to support such development. Such associated infrastructure can range from major new transport investment to

more localised measures facilitating pedestrian and cycle movements. Annex C deals with mitigating the impact of new transport infrastructure. This states:

“Care must be taken to avoid or minimise the environmental impact of any new transport infrastructure projects, or improvements to existing infrastructure; this includes the impacts which may be caused during construction (including the need to transport materials to and from the site, and dispose of spoil). Wherever possible, appropriate measures should be implemented to mitigate the impacts of transport infrastructure.”

5.3.21 Planning Policy Guidance Note 15 – Planning and the Historic Environment (PPG15) sets out government guidance on historic buildings, conservation areas and other elements of the historic environment, but not archaeology, which is dealt with by the complementary Planning Policy Guidance Note 16 – Archaeology and Planning (PPG16). The guidance recognises the fundamental importance of cultural heritage to sustainable development, to the quality of life and to tourism and leisure. It states:

“It is fundamental to the Government’s policies for environmental stewardship that there should be effective protection for all aspects of the historic environment. The physical survivals of our past are to be valued and protected for their own sake, as a central part of our cultural heritage and our sense of national identity. They are an irreplaceable record, which contributes, through formal education and in many other ways, to our understanding of both the present and the past. Their presence adds to the quality of our lives, by enhancing the familiar and cherished local scene and sustaining the sense of local distinctiveness which is so important, an aspect of the character and appearance of our towns, villages and countryside. The historic environment is also of immense importance.”

5.3.22 Paragraph 2.16 emphasises the importance of preserving the setting of Listed Buildings:

“Section 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 require authorities considering applications for planning permission or listed buildings consent for works which affect a listed building to have special regard to certain matters, including the desirability of preserving the setting of the building. The setting is often an essential part of the building’s character. Also, the economic viability as well as the character of historic buildings may suffer and they can be robbed of much of their interest, and of the contribution they make to townscape or the countryside, if they become isolated from their surroundings.”

5.3.23 Section 5 of Planning Policy Guidance Note 15 is devoted to transport and traffic management in historic areas. Reference is made not only to the direct physical impacts of roads, but also the indirect impact by, for example, altering new patterns of movement and generating pressures for development. Consideration should be given to the need for a new route and, if it is unavoidable, to the features of the historic landscape which may be affected. It states:

“Major new transport infrastructure developments can have an especially wide-ranging impact on the historic environment, not just visually and physically, but indirectly, for, example, by altering patterns of movement or commerce and generating new development pressures or opportunities in historic areas. Local highway and planning authorities should therefore integrate their activities and should take great care to avoid or minimise impacts on the various elements of the historic environment and their settings.” and;

“If a new route is unavoidable, authorities should initially identify any features of the historic environment and evaluate their importance. Wherever possible, new roads (and any other transport infrastructure) should be kept away from listed Buildings, conservation areas and other historic sites. However, in each case a suitable

balance has to be struck between conservation, other environmental concerns, economics, safety and engineering feasibility.”

5.3.24 Planning Policy Guidance Note 16 – Archaeology and Planning (PPG16) emphasises the importance and vulnerability of archaeological areas. It states:

“Archaeological remains should be seen as a finite, and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed. They can contain irreplaceable information about our past and the potential for an increase in future knowledge. They are part of our sense of national identity and are vulnerable both for their own sake and for their role in education, leisure and tourism.”

5.3.25 The guidance in PPG16 does recognise that, with the many demands of modern society, it is not always feasible to save all archaeological remains. It states:

“The key question is where and how to strike the right balance. Cases involving archaeological remains of relative minor importance will not always be so clear cut and planning authorities will need to weigh the relative importance of archaeology against other factors including the need for the proposed development.”

5.3.26 Where physical preservation in situ is not possible, excavation leading to “preservation by record” is acceptable, but is agreed as a second best option, because excavation may lead to destruction of evidence, and it may prove expensive and time consuming.

5.3.27 Planning Policy Guidance 17 – Planning for Open Space, Sport and Recreation (PPG17) aims to deliver:

- Networks of accessible, high quality open spaces and sport and recreation facilities, in both urban and rural areas, which meet the needs of residents and visitors, are fit for purpose and economically and environmentally sustainable;
- An appropriate balance between new provision and the enhancement of existing provision; and
- Clarity and reasonable certainty for developers and landowners in relation to the requirements and expectations of local planning authorities in respect of open space and sport and recreation provision.

5.3.28 Planning Policy Guidance Note 21 – Tourism (PPG21) reinforces the guidance dealing with recreation and enjoyment of the countryside, with particular recognition of the contribution that tourism makes to the national economy. The synergies between tourism and protection of the environment are recognised. PPG 21 states:

“Tourism makes a major contribution to the national economy and to the prosperity of many cities, towns and rural areas. Its continuing growth generates a range of economic activity and new job opportunities. As it often depends on a high quality environment, it can act as a positive force for environmental protection and enhancement. Many areas have natural, historical and architectural features which serve to attract tourists. It is important to identify and consider ways of protecting these, as well as to consider ways in which new development can help industry grow.”

5.3.29 Planning Policy Guidance Note 23 – Planning and Pollution Control (PPG23) seeks to provide advice on the relationship between planning and pollution control systems, encouraging close liaison between both systems, particularly in respect of air quality, water quality and waste management. Where potentially polluting developments are proposed, Annex 9, paragraph 3 of the PPG advises that the Environmental Statement should: “provide a full and systematic account of a development’s likely

effects on the environment, including those which are subject to pollution controls, and the measures envisaged to avoid, reduce, or remedy significant adverse effects”.

5.3.30 Planning Policy Guidance Note 24 – Planning and Noise (PPG24) notes that noise can have significant effect on the environment and on the quality of life enjoyed by individuals and communities. As such, it seeks to achieve separation of noise generating activities from the most sensitive receptors, in particular residential areas.

5.3.31 Planning Policy Guidance Note 25 – Development and Flood Risk (PPG25) identifies that the susceptibility of land to flooding is a material consideration in the development process. It highlights that the precautionary principle should be to avoid flood risk and manage it elsewhere. Development proposals are expected to recognise the importance of functional floodplains and avoid inappropriate development and undefended floodplains where possible with the provision of flood defence and warning measures where required.

Regional Policies and Plans

5.3.32 The Regional Planning Guidance (RPG) for the South West (RPG10), published in 2001, provides a framework for the provision of policy development plans within the region.

5.3.33 The main aims of Government policy in relation to the South West are consistent with the objectives of sustainable development under the following criteria:

- protection of the environment;
- prosperity for communities and the regional and national economy;
- progress in meeting society's need and aspirations; and
- prudence in the use and management of resources.

5.3.34 Broad policies at regional and local level contained within the Regional Planning Guidance (including the Regional Transport Strategy) and the Regional Economic Strategy seek to protect the intrinsic qualities of Devon whilst improving economic prosperity.

Regional Transport Strategy

5.3.35 Section 8 of the RPG sets out the Regional Transport Strategy (RTS). Its role is:

“to support the spatial strategy, to provide the strategic transport framework for the Local Transport Plans and development plans and to provide a framework for the investment and operational plans of relevant transport agencies/operators.”

5.3.36 The RTS has five key objectives. These are:

- to support the spatial strategy of the RPG;
- to reduce the impact of transport on the environment;
- to secure improved accessibility to work, shopping, leisure and services by public transport, walking and cycling;
- to create a modern, efficient and integrated transport system; and
- to ensure the safe use of the regional transport network.

5.3.37 The RTS deals with inter-urban and inter-regional transport and states:

“The economic prosperity of the South West depends on good communications, both within the region and to other parts of Britain and Europe. In order to reduce the impact of peripherality (and to help designated areas maximise the benefits of Objective 1 and Objective 2 status), there is a need to develop a high quality transport infrastructure, supplemented by secondary networks. Improvements to services by land, sea and air are required to improve economic competitiveness and

overcome the disadvantages arising from a peripheral location, thus enhancing national and international connectivity.”

- 5.3.38 The RTS recognises Torbay is an important sub-regional centre and is a popular destination for inward migration and states that: *“Torbay’s connections to the main road and rail networks need improvement and areas of environmental importance restrict the potential for expansion. Integrated transport packages should be developed to address problems of congestion at Kingskerswell, including the possibility of a bypass and to increase accessibility to Torbay and assist regeneration.”*

Devon Structure Plan

- 5.3.39 Devon County Council, Torbay Council and the other Structure Plan Authorities within Devon adopted the current Devon Structure Plan First Review 1995 – 2011 Explanatory Memorandum and Written statement in February 1999 (hereinafter referred to as the Structure Plan).

- 5.3.40 Policies contained in the Devon County Structure Plan that are relevant to the Scheme are:

- **Sustainable Development Strategy**
 - Policy S1b Area Centres
- **Transportation**
 - Policy T1 Integrated transport strategy;
 - Policy T2 Hierarchy of transport modes;
 - Policy T3 Walking and cycling facilities;
 - Policy T5 Public transport network;
 - Policy T6 Bus and coach services;
 - Policy T7 Rail services and new development;
 - Policy T8 Rail improvement schemes;
 - Policy T10 Maintain and enhance the Devon road network; and
 - Policy T12 Highway scheme programme.
- **Conservation and Enhancement**
 - Policy C2 Landscape character and local distinctiveness;
 - Policy C6 Areas of Great Landscape Value;
 - Policy C9 Enhancing the urban environment;
 - Policy C11 Historic environment;
 - Policy C13 Biodiversity and earth science resource;
 - Policy C14, C15 and C16 Conservation of important sites and features;
 - Policy C17 Conservation of protected species;
 - Policy C24 Protecting water resources;
 - Policy C27 Agricultural land;
 - Policy C28 Soil resources;
 - Policy C29 Air Quality; and
 - Policy C30 Noise pollution.

Other County Guidance

- 5.3.41 The Devon County Minerals Local Plan covers the county’s mining and quarry activities. The aim of this Plan is to ensure the stable long-term production of the Devonian quarrying industry in order to provide for an adequate supply of minerals to meet the need of society in a sustainable and environmentally acceptable manner within a framework for the safeguarding of Devon’s mineral resource.

- 5.3.42 The policies and proposals in the Plan are based on the objectives set out below:

1. To strike a balance between the demand for all mineral resources and the need to protect the environment having regard to the principles of sustainable development.
2. To maintain a stock of permitted reserves for aggregate minerals, in accordance with current Government advice.
3. To encourage the most appropriate use of all mineral resources, the re-use of waste minerals and secondary aggregates in order to reduce the requirement for new primary resources to a minimum.
4. To protect the quality and the diversity of the County's earth science and nature conservation interest, historic environment, water environment and landscape significance.

5.3.43 There are three quarries adjacent to the Scheme, Royal Aller Vale, Zig Zag, and Stoneycombe Quarry.

Royal Aller Vale Quarry

This site has had a number of planning permissions granted for extensions to the original area of the 1958 permission. In 1990, planning permission was granted to consolidate all the previous planning history imposing modern restoration and aftercare conditions over the whole site, as well as granting a small extension to the east of Milber Lane. The Aller Sand Pit is an SSSI and the quarry is also a Geological Conservation Review Site due to its Palaeocene stratigraphy. The site is virtually worked out and is being restored to woodland, parkland and agriculture.

Zig Zag Quarry

This quarry was initially worked under the auspices of a permission granted in 1947. The site was granted an extension in 1972 covering land to the north east of the existing quarry. A planning application has been submitted which will consolidate the existing operations and extend the site. It is proposed that Zig Zag would then be associated with Royal Aller Vale Quarry for the next 5 to 7 years in order to utilise the existing Aller silt lagoons until sufficient area is available within the quarry to develop its own silt handling facility. The proposals are still under consideration by the Mineral Planning Authority, (MPA).

Stoneycombe Quarry

Stoneycombe Quarry is a major limestone site that operates under a number of planning permissions dating from 1949. In the 1950's, the majority of production was transported by rail, but this declined in the 1960's and now all production is removed by road. In October 1982 a Section 52 Agreement was made which included the relinquishment of rights to win, work and to tip mineral waste on the eastern part of the Planning Permission north of the railway adjacent to The Brake. Planning permission was granted in 1992 for the dry disposal of silt on land outside the quarry area. This included comprehensive restoration of the whole site on completion of operations. Stoneycombe Quarry is an Active Phase 1 Site, Environment Act 1995.

5.3.44 The following proposals directly affect the Scheme area:

Stoneycombe Quarry

Proposal: Inset 36.1 The MPA will analyse the results of the monitoring of the water environment in order to ensure that quarrying does not result in unacceptable adverse impacts on the underlying geology and karst features.

Proposal: Inset 36.2 The MPA will monitor lorry movement from the site to ensure that the agreed lorry routeing scheme is adhered to.

Proposal: Inset 36.4 The MPA will review the lorry routing agreement if and when the Kingskerswell Bypass is constructed.

Torbay Local Plan

5.3.45 It is the duty of Torbay Council, as the Local Planning Authority, under the Town and Country Planning Act 1990, to prepare a single local plan for the whole of the Torbay area. The current Local Plan – Revised Deposit Version, October 2000 covers the period 1995 to 2011 and was adopted 5 April 2004.

5.3.46 The Transport and Accessibility Chapter of the Local Transport Plan contains an overall strategic policy, which sets out a sustainable land use/transportation strategy, together with twenty seven policies and proposals. Policies contained in the Torbay Local Plan which are relevant to the Scheme are:

- **Transport and Accessibility**
 - Policy TS Land use transportation strategy;
 - Policy T21 Road improvements; and
 - Policy T22 Improved northern approach road.
- **Built Environment**
 - Policy BE8 Preservation of listed buildings
- **Landscape and the Green Environment**
 - Policy L2 Areas of Great Landscape Value;
 - Policy L5 Countryside zone;
 - Policy L8 Agricultural land;
 - Policy L9 Protection of hedgerows and woodlands and other natural features;
 - Policy L10 Planting and retention of trees and woodland; and
 - Policy L11 Major development and landscaping.
- **Nature Conservation**
 - Policy NCS Nature conservation strategy;
 - Policy NC3 Protected sites – locally important sites; and
 - Policy NC5 Protected species.
- **Environmental Protection**
 - Policy ES Environmental protection strategy;
 - Policy EP4 Noise;
 - Policy EP9 Groundwater; and
 - Policy EP10 Water supply.
- **Recreation and Leisure**
 - Policy R6 Protection of public open space.

5.3.47 The above policies are explained in detail with reference to the Scheme in section 5.4 of this chapter - Assessment of Scheme in Relation to Policies.

Annual Progress Reports

5.3.48 Both Devon County Council and Torbay Council publish Local Transport Plan Annual Progress Reports.

5.3.49 The Devon County Council Annual Progress Report, July 2004 and Torbay Council Annual Progress Report, 2004 include evidence of:

- Delivery on the ground during 2003/04;
- Progress towards targets and objectives in 2003/04; and
- An effective spending programme.

The A380 Kingskerswell Bypass is detailed in full, along with the future programme.

Teignbridge Local Plan

- 5.3.50 The first area wide Local Plan for Teignbridge was adopted by the District Council in October 1996. This covers the whole of the district outside Dartmoor National Park. Until the Local Plan First Review is adopted the current plan will remain the statutory Plan for the area and will continue to be used for decision making purposes. This plan represents the Initial Deposit Version of the Teignbridge Local Plan First Review. It updates and rationalises the original Local Plan, bringing it in line with the current Devon Structure Plan and recent Government guidance.
- 5.3.51 The Local Plan Review provides guidance on the principal planning issues facing the area up to 2011.
- 5.3.52 The Plan is set out in nine chapters that each deal with a specific topic such as employment, environment and transport. However, the first Strategy and Development Principles chapter provides a range of general policies that will relate to most types of development.
- 5.3.53 The policies within the chapters seek to protect the character and amenity of the District's landscape, afford special protection to areas of recognised landscape value, to protect the most versatile agricultural land and to afford protection to protected species and habitats.
- 5.3.54 Policies are outlined regarding the development on or affecting locally, nationally and internationally important sites in Policy ENV7, ENV 8, and ENV 9.
- 5.3.55 For the built environment, the objectives seek to protect the District's built environment from intensive development, to preserve and enhance buildings, landscapes and areas of cultural, historic and archaeological interest and their setting, and to promote enhancement of the built environment through use of high standards of design and a careful choice of materials for all development.
- 5.3.56 Policy TRN9 details the A380 Kingskerswell Bypass as a proposed highway scheme within the district.
- 5.3.57 A number of broad policies are contained in the Local Plan to guide and control developments such as the Scheme. These are detailed in section 5.4 below.

5.4 Assessment of Scheme in Relation to Policies

- 5.4.1 The Scheme has been considered in terms of its consistency with national, regional and local policy guidance. The categories of assessment used are beneficial, neutral and adverse.
- 5.4.2 The paragraphs below assess the Scheme against relevant policies from National, Regional, County and Local Plans. Tables 5.1 – 5.4 at the end of this section detail the impact the Scheme has on each of the relevant national policies in the Devon Structure Plan and the Local Plans of Torbay and Teignbridge District Council's.
- 5.4.3 Impacts on specific topic areas are considered in turn.

Transport

National Policies and Plans

Future of Transport – White Paper

- 5.4.4 Current Government policy is outlined in the White Paper 'Future of Transport'. Unveiled on the 20th July 2004 by the Transport Secretary, the White Paper is a long-term strategy for a modern, efficient and sustainable transport system backed up by sustained high levels of investment over the next 15 years.
- 5.4.5 The Future of Transport White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment.
- 5.4.6 The White Paper identifies that a transport network is required that can meet the challenges of a growing economy and the increasing demand for travel, but can also achieve required environmental objectives. This means coherent transport networks with:
- the road network providing a more reliable and freer-flowing service for both personal travel and freight, with people able to make informed choices about how and when they travel;
 - the rail network providing a fast, reliable and efficient service, particularly for inter urban journeys and commuting into large urban areas;
 - bus services that are reliable, flexible, convenient and tailored to local needs;
 - making walking and cycling a real alternative for local trips.
- 5.4.7 The paper then goes on to discuss progress and the future strategy for roads, rail, buses, walking and cycling, aviation and freight transport. With respect to roads the strategy is founded on the following:
- “Road networks enhanced by:
- *new capacity where it is needed, assuming that any environmental and social costs are justified;*
 - *locking in the benefits of new capacity through various measures including some tolling and carpool lanes where appropriate;*
 - *Government leading the debate on road pricing and its capacity to lead to better choices for motorists;*
 - *Better management, exploiting the potential of new technology to avoid problems and deal with them rapidly if they occur; and*
 - *Using technology to keep people informed both before and during their journey.”*
- 5.4.8 The White Paper is aiming to make better use of buses to help reduce congestion and tackle social exclusion. Buses need to be attractive enough for motorists to choose them over the car for some trips and they also need to provide mobility for people who do not have access to other forms of transport. Hence bus services must be:
- punctual – which means giving buses priority in congested locations and using more pre-paid ticketing to speed boarding;
 - good value – for the traveller and the taxpayer;
 - frequent and reliable – with up-to-date travel information that is easy to obtain;
 - seamless – with good integration of bus services and other travel networks;
 - safe – both when travelling on the bus and when walking to and from the bus stop; and
 - clean, comfortable and attractive – with well-designed and maintained buses.

5.4.9 The Government is committed to encouraging more people to choose to walk and cycle more often. The strategy outlined here will give transport authorities the funding and information that they need to deliver real improvements. The aim within this White Paper for the next 20 to 30 years is to increase walking and cycling by making it a more convenient, attractive and realistic choice for many more short journeys, especially those to work and school. This will:

- help to reduce car use and help to tackle social inclusion, making towns and cities safer and more pleasant places to live;
- help to reduce congestion and improve air quality; and
- increase levels of physical activity and improve public health. Moderate physical activity such as walking and cycling helps reduce obesity, heart disease, stroke, cancer and diabetes.

UK Transport Policy: A New Deal for Transport

5.4.10 The White Paper 'A New Deal for Transport: Better for Everyone' (HMSO, Cm3950) was published in July 1998. Devon and Torbay's Local Transport Plans were generated and influenced by the contents of this White Paper.

5.4.11 The White Paper made clear that *"simply building more and more roads is not the answer to traffic growth."* The focus instead is on an integrated transport policy that seeks to *"extend choice in transport and secure mobility in a way that supports sustainable development"* through *"a transport system that is safe, efficient, clean and fair."*

5.4.12 The White Paper went on to explain that an integrated transport policy means: *"integration within and between different types of transport – so that each contributes its full potential and people can move easily between them;*

integration with the environment – so that our transport choices support a better environment;

integration with land use planning – at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel;

integration with our policies for education, health and wealth creation – so that transport helps to make a fairer, more inclusive society."

5.4.13 Having established the policy context, the White Paper addressed problems of congestion and safety and states that *"all decisions on road investment will be taken in the context of our integrated transport policy."* To inform such investment decisions, the Government introduced a 'New Approach to Appraisal' based on the following criteria:

- Environment
- Safety
- Economy
- Accessibility
- Integration

5.4.14 The White Paper also sought to promote sustainable transport and states:

"A modern transport system is vital to our country's future. We need a transport system which supports our policies for more jobs and a strong economy, which helps increase prosperity and tackles social exclusion. We also need a transport system which doesn't damage our health and provides a better quality of life now – for everyone – without passing onto future generations a poorer world. This is what we mean by sustainable transport and why we need a New Deal."

5.4.15 This included encouraging cycling, walking and healthier forms of transport:

“The New Deal for transport therefore sets the framework to:

- *reduce pollution from transport*
- *improve air quality*
- *encourage healthier lifestyles by reducing reliance on cars, and making it easier to walk and cycle more*
- *reduce noise and vibration from transport*
- *improve transport safety for users, those who work in the industry and the general public”*

Transport 2010: The Ten Year Plan

5.4.16 This is the Government’s investment plan for delivering its White Paper commitments to an integrated transport system. It is the long-term strategy for delivering a quicker, safer, more punctual and environmentally friendly transport system. The Plan outlines the levels of transport investment to be made over the ten year period 2000 – 2010, including the then current targeted programme of improvements. The plan also states that:

“All road schemes will include high standards of environmental mitigation to ensure that, so far as reasonably possible, noise and the impact on biodiversity, the landscape and our heritage are minimised.”

5.4.17 Transport 2010 builds on the foundations put in place since the Integrated Transport White Paper. It stresses the role of partnership with the private sector and local government in modernising our transport network.

A New Deal For Trunk Roads in England, July 1998

5.4.18 A New Deal for Trunk Roads in England is commonly called the Roads Review and is one of a number of supporting documents to the Transport White Paper. It reiterated the White Paper’s integrated transport policies and reported on the Government’s strategic review of the roads programme within the context of those policies against the five criteria identified in the new approach to appraisal. The Roads Review makes it clear that trunk roads are an integral part of the nation’s transport system.

- integration – ensuring that all decisions are taken in the context of an integrated transport policy;
- safety – to improve road safety for all road users;
- economy – supporting sustainable economic activity in appropriate locations and getting good value for money;
- environmental impact – protecting the built and natural environment; and
- accessibility – improving access to everyday facilities for those without a car and reducing community severance.

5.4.19 The Roads Review introduced the carefully targeted programme of larger scale improvements. That programme is designed to address a variety of problems ranging from acute congestion, safety problems to environmental damage. Reflecting their ability to counter such problems and take account of their potential benefits, the schemes in the programme were grouped into three main categories:

- Safety and healthier communities;
- Supporting jobs and prosperity;
- Regeneration and integration with other modes.

Tomorrow's Roads: Safer For Everyone, March 2000

- 5.4.20 Tomorrow's Roads – Safer for Everyone contains many specific recommendations, but is not intended to be a rigid blueprint. The strategy and targets will be reviewed every three years to take account of new ideas and new technologies. A Road Safety Advisory Panel will be established to assist in that review process.
- 5.4.21 This White Paper underlines how safety is a main objective.

The Government will:

- ensure safety continues to be a main objective in designing, building, operating and maintaining trunk and local roads;
- ensure safety continues to be part of the planning framework for main and local routes;
- publish guidance about engineering for safer roads based on sound research and experiment;
- use local transport plans to promote safer neighbourhoods; and
- monitor progress on local efforts to reduce casualties.

Regional Transport Policies and Plans

- 5.4.22 Paragraph 8.7 of RPG10 states that "the economic prosperity of the South West depends on good communications, both within the region and to other parts of Britain and Europe". It goes on "*there is a need to develop a high quality transport infrastructure, supplemented by secondary networks*".

- 5.4.23 Policy TRAN 2: Strategic Inter-Urban and Inter-Regional Transport Networks states that:

"Local Authorities, the Highways Agency, the Strategic Rail Authority, transport operators and other agencies should work together to provide and maintain a strategic transport system to enhance the competitiveness of the region, reduce its peripherality and support the spatial strategy. In particular they should aim to support selective infrastructure proposals to improve the safety and operational efficiency of the road network, reduce congestion and achieve environmental improvements".

- 5.4.24 Policy TRAN 10 : Walking, Cycling and Public Transport states that:

"Local Authorities, transport operators, and other agencies should have regard to the sustainable transport hierarchy, giving priority to walking, cycling and public transport. They should aim to increase the total travel by these modes and ensure that they provide attractive and reliable alternatives to the private car by developing attractive, safe and convenient pedestrian and cycle networks linking residential areas, employment centres, town centres, schools, colleges and universities and other key destinations and linking smaller settlements and district centres to main town centres."

The Regional Transport Strategy (RTS)

- 5.4.25 The Regional Transport Strategy (RTS) is an integral part of the RPG and supports the regional spatial strategy, providing a strategic framework for the preparation of the Local Transport Plans and development plans. The five key objectives of the RTS, as set out in Section 8.5 of the RPG, are to:

- Support spatial strategy of the RPG;
- Reduce the impact of transport on the environment;
- Secure improved accessibility to work, shopping, leisure and services by public transport, walking and cycling;

- Create a modern, efficient and integrated transport system; and
- Ensure the safe use of the regional transport network.

5.4.26 The RTS recognises that due to the peripheral nature of the South West, economic prosperity depends on good communications, both within the region and to other parts of Britain and Europe. The integration of transport and land-use planning is essential to focus growth at Principal Urban Areas and to link them to other centres designated for growth. The RTS will direct investment to facilitate the concentration of development in designated locations. The RTS states that it should be read in context of the RPG as a whole.

Devon Local Transport Plan

5.4.27 One Local Transport Plan (LTP) covering the Scheme area is the Devon Local Transport Plan. This covers the period 2001-2006. The LTP represents a consensus between the County Council, Exeter City Council and District Councils on the future transport policy for the County.

One strategic objective of the LTP is *“developing an integrated transport policy to meet the needs of Devon’s people and businesses whilst respecting the environment and enabling people to make choices which are environmentally friendly”*.

5.4.28 The LTP recognises that Devon is a diverse county with major investment needs. There are high levels of traffic growth which are likely to continue if left unchecked. Several strategic roads pass through the county carrying large amounts of long distance traffic which when combined with local traffic movements creates severe congestion and safety problems.

5.4.29 The objectives of the LTP include the maintenance and improvement of the road network thus improving safety for all road users and facilitating integration of all modes of transport.

5.4.30 The LTP identifies the A380 as a strategic road of regional importance and refers to the joint study commissioned by Devon County Council and Torrey Council, the A380 Newton Abbot to Torrey Corridor Study. The study aimed to identify sustainable transport solutions to this congested corridor.

Devon Structure Plan

5.4.31 The A380 Kingskerswell Bypass is noted in Proposal T12. The Plan recognises the bypass as a scheme for the improvement of inter-urban routes within the network. The A380 Kingskerswell Bypass is proposed as one of the major transport schemes within the plan period.

“Proposal T12

The following highway schemes are programmed to start within the period up to 2011.

*County Roads
A380 Kingskerswell Bypass”*

5.4.32 Policy T1 states that transportation systems will be developed as part of a comprehensive and integrated transport strategy consistent with the aims of the Plan, and the need to reduce travel and encourage alternatives to the private car.

5.4.33 Policy T2 details a transportation hierarchy. The adoption of a hierarchy of travel modes builds upon the strengths of each mode and encourages individuals to select the most suitable and environmentally acceptable mode of travel for their journey.

“Policy T2 states:

All development should promote the safe use of the most sustainable and environmentally acceptable modes, having regard to the following hierarchy:

1. *Walking*
2. *Cycling*
3. *Public Transport*
4. *Private Vehicles”*

5.4.34 Policy T3 identifies that facilities for pedestrians, cyclists and the mobility impaired will be improved by:

1. *“Identifying a network of routes within Regional, Sub Regional and Area Centres which provide a safe and convenient means of pedestrian and cycle access to facilities, and*
2. *Ensuring that all development proposals make provision for pedestrians and cyclists, and that, where appropriate, such provision is well related to the network of pedestrian and cycle routes.”*

5.4.35 Policy T5 and T6 and their subsequent paragraphs relate to the development and maintenance of an effective public transport network.

5.4.36 Policy T10 discusses the benefits of maintaining and enhancing Devon’s road network.

“To maintain and enhance the Devon Road Network in such a way as to:

1. *minimise the impact on the environment and sites of cultural / historic value;*
2. *improve safety throughout the network;*
3. *promote environmental enhancement through traffic management measures within both urban and rural areas;*
4. *ensure that the unique/distinct character of each settlement is retained and enhanced; and*
5. *maximise the operational efficiency of existing routes through the use of electronic and other traffic measures.”*

Torbay Local Transport Plan

5.4.37 The Torbay Local Transport Plan, the other relevant Local Transport Plan, submitted in 2000, was considerably revised from the publication of the Provisional Plan in 1999 having regard to the latest advice from the Government and in line with the views of local people. The revised edition of the Local Transport Plan (2001 Update) has been produced making it clearer and easier to read whilst retaining the policies that were approved in 2000.

5.4.38 Government policy is for the Local Transport Plan to promote integrated strategies to improve local transport. The Plan proposes a coordinated series of transport schemes, which will benefit the whole community.

5.4.39 The Transportation Strategy for Torbay comprises two key elements, which seek to provide a balance between improving choice and reducing the negative impacts of transport:

Element 1: Improving Accessibility *“The overall aim of this element is to improve accessibility for all sectors of the local population and visitors to Torbay, to goods, services and employment.”*

Element 2: Reducing the Impact of Travel *“The overall aim of this element is to reduce the environmental and physical impact of travelling to an acceptable level whilst supporting economic regeneration and maintaining adequate accessibility and mobility.”*

5.4.40 The Torbay Local Transport Plan recognises that the main road access is the heavily congested A380 through Kingskerswell, which is the main connection to the national network via the M5 near Exeter. The main external bus and coach services use this route as well of the majority of HGV service vehicles. In order to fulfil the aims of the Transport Plan and Transportation Strategy Torbay Council detail a programme of measures including the A380 Kingskerswell Bypass.

5.4.41 Policy S1.11 outlines a strategy to improve external communications.

“Policy S1.11

Implement, jointly with Devon County Council, the Kingskerswell Transportation Strategy, comprising:

- i) Short term measures, including a new Kerswell Gardens station*
- ii) The construction of the Kingskerswell Bypass*
- iii) The re-opening of Kingskerswell station.”*

Torbay Local Plan

5.4.42 The strategic aim of the Local Plan is to provide for sustainable development that meets people’s needs without harming the environment. The strategy should be capable of delivering the development that Torbay needs to make sure existing and future residents have access to satisfactory housing, employment, shopping and other community facilities; that its statutory obligation in relation to education, transportation and waste disposal are satisfactorily discharged.

“The Strategic Statement has 7 key aims:

Aim 1 Conservation of the environment

Aim 2 Meeting the area’s housing needs

Aim 3 Improving economic prosperity

Aim 4 Improving the quality of life and levels of service

Aim 5 A safe and convenient transport system

Aim 6 Energy conservation and global warming

Aim 7 Provision of a satisfactory infrastructure.”

5.4.43 Policy TS deals with the Land Use Transportation Strategy.

“Policy TS

A sustainable land use transportation strategy will be promoted which will:

- 1. reduce the environmental impact and the need to travel;*
- 2. encourage sustainable alternatives to the private car, and make provision for the needs of non-car users;*
- 3. improve road safety and ameliorate the environmental effects of traffic on communities;*
- 4. improve Torbay’s economic competitiveness;*
- 5. improve public transport;*
- 6. improve service and goods access, particularly to town centres;*
- 7. improve accessibility for all sections of the community; and*
- 8. restrict new road construction to essential access and to schemes which can demonstrate significant environmental, safety or economic benefits.”*

5.4.44 Policy T21 states that schemes involving the improvement of roads will be permitted only where there is adequate provision for pedestrians, cyclists, appropriate bus priority measures and conservation interests are protected.

5.4.45 Policy T22 identifies the route for an improved northern approach road to Torquay. The route shown on the Proposals Map will be safeguarded to include the southern end of the proposed A380 Kingskerswell Bypass. It is stated that the development of a bypass is considered vital to the economic future of Torbay. Whilst outside

Torbay's boundaries, the environmental benefits for Kingskerswell of removing the heavy volume of traffic on the existing A380 is also an important consideration.

Teignbridge District Plan

- 5.4.46 The vision of the Plan is to achieve high quality, locally distinctive, sustainable development that reflects and builds on the character of the District and improves the quality of life for local people and visitors.
- 5.4.47 Policies TRN1, TRN2, TRN4, TRN5, TRN6, TRN7 and TRN9 deal with varies aspects of transportation policy.
- 5.4.48 Policy TRN1 states that the principal footpath network will be safeguarded and enhanced for the benefit of pedestrians and Policy TRN2 indicates that developments that would harm pedestrian safety will not be permitted.
- 5.4.49 Similarly, Policies TRN4 and TRN5 states that the cycle network will be safeguarded and enhanced and that development that would harm the safety of cyclists will not be permitted.
- 5.4.50 Policies TRN6 and TRN7 safeguard the public transport network and provide for public transport provision in mew developments.
- 5.4.51 TRN9 details proposed highway schemes within the district and includes the A380 Kingskerswell Bypass. The Policy states that the bypass is urgently needed to improve the local economy and quality of life for local residents.

Assessment of Scheme in Relation to Transport Policies and Plans

- 5.4.52 At a national and regional level transport policy seeks to promote an integrated transport system, which improves safety, accessibility, environment and the integration of land use and transport.
- 5.4.53 The Devon Structure Plan specifically includes the A380 Kingskerswell Bypass as one of the county's major projects. Policy T10 prioritises road schemes on Devon's road network that achieve environmental benefits through traffic removal from communities and improves safety for all road users.
- 5.4.54 The Scheme incorporates improvements to pedestrian and cycle routes.
- 5.4.55 The Scheme is identified as improving the safety of the local road network and the environment of Kingskerswell through relief from traffic congestion. The Scheme aims to provide for safe and effective movement of passenger and freight traffic on the Primary Road Network.
- 5.4.56 The Scheme has been designed in a manner that aims to minimise environmental impacts as described in this Environmental Statement.
- 5.4.57 In addition the A380 Kingskerswell Bypass is identified in the Local Transport Plans of Devon County and Torbay Council and the Local Plans of both Torbay and Teignbridge District Council.
- 5.4.58 Overall the Scheme is assessed as having a **beneficial** impact with respect to these policies.

Land Use

- 5.4.59 National guidance (PPS7) as well as policies C27 and C28 of the Devon Structure Plan, Policy L8 of the Torbay Local Plan and Policy SDP5 of the Teignbridge Local Plan limits the use of the best and most versatile agricultural land for any

development unless these can be mitigated to an acceptable degree and the overall benefits of the development outweigh such impact.

“Policy C27

The use of the best and most versatile agricultural land (grades 1, 2 and 3a) for any form of development not associated with agriculture or forestry should only be permitted where there is an over-riding need for development in that location which outweighs the need to protect such land or where it meets the sustainable objectives and implements other policies and proposals of the Development Plan.”

“Policy L8

Development which would result in the detrimental to or loss of the best and most versatile agricultural land (grades 1,2 or 3a) will only be permitted where there is an overriding need for the development and which cannot be accommodated on lower grade land that does not have environmental value recognised by a statutory designation. Where development is proposed and there is a choice between sites of different grades, development should take place on land of the lowest grade feasible.”

“Policy SDP5

Development of the best and most versatile agricultural land (Grades 1, 2 and 3a) for non-agricultural uses will only be permitted where:

- i) it cannot be accommodated on previously developed sites;*
- ii) the economic or social benefits of the development outweigh the loss of land; and*
- iii) where development of agricultural land is unavoidable and there is a choice of sites in different grades, proposals will only be permitted if the lowest grade available is used, unless there are overriding sustainability considerations that would make the development of a higher grade necessary.”*

5.4.60 The Scheme would result in the lost of 41 ha of agricultural land, of which 16.05 ha is classified as the best and most versatile land in Grades 2 (2.17Ha) and subgrade (13.88ha). The loss of 16.05ha of best and most versatile land is less than the boundary limit set by DEFRA, which is 20ha. It is intended that where land is required for landscaping bunds returned to agriculture and temporary works this would, where appropriate, be restored back to at least its former Agricultural Land Classification grade.

5.4.61 The Scheme would have a **neutral** impact against these policies.

Noise and Vibration

5.4.62 Environmental concerns regarding traffic and noise are recognized by PPG24, Policy C30 of the Devon Structure Plan and Policy EP4 of the Torbay Local Plan. There are no specific plans or policies in the Teignbridge Local Plan for Noise and Vibration.

“Policy C30

Development should not be located where it would result in a significant increase in the level of noise pollution in existing or proposed land uses in the vicinity, and noise sensitive land uses should not be located in areas affected by significant existing noise pollution.”

“Policy EP4

Developments which would result in an unacceptable noise impact which cannot be overcome by mitigation measures will not be permitted. Noise sensitive development will not be permitted where it would be subject to unacceptable noise disturbance.”

- 5.4.63 The Scheme would reduce traffic flow along the existing A380 through Kingskerswell, resulting in lower noise levels and vibration but other areas would experience increased noise levels, particularly west of Kingskerswell. There would, however, be a net decrease in properties affected by noise.
- 5.4.64 Protection of environmentally sensitive areas from noise is an objective within National Policy (PPG24), Our Countryside: the Future.
- 5.4.65 The Scheme is assessed as having a **beneficial** impact against these policies.

Air Quality

- 5.4.66 No deviations from the air quality objectives for human health set in the UK Air Quality Strategy and the Air Quality Regulations have been predicted as a result of the Scheme.
- 5.4.67 Planning Policy Guidance Note 23, Devon Structure Plan policy C29 limits development if it is felt to adversely affect air quality.

“Policy C29

Development would give rise to a significant deterioration in air quality should not be located where that deterioration would adversely affect other land-uses and amenity in the vicinity.”

- 5.4.68 The assessment undertaken in Chapter 13 of this volume has shown that the Scheme would not have a significant impact on air quality in the area. It is assessed that the Scheme would have a beneficial effect on local air quality at properties in Kingskerswell, including the potentially sensitive receptors and a neutral effect on regional air quality. The effect of the Scheme on overall greenhouse gas emissions is assessed as neutral.
- 5.4.69 Overall the Scheme is assessed as having a **Neutral** impact with respect to these policies.

Water

- 5.4.70 Planning Policy Guidance Note 25, Devon Structure Plan policy C24, Torbay Local Plan policies EP9 and EP10 and Teignbridge Local Plan policies SDP 16 and SDP 18 limit the effects of development on watercourses, including pollution and contamination.

“Policy C24

Policy C24 seeks to protect the quality of water reserves and water areas within the County, including coastal waters, and the need to take account of flood risk when considering the location of new development.

Proposals for development should not be provided for where:

- 1. such development would lead to an unacceptable deterioration in the quality, quantity, or natural flow of underground, surface and coastal waters;*
- 2. adequate water resources do not already exist, or where their provision is considered likely to pose an unacceptable risk to existing abstractions, water*

quality, fisheries, nature conservation, amenity or inland navigation interests or any facet of the natural water environment;

3. *there would be a direct unacceptable risk from flooding, or where it would be likely to increase the risk of flooding elsewhere to an unacceptable level; or*
4. *it is likely to have an unacceptable adverse effect on fisheries, nature conservation, landscape and recreation in river corridors, coastal margins, other water areas or any facet of the natural water environment.”*

“Policy EP9

Development will not be permitted which poses an unacceptable risk to the quality and quantity of groundwater, or the quality of controlled waters.”

“Policy EP10

Development will only be permitted where the requirements for water supply can be adequately met without unacceptable detriment to water quality and quantity, amenity and nature conservation.”

“Policy SDP16

Development liable to harm the quality of groundwater in aquifers or coastal, estuarine, river, stream, canal and still waters will not be permitted.”

“Policy SDP18

“Development in areas vulnerable to flooding, or that would cause significant flood risk elsewhere and, as a consequence, would increase the likelihood of harm to human health and safety or damage to property, valued natural or cultural assets, will not be permitted unless appropriate mitigation, that would remove or reduce the risk of harm or damage to an unacceptable level and is capable of being sustained over the lifespan of the development, can be secured.”

- 5.4.71 Mitigation proposals are designed to minimise the effects upon water resources. The Scheme has been selected to minimise adverse effects upon groundwater and watercourses feeding the Aller Brook and Edginswell Stream. Attenuation ponds have been incorporated into the Scheme to control the surface water regime.
- 5.4.72 The existing A380 lacks any attenuation or interception facilities for surface runoff and hence the Scheme represents an improvement in this respect.
- 5.4.73 The Scheme includes suitably designed culverts to increase capacity of the both the Aller Brook and Edginswell Stream. These have been designed at strategic locations so to reduce flood risk.
- 5.4.74 The Scheme is assessed as having a **beneficial** impact on policies relating to water.

Nature Conservation and Biodiversity

- 5.4.75 National (PPG9 and PPS9), regional and local policy provides guidance on the effects of development on nature conservation and biodiversity. Devon Structure Plan policies C13, C14, C15, C16 and C17 state that conservation sites should be protected from development, likewise so should protected species. Torbay Local Plan identifies nature conservation and environmental protection strategies in policies NCS and ES. Policies NC3 and NC5 outline the criteria under which developments will be permitted if the proposals encroach on protected sites and/or protected species. Policies ENV8, ENV9, ENV11 and ENV12 in the Teignbridge Local Plan also outline policies for nature conservation.

“Policy C13

The biodiversity and earth science resource of Devon’s natural environment should be sustained and, where possible, enhanced. Its diversity and distinctiveness should not be diminished.”

“Policy C14

Sites of Special Scientific Interest, National Nature Reserves will be protected from development which would harm their nature conservation interest. Special Protection Areas and candidate Special Areas for Conservation, will be protected from development that would conflict with their conservation objectives.”

“Policy C15/C16

In addition to sites included within the terms of Policy C14, Local Plans should define sites and features of nature conservation importance, including landscape features which provide wildlife corridors, links or stepping stones between habitats.”

“Policy C17

Development likely to have an adverse effect on a specially protected species should only be permitted where appropriate measures are taken to secure its protection.”

“Policy NCS

In determining applications for planning permission, the effects upon biodiversity, wildlife and geological features will be taken into account. Planning conditions or planning obligations will be sought to include measures to mitigate the effects of development upon features of nature conservation value or require the provision of new or alternative features.”

“Policy NC3

Development proposals likely to harm, directly or indirectly, locally designated wildlife or geological sites or regional or countywide significance, local wildlife sites, local nature reserves and sensitive inter tidal habitats will only be permitted where:

- 1. there are no reasonable, less damaging, alternative sites;*
- 2. the reasons for the development can be shown to outweigh the damage to nature conservation interests;*
- 3. every effort has been made to minimise any damage to nature conservation interests; and*
- 4. mitigation measures can be provided to manage remaining wildlife features and secure habitat creation or enhancement elsewhere within the site or locally.”*

“Policy NC5

Development which would harm directly or indirectly, a protected species, will only be granted planning permission where there is an over-riding need. Such proposals would have to ensure:

- 1. the survival of numbers, genetic diversity and individual members of the species;*
- 2. disturbance of the species or its habitat is reduced to a minimum; and*
- 3. provision of adequate alternative habitats to sustain at least the current levels of population.”*

“Policy ES

Development should respect environmental limits and be implemented in a sustainable manner. Where necessary, developers will be required to carry out appropriate environmental mitigation and enhancement measures.”

“Policy ENV8

Development that would harm the nature conservation interest of a Site of Scientific Interest will not be permitted.”

“Policy ENV9

Development that would harm the nature conservation value of an existing or proposed County Wildlife site, Local Nature Reserve, County Geological Site as defined on the Proposals Map, or a key habitat, species or geological feature identified on the Local Biodiversity Action Plan List will not be permitted unless there are no reasonable less damaging solutions and the reasons for development outweigh the need to safeguard the wildlife or geological value of the site.

Table EN4: Sites of Special Scientific Interest

Parish	Site
<i>Kingskerswell / Coffinswell</i>	<i>Aller Sandpit</i>

Table EN5: County Wildlife Sites

Parish	Site
<i>Kingskerswell / Coffinswell</i>	<i>Kerswell Hill</i>
<i>Kingskerswell</i>	<i>Edginswell Farm</i>
	<i>Kerswell Downs & Whilborough Common</i>
	<i>Yannon Lane Fields</i>
<i>Kingskerswell/Newton Abbot</i>	<i>Ford Fields</i>

Table EN8: Key Biodiversity Action Plan (BAP) – Species

Habitats	List
<i>Cirl Bunting</i>	<i>UK Medium List</i>
<i>Great Crested Newt</i>	<i>UK Short List</i>
<i>Lesser Horseshoe bat</i>	<i>UK Short List</i>

“Policy ENV11

Where development is permitted on a site of wildlife or geological value, measures shall be taken to ensure the impacts of the development are mitigated to their fullest practical extent. Any wildlife harm or loss arising from the development shall be fully compensated for through the provision, on or off site, of habitat creation or enhancement schemes. Appropriate provision for future management of any retained, new or improved habitat to conserve and enhance its wildlife will be required.”

“Policy ENV12

Proposals for development that may harm a protected wildlife species statutorily protected under national legislation will not be permitted unless adequate measures have been taken to:

- A) *ensure the survival of individual members of the species, and*
- B) *reduce the disturbance to a minimum, and*
- C) *provide adequate alternative habitats to sustain the population in a local context.”*

5.4.76 Devon's Biodiversity Action Plan contains information relating to the status and trend of habitats and species as detailed above, establishing priorities for the conservation of species and habitats that are diminishing and are under threat. The action plans make recommendations for immediate action to conserve and enhance Devon's biodiversity. There are a number of habitats and species within the Scheme corridor that are priorities for biodiversity within Devon's and other regional and national action plans.

5.4.77 The Scheme would affect seven locally designated County Wildlife Sites (CWS'S). Land take would result in habitat loss in these CWS's but the Scheme does not affect any Sites of Special Scientific Interest. Although extensive mitigation measures are proposed for a number of fauna, including Lesser horseshoe bats, Cirl bunting, Badger, Otter and Atlantic salmon there will be adverse residual effects on these taxa.

5.4.78 The Scheme is assessed as having an **adverse** impact against these policies.

Landscape

5.4.79 National policy guidance (PPS7), Policies C2, C6 and C9 of the Devon Structure Plan, policies L2, L5, L9, L10 and L11 of the Torbay Local Plan and policies ENV1, ENV2 and ENV6 of the Teignbridge Local Plan set out guidance on landscape:

“Policy C2

The quality of Devon's landscape and its distinctive local characteristics should be maintained and enhanced. In providing for new development, particular care should be taken to conserve those features that contribute to local distinctiveness including:

- *The setting of settlements and buildings within the landscape;*
- *The patterns of woodland, fields, hedgerows, and tree features.”*

“Policy C6

In Areas of Great Landscape Value development should not detract from the particular landscape qualities and characteristics that have led to the designation of that area.”

“Policy C9

The identity, distinctive character and townscape features of existing settlements and urban areas should be conserved and enhanced. In planning for new development, the quality of Devon's urban environment should be maintained and improved by providing for urban regeneration and conservation, townscape enhancement, traffic management and the retention and provision of open space.”

“Policy L2

The Local Plan strategy aims to protect Torbay's attractive coastal and rural landscape setting, including the best agricultural land, hedgerows and woodlands, from unnecessary and inappropriate development.

Development which is likely to affect, directly or indirectly, designated Areas of Great Landscape Value (AGLV) will only be permitted where it will maintain or enhance the special landscape character of the AGLV.”

“Policy L5

Development will not be permitted within the Countryside Zone where this would lead to the loss of open countryside, however, the following forms of development will be permitted, provided that the rural character, wildlife habitats and historic features are not adversely affected and mitigation measures are carried out to minimise any harm to the environment: essential improvements to the highway network.”

“Policy L9

Development proposals likely to affect, directly or indirectly, hedgerows, ancient woodlands or other natural features of significant landscape or nature conservation value, will only be permitted where the justification for the development can be demonstrated to outweigh the harm to the environment. Where development is permitted, mitigation measures will be required to minimise damage and provide new planting or habitats where appropriate.”

“Policy L10

Development proposals likely to affect, directly or indirectly, trees or woodlands of existing or potential landscape value (including trees within highway) will only be permitted where:

- 1. those trees identified will not be harmed as a result of the development and can be retained in future through the use of planning conditions, Conservation Area legislation or Tree Preservation Order; or*
- 2. the justification for the development can be demonstrated to outweigh the harm to the environment.*

Where development is permitted, mitigation measures will be required to minimise damage, including the retention and management of remaining trees and the planting of new trees as individual specimens, as groups or shelter belts. The planting should be protected where appropriate, by approved management programmes, Section 106 agreements or the methods listed in 1 above.”

“Policy L11

Planning applications for major development, particularly on the edge of the existing built areas, will only be permitted where necessary mitigation measures are taken to minimise damage to the landscape.”

“Policy ENV1

Development in the countryside that harms the distinctive landscape character of an area by damaging important features, forms and compositions that positively contribute to the area’s scenic, historical or natural qualities or otherwise conflict with the character of the area will not be permitted.”

“Policy ENV2

In the Area of Great Landscape Value development that would detract from the key landscape features or is harmful to the special character and qualities that have led to the designation of the area will not be permitted.”

“Policy ENV6

Development that would result in the loss or diminish the value of a landscape feature that forms an important element in the local scene will not be permitted unless:

- *The benefits of the development outweigh the value of the feature,*
- *There are no reasonable less damaging solutions.*

Where there are over-riding reasons to allow the development, appropriate mitigation will be required.”

- 5.4.80 Part of the Scheme at the southern end near the Torbay Ring Road runs through approximately 1 ha of an Area of Great Landscape Value.
- 5.4.81 The construction and operation of the Scheme would generate a combination of adverse landscape, townscape and visual impacts. The visual envelope of the Scheme, however, is largely restricted to the densely developed Aller, Kerswell and Edginswell Valleys, with few longer distance views from the surrounding countryside.
- 5.4.82 The adverse landscape and visual impacts would be mitigated by measures which include extensive ‘false cuttings’ to minimise the visual intrusion of traffic along part of the south-eastern side of the main Aller junction embankment and where the road would traverse the valley sides to the west of Kingskerswell. The Scheme includes measures such as, extensive areas of new woodland planting, hedgerows and tree planting to mitigate impacts on the distinctive character of the local landscape.
- 5.4.83 The Scheme is assessed as having a **neutral** impact on these policies.

Cultural Heritage

- 5.4.84 National policy (PPG15 and PPG16) and local policy (Policies C11 of the Devon County Plan, Policy BE8 of the Torbay Local Plan and ENV13, ENV14 and ENV17 from the Teignbridge Local Plan) provide guidance on protection of areas and structures of specific historic value.

“Policy C11

The quality of Devon’s historic environment should be conserved and enhanced. In providing for new development particular care should be taken to conserve the special historic character of settlements, the character and appearance of conservation areas, listed or other buildings of historic or architectural interest and their settings and parks and gardens of special historic interest and their settings.”

“Policy BE8

Development proposals should have special regard to the desirability of preserving any Listed Buildings and its setting, or any features of special architectural or historic interest which it possesses.”

“Policy ENV13

Development that would involve the destruction of, or cause damage to a nationally important archaeological site, whether scheduled or not, or, would result in harm to its setting, will not be permitted.”

“Policy ENV14

Development that would involve the destruction of, or cause damage to a locally important archaeological site, or would result in harm to its setting, will not be permitted unless:

- a) *the reasons for the development clearly outweighs the local need to safeguard the archaeological site, and*
- b) *there are no reasonable less damaging solutions.*

Where such development is permitted, appropriate mitigation measures will be required.”

“Policy ENV17

Development will only be permitted where it preserves the special architectural and historic features and interests of a listed building and its setting.”

- 5.4.85 The Scheme would run close to Kingskerswell old village, identified in the Teignbridge Local Plan as a Conservation Area and adversely affect the setting of two Scheduled Monuments and ten Listed Buildings and Structures. No nationally important archaeological remains have been identified within the Study Area. Two known archaeological sites would be directly affected; the Iron Age/ Romano-British site at Aller Cross is considered to be of county or regional importance, whilst the medieval building off Edginswell Lane south of Kingskerswell is of local importance. Other known features affected by the Scheme include buried remains of prehistoric and post-medieval date, parish boundaries, and sunken lanes; these are considered to be of minor, local importance.
- 5.4.86 The main effect on the archaeological sites and features identified would be caused by physical damage to sites or severance of features during construction. Archaeological mitigation would be carried out through a programme of archaeological works both in advance of and during the construction programme.
- 5.4.87 The Scheme is assessed as having an **adverse** impact on these policies.

5.5 Summary

- 5.5.1 The Scheme is generally in accordance with national, regional and local policy guidance and is consistent with policies controlling the development of land as contained in the Devon Structure Plan, the Torbay Local Plan and the Teignbridge Local Plan. It has been assessed as having a neutral or beneficial impact with respect to all policy categories except; Nature Conservation and Biodiversity and Cultural Heritage, which are assessed as adverse due to the residual effects of the Scheme on fauna and the settings of a number of Scheduled Monuments and Listed Buildings.
- 5.5.2 Further details of the methods of impact avoidance and mitigation can be found in other chapters of this Environmental Statement, in particular Land Use and Agriculture (Chapter 6), Cultural Heritage and Archaeology (Chapter 7), Landscape, Townscape and Visual Effects (Chapter 8), Ecology and Nature Conservation (Chapter 9), Geology and Soils (Chapter 10), Water Quality and Drainage (Chapter 11), Traffic Noise and Vibration (Chapter 12), Air Quality (Chapter 13) and Pedestrians, Cyclists, Equestrians and Community Effects (Chapter 14).
- 5.5.3 Tables 5.1 – 5.4 detailed below itemise all of the policies discussed within this chapter. The Scheme has been assessed against each policy as detailed below.

Table 5.1 National Government Policy - Summary of Policy Assessments

POLICY	SUMMARY	ASSESSMENT
PPG1	General Policies and Principles	Benefit
PPS1	Consultation Paper: Creating Sustainable Communities	Benefit
PPS7	Sustainable Development in Rural Areas	Benefit
PPG9	Nature Conservation	Adverse
PPS11	Regional Spatial Strategies	Benefit
PPS12	Local Development Frameworks	Benefit
PPG13	Transport	Benefit
PPG15	Planning and the Historic Environment	Adverse
PPG16	Archaeology and Planning	Neutral
PPG17	Planning for Open Space, Sport and Recreation	Neutral
PPG21	Tourism	Benefit
PPG23	Planning and Pollution Control	Benefit
PPG24	Planning and Noise	Benefit
PPG25	Development and Flood Risk	Benefit

Table 5.2 Devon County Council - Summary of Policy Assessments

POLICY	SUMMARY	ASSESSMENT
Transportation		
T1	Integrated transport strategy	Benefit
T2	Hierarchy of transport modes	Benefit
T3	Walking and cycling facilities	Benefit
T5	Public transport network	Benefit
T6	Bus and coach services	Benefit
T10	Maintain and enhance the Devon road network	Benefit
Proposal T12	The A380 Kingskerswell Bypass is identified in Proposal T12 as a scheme for the improvement of inter-urban routes.	Benefit
Conserving and Enhancing the Environment		
C2	Landscape character and local distinctiveness	Adverse
C6	Areas of Great Landscape Value	Neutral
C9	Enhancing the urban environment	Neutral
C11	Historic environment	Neutral
C13	Biodiversity and earth science resource	Neutral
C14	Conservation of Important Sites and Features (SSSI)	Neutral
C15/C16	Local Plans to define Sites and Features of Nature Conservation Importance	Neutral
C17	Conservation of protected species	Neutral
C24	Protecting water resources	Benefit
C27	Agricultural land	Neutral
C28	Soil resources	Neutral
C29	Air quality	Neutral
C30	Noise pollution	Benefit

Table 5.3 Torbay Council- Summary of Policy Assessments

POLICY	SUMMARY	ASSESSMENT
Strategic		
Strategic Aim	Strategic Aim – 7 Key Aims	Benefit
Transportation		
TS	Land use transportation strategy	Benefit
T21	Road improvements	Benefit
T22	Improved northern approach road	Benefit
Environment		
BE8	Preservation of listed buildings	Adverse
L2	Areas of Great Landscape Value	Neutral
L5	Countryside zone	Neutral
L9	Protection of hedgerows and woodlands and other natural features	Neutral
L10	Planting and retention of trees and woodland	Neutral
L11	Major development and landscaping	Neutral
NCS	Nature conservation strategy	Neutral
NC3	Protected sites - locally important sites	Neutral
NC5	Protected species	Adverse
ES	Environmental protection strategy	Neutral
EP4	Noise	Benefit
EP9	Groundwater	Neutral
EP10	Water supply	Neutral
L8	Agricultural land	Neutral

Note: When assessing the Scheme in relation to the policies set out in the Torbay Local Plan, Revised Deposit Version, 2001, the whole length of the Scheme has been assessed.

Table 5.4 Teignbridge District Council- Summary of Policy Assessments

POLICY	SUMMARY	ASSESSMENT
Environment		
ENV 1	Protecting countryside character	Neutral
ENV 2	Development in areas of great landscape value	Neutral
ENV 6	Protecting local landscape features	Neutral
ENV 8	Protecting Sites of special Scientific Interest	Neutral
ENV 9	Protecting sites of local nature conservation importance	Neutral
ENV 11	Mitigating the impact of development on sites of nature conservation interest	Neutral
ENV 12	Safeguarding statutorily protected wildlife species	Adverse
ENV 13	Protection of nationally important archaeological sites	Neutral
ENV 14	Protection of locally important archaeological sites	Adverse
ENV 17	Protecting listed buildings and their settings	Adverse
Strategy and Development Principles		
SDP 5	Best and Most Versatile Land	Neutral
SDP 16	Protecting water quality	Benefit
SDP 18	Safeguarding development from flooding	Benefit
Transport		
TRN 1	Principal Footpath network	Neutral
TRN 2	Providing for pedestrian needs	Benefit
TRN 4	Principal cycle network	Benefit
TRN 5	Providing for the needs of cyclists	Benefit

POLICY	SUMMARY	ASSESSMENT
Transport		
TRN 6	Principal public transport network	Benefit
TRN 7	Providing for public transport needs in new developments	Benefit
TRN 9	Proposed highway schemes	Benefit

Note: When assessing the Scheme in relation to the policies set out in the Teignbridge District Local Plan, Initial Deposit Version (First Review), 2001, the whole length of the Scheme has been assessed.