

## SEDGEMOOR DISTRICT COUNCIL LOCAL PLAN

### Soundness Self-Assessment Checklist

(July 2017)

*This note was prepared by AMEC and URS on behalf of the Planning Advisory Service. It aims to help local authorities prepare their plans in advance of an examination, taking into account the requirements of the National Planning Policy Framework. A separate checklist looks at legal compliance.*

**In summary – the key requirements of plan preparation are:**

- Has the plan been positively prepared i.e. based on a strategy which seeks to meet objectively assessed requirements?
- Is the plan justified?
- Is it based on robust and credible evidence?
- Is it the most appropriate strategy when considered against the alternatives?
- Is the document effective?
- Is it deliverable?
- Is it flexible?
- Will it be able to be monitored?
- Is it consistent with national policy?

#### **The Tests of Soundness at Examination**

The starting point for the examination is the assumption that the Council has submitted what it considers to be a sound plan. Those seeking changes should demonstrate why the plan is unsound by reference to one or more of the soundness criteria.

The tests of soundness are set out in the National Planning Policy Framework (NPPF) (para 182): “The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is ‘sound’ “, namely that it is:

**1. Positively Prepared: based on a strategy which seeks to meet objectively assessed development and infrastructure requirements**

This means that the Development Plan Document (DPD) should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development. The NPPF, together with the Marine Policy Statement (MPS) set out principles through which the Government expects sustainable development can be achieved.

**2. Justified: the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence**

This means that the DPD should be based on a robust and credible evidence base involving:

- Research/fact finding: the choices made in the plan are backed up by facts.
- Evidence of participation of the local community and others having a stake in the area; and

The DPD should also provide the most appropriate strategy when considered against reasonable alternatives. These alternatives should be realistic and subject to sustainability appraisal. The DPD should show how the policies and proposals help to ensure that the social, environmental, economic and resource use objectives of sustainability will be achieved.

**3. Effective: deliverable over its period based on effective joint working on cross-boundary strategic priorities**

This means the DPD should be deliverable, requiring evidence of:

- Sound infrastructure delivery planning;
- Having no regulatory or national planning barriers to delivery;
- Delivery partners who are signed up to it; and
- Coherence with the strategies of neighbouring authorities, including neighbouring marine planning authorities.
- The DPD should be flexible and able to be monitored.

The DPD should indicate who is to be responsible for making sure that the policies and proposals happen and when they will happen. The plan should be flexible to deal with changing circumstances, which may involve minor changes to respond to the outcome of the monitoring process or more significant changes to respond to problems such as lack of funding for major infrastructure proposals. Although it is important that policies are flexible, the DPD should make clear that major changes may require a formal review including public consultation. Any measures which the Council has included to make sure that targets are met should be clearly linked to an Annual Monitoring Report.

#### 4. Consistent with national policy: enabling the delivery of sustainable development

The demonstration of this is a 'lead' policy on sustainable development which specifies how decisions are to be made against the sustainability criterion (see the Planning Portal for a model policy [www.planningportal.gov.uk](http://www.planningportal.gov.uk)). If you are not using this model policy, the Council will need to provide clear and convincing reasons to justify its approach.

The following table sets out the requirements associated with these four tests of soundness. Suggestions for evidence which could be used to support these requirements are set out, although these have to be viewed in the context of the plan being prepared. Please don't assume that you have got to provide all of these, they are just suggestions of what could be relevant.

In addition, the Legal Compliance checklist (a separate document, see [www.pas.gov.uk](http://www.pas.gov.uk)) should be completed to ensure that this aspect is covered.

The Duty to Co-operate will also be assessed as part of the examination process.

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<i>Positively Prepared: the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.</i>		

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<p><i>Vision and Objectives</i></p> <p>Has the LPA clearly identified what the issues are that the DPD is seeking to address? Have priorities been set so that it is clear what the DPD is seeking to achieve?</p> <p>Does the DPD contain clear vision(s) and objectives which are specific to the place? Is there a direct relationship between the identified issues, the vision(s) and the objectives?</p> <p>Is it clear how the policies will meet the objectives? Are there any obvious gaps in the policies, having regard to the objectives of the DPD?</p> <p>Have reasonable alternatives to the quantum of development and overall spatial strategy been considered?</p> <p>Are the policies internally consistent?</p> <p>Are there realistic timescales related to the objectives?</p> <p>Does the DPD explain how its key policy objectives will be achieved?</p>	<ul style="list-style-type: none"> <li>• Sections of the DPD and other documents which set out (where applicable) the vision, strategic objectives, key outcomes expected, spatial portrait and issues to be addressed.</li> <li>• Relevant sections of the DPD which explain how policies derive from the objectives and are designed to meet them.</li> <li>• The strategic objectives of the DPD, and the commentary in the DPD of how they derive from the spatial portrait and vision, and how the objectives are consistent with one another.</li> <li>• Sections of the DPD which address delivery, the means of delivery and the timescales for key developments through evidenced infrastructure delivery planning.</li> <li>• Confirmation from the relevant agencies that they support the objectives and the identified means of delivery.</li> <li>• Information in the local development scheme, or provided separately, about the scope and content (actual and intended) of each DPD showing how they combine to provide a coherent policy structure.</li> </ul>	<p>Sections 2 and 3</p> <p>The key challenges to achieving the strategic priorities of the Local Plan are clearly set out in section 3.4 of the Proposed Submission Local Plan alongside the list of eight strategic priorities.</p> <p>The long-term spatial vision for the district is set out at section 3.2 of the plan. The vision includes the spatial strategy, a vision for the four themes that run through the Local Plan (Living Sustainably, Ensuring economic Wellbeing, Enjoying and Achieving &amp; Being Healthy) as well as a vision for each of the five largest settlements within the district and the rural communities. The individual place-making policies set out the objectives for each of the settlements and tiers of settlements. Each of the key challenges are addressed by specific development management policies.</p> <p>The Council considered reasonable alternatives for its spatial strategy and housing allocations. The Sustainability Appraisal (SA) report documents how alternatives were identified, considered, appraised and consulted on as part of the Plan preparation.</p> <p>The Local Plan is supported by an Infrastructure Delivery Strategy and Viability Assessment.</p> <p>Organising the development management policies into four distinct themes helps to ensure that they are internally consistent.</p> <p>The Local Plan covers a 21 year period and where appropriate policies are intended to be flexible to changing circumstances.</p>
<p><i>The presumption in favour of sustainable development (NPPF paras 6-17)</i></p> <p>Plans and decisions need to take local</p>	<ul style="list-style-type: none"> <li>• An evidence base which establishes the development needs of the plan area (see Justified below) and includes a flexible</li> </ul>	<p>Sedgemoor Strategic Housing Market Assessment (Sept 2016)</p> <p>The Role and Function Report (2015), the 2016 update and the</p>

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<p>circumstances into account, so that they respond to the different opportunities for achieving sustainable development in different areas.</p> <p>Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:</p> <p>—any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or</p> <p>—specific policies in this Framework indicate development should be restricted.</p>	<p>approach to delivery (see ‘Section 3 Effective’, below).</p> <ul style="list-style-type: none"> <li>• An audit trail showing how and why the quantum of development, preferred overall strategy and plan area distribution of development were arrived at.</li> <li>• Evidence of responding to opportunities for achieving sustainable development in different areas (for example, the marine area)</li> </ul>	<p>SA provide details of how the strategy and distribution options were developed.</p> <p>Policy S4 details the Council’s approach to sustainable development principles.</p>
<p>Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally.</p>	<ul style="list-style-type: none"> <li>• A policy or policies which reflect the principles of the presumption in favour of sustainable development (see <a href="http://www.planningportal.gov.uk">model policy at www.planningportal.gov.uk</a>)</li> </ul>	<p>Policy S1 sets out the Council’s commitment to positively reflecting the NPPF’s presumption in favour of sustainable development approach when considering development proposals.</p>
<p><i>Objectively assessed needs</i></p> <p>The economic, social and environmental needs of the authority area addressed and clearly presented in a fashion which makes effective use of land and specifically promotes mixed use development, and take account of cross-</p>	<ul style="list-style-type: none"> <li>• Background evidence papers demonstrating requirements based on population forecasts, employment projections and community needs.</li> <li>• Technical papers demonstrating how the aspirations and objectives of the DPD are related to the evidence, and how these are to</li> </ul>	<p>The economic, social and environmental needs of the area have been assessed in a number of different ways which include the following:</p> <p>SHMA</p>

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<p>boundary and strategic issues.</p> <p>Note: Meeting these needs should be subject to the caveats specified in Paragraph 14 of the NPPF (see above).</p>	<p>be met, including from consultation and associated with the Duty to Co-operate.</p>	<p>SHLAA</p> <p>Economic Development Strategy and Employment Land Review</p> <p>Infrastructure Delivery Strategy</p> <p>Public Consultations</p> <p>Accessible Natural Greenspace analysis</p> <p>Bridgwater Transport Options study</p> <p>Green Infrastructure Strategy</p> <p>Levels of Growth Study 2011 – 2032</p> <p>Somerset Gypsy and Traveller Accommodation Assessment (2013 update)</p>
<p><b>NPPF Principles: Delivering sustainable development</b></p>		
<p><b>1. Building a strong, competitive economy (paras 18-22)</b></p>		
<p>Set out a clear economic vision and strategy for the area which positively and proactively encourages sustainable economic growth (21),</p>	<ul style="list-style-type: none"> <li>• Articulation of a clear economic vision and strategy for the plan area linked to the Economic Strategy, LEP Strategy and marine policy documents where appropriate.</li> </ul>	<p>The Bridgwater Vision and Economic Development Strategy and Employment Land Review set out the economic vision and strategy for the area.</p> <p>There are a number of policies and employment land allocations within the Plan that are intended to achieve the objectives set out in the ED Strategy.</p>

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<p>Recognise and seek to address potential barriers to investment, including poor environment or any lack of infrastructure, services or housing (21)</p>	<ul style="list-style-type: none"> <li>• A criteria-based policy which meets identified needs and is positive and flexible in planning for specialist sectors, regeneration, infrastructure provision, environmental enhancement.</li> <li>• An up-to-date assessment of the deliverability of allocated employment sites, to meet local needs, (taking into account that LPAs should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of an allocated site being used for that purpose) para (22)</li> </ul>	<p>Policy D16 is a flexible criteria-based policy that supports economic prosperity.</p> <p>Flood risk in Bridgwater poses a significant barrier to potential investment opportunities. Policy B16 therefore identifies a strategic flood defence scheme at Bridgwater as a key priority for CIL receipts.</p> <p>The 2016 Employment Land Review provides an assessment of the deliverability of the allocated employment sites.</p>
<p><b>2. Ensuring the vitality of town centres (paras 23-37)</b></p>		
<p>Policies should be positive, promote competitive town centre environments, and set out policies for the management and growth of centres over the plan period (23)</p>	<ul style="list-style-type: none"> <li>• The Plan and its policies may include such matters as: definition of networks and hierarchies; defining town centres; encouragement of residential development on appropriate sites; allocation of appropriate edge of centre sites where suitable and viable town centre sites are not available; consideration of retail and leisure proposals which cannot be accommodated in or adjacent to town centres.</li> </ul>	<p>Policy S2 identifies the settlement hierarchy for the district.</p> <p>Policy D19 identifies the retail hierarchy for the district:</p> <p>Town centre boundaries are identified for Bridgwater and Burnham-on-Sea</p> <p>District centres are identified for Cheddar, Highbridge, North Petherton and St John Street in Bridgwater</p> <p>Eight neighbourhood centres have been identified in Bridgwater and one in Burnham-on-Sea.</p> <p>The policy seeks to improve the vitality and viability of the centres, enhance the image of the centre, encourage convenient and accessible shopping by supporting proposals that are compatible with the scale and character of the location are accessible by safe and sustainable transport modes and are</p>

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		consistent with the sequential test set out in the NPPF.
Allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community services and residential development needed in town centres (23)	<ul style="list-style-type: none"> <li>• An assessment of the need to expand (the) town centre(s), considering the needs of town centre uses.</li> <li>• Primary and secondary shopping frontages identified and allocated.</li> </ul>	<p>Policy B20 allocates/commits land at Northgate for Town centre uses. The need for this allocation is evidenced by the Retail Study (2009)?</p> <p>Primary and secondary retail frontages have been identified on the Policies map for Bridgwater and Burnham-on-Sea.</p>
<b>3. Supporting a prosperous rural economy (para 28)</b>		
Support sustainable economic growth in rural areas. Planning strategies should promote a strong rural economy by taking a positive approach to new development. (28)	<ul style="list-style-type: none"> <li>• Where relevant include a policy or policies which support the sustainable growth of rural businesses; promote the development and diversification of agricultural businesses; support sustainable rural tourism and leisure developments, and support local services and facilities.</li> </ul>	<p>Policy D16 supports small-scale employment developments that are well-related to settlement boundaries.</p> <p>Policies T12, T13 and T14 support rural developments where a specific countryside need is demonstrated and also support the re-use of rural brownfields and the provision of specialist countryside retail uses.</p> <p>Policy D11 allows the erection of rural workers dwellings where there is an identified and justified need.</p>
<b>4. Promoting sustainable transport (paras 29-41)</b>		
Facilitate sustainable development whilst contributing to wider sustainability and health objectives. (29)  Balance the transport system in favour of sustainable transport modes and give people a real choice about how they travel whilst recognising that different policies will be required in different communities and opportunities to	<ul style="list-style-type: none"> <li>• Joint working with adjoining authorities, transport providers and Government Agencies on infrastructure provision in order to support sustainable economic growth with particular regard to the facilities referred to in paragraph 31.</li> <li>• Policies encouraging development which facilitates the use of sustainable modes of transport and a range of transport choices</li> </ul>	<p>Policy D14 encourages and supports development proposals that reduce congestion, encourage an improved and integrated transport network and allow for a wide choice of modes of transports as a means of access to jobs, homes, leisure and recreation, services and facilities.</p> <p>A Transport Strategy for Bridgwater was developed in partnership with the transport team at Somerset County</p>



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<p>maximise sustainable transport solutions will vary from urban to rural areas. (29)</p> <p>Encourage solutions which support reductions in greenhouse gas emissions and congestion (29) including supporting a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. (30)</p> <p>Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development. (31)</p> <p>Opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure. (32)</p> <p>Ensure that developments which generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised (34)</p> <p>Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. (35)</p> <p>Policies should aim for a balance of land uses so that people can be encouraged to minimize journey lengths for employment, shopping, leisure,</p>	<p>where appropriate, particularly the criteria in paragraph 35.</p> <ul style="list-style-type: none"> <li>• A spatial strategy and policy which seeks to reduce the need to travel through balancing housing and employment provision.</li> <li>• Policy for major developments which promotes a mix of uses and access to key facilities by sustainable transport modes.</li> <li>• If local (car parking) standards have been prepared, are they justified and necessary? (39)</li> <li>• Identification and protection of sites and routes where infrastructure could be developed to widen transport choice linked to the Local Transport Plan.</li> </ul>	<p>Council.</p> <p>Somerset County Council prepared Parking Standards in September 2013, they have been adopted by SDC.</p> <p>The Local Plan retains a strong urban focus, with 75% of the District’s housing and employment growth envisaged in the towns, whilst also allowing appropriate growth in sustainable rural settlements.</p> <p>As a Bridgwater Vision project the route of the Colley Lane link road is safeguarded under Policy B2. The link road will disperse traffic away from the near capacity Broadway/Taunton Road junction in the centre of Bridgwater. The County Council’s Future Transport Plan (2011) which replaced the Local Transport Plan does not identify specific projects.</p>

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<p>education and other activities. (37)</p> <p>For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties. (38)</p> <p>The setting of car parking standards including provision for town centres. (39-40)</p> <p>Local planning authorities should identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice. (41)</p>		
<p><b>5. Supporting high quality communications infrastructure (paras 42-46)</b></p>		
<p>Support the expansion of the electronic communications networks, including telecommunications' masts and high speed broadband. (43)</p> <p>Local planning authorities should not impose a ban on new telecommunications development in certain areas, impose blanket Article 4 directions over a wide area or a wide range of telecommunications</p>	<ul style="list-style-type: none"> <li>• Policy supporting the expansion of electronic communications networks, including telecommunications and high speed broadband, noting the caveats in para 44.</li> </ul>	<p>The Infrastructure Delivery Strategy states that Information Technology &amp; Communications will be delivered through alternative funding mechanisms where required and is a key aspect of the Heart of the South West Local Enterprise Partnership Strategic Economic Plan.</p>

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development or insist on minimum distances between new telecommunications development and existing development. (44)		
<b>6. Delivering a wide choice of high quality housing (paras 47-55)</b>		
Identify and maintain a rolling supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements; this should include an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land. 20% buffer applies where there has been persistent under delivery of housing(47)	<ul style="list-style-type: none"> <li>• Identification of:               <ul style="list-style-type: none"> <li>a) five years or more supply of specific deliverable sites; plus the buffer as appropriate</li> </ul> </li> <li>• Where this element of housing supply includes windfall sites, inclusion of 'compelling evidence' to justify their inclusion (48)</li> <li>• A SHLAA</li> </ul>	<p>The Sedgemoor 5-year housing land supply report is published annually and most recently in March 2017. The calculations do not include windfall sites but do include extant permissions for small sites (under 5 dwellings) averaged over the 5-year period.</p> <p>The latest SHLAA for Sedgemoor was published in September 2016.</p>
Identify a supply of developable sites or broad locations for years 6-10 and, where possible, years 11-15 (47).	<ul style="list-style-type: none"> <li>• Identification of a supply of developable sites or broad locations for: a) years 6-10; b) years 11-15</li> </ul>	<p>The SHLAA findings identified developable sites within settlements with the potential to provide a total of 412 dwellings in years 6-10. Sites with future potential have also been identified outside of settlements with the potential to provide a total of 11,220 dwellings in years 6-10 and 750 dwellings in years 11-15.</p>
Illustrate the expected rate of housing delivery through a trajectory; and set out a housing implementation strategy describing how a five year supply will be maintained. (47)	<ul style="list-style-type: none"> <li>• A housing trajectory</li> <li>• Monitoring of completions and permissions (47)</li> <li>• Updated and managed SHLAA. (47)</li> </ul>	<p>The latest Sedgemoor Housing Trajectory is provided on page 33 of the AMR published in March 2017.</p> <p>Indicator M20 monitors annual housing completions.</p> <p>The latest SHLAA for Sedgemoor was published in September 2016.</p>
Set out the authority's approach to housing density to reflect local	<ul style="list-style-type: none"> <li>• Policy on the density of development.</li> </ul>	<p>Policy D6 requires the mix of housing to be appropriate to the</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
circumstances (47).		established character and density of the neighbourhood.
<p>Plan for a mix of housing based on current and future demographic and market trends, and needs of different groups (50) and caters for housing demand and the scale of housing supply to meet this demand. (para 159)</p>	<ul style="list-style-type: none"> <li>• Policy on planning for a mix of housing (including self-build, and housing for older people</li> <li>• SHMA</li> <li>• Identification of the size, type, tenure and range of housing) required in particular locations, reflecting local demand. (50)</li> <li>• Evidence for housing provision based on up to date, objectively assessed needs. (50)</li> <li>• Policy on affordable housing and consideration for the need for on-site provision or if off-site provision or financial contributions are sought, where these can these be justified and to what extent do they contribute to the objective of creating mixed and balanced communities. (50)</li> </ul>	<p>Policy D6 sets out the Council’s requirements for Housing Mix.</p> <p>Policy D7 sets out the Council’s Affordable Housing requirements.</p> <p>Policy D8 sets out the Council’s approach to Care Homes and Specialist Accommodation.</p> <p>Policy D10 sets out the Council’s approach to Self-Build and Custom-Build Homes.</p> <p>Sedgemoor’s latest SHMA was published in September 2016.</p>
<p>In rural areas be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate (54).</p> <p>In rural areas housing should be located where it will enhance or maintain the vitality of rural communities.</p>	<ul style="list-style-type: none"> <li>• Consideration of allowing some market housing to facilitate the provision of significant additional affordable housing to meet local needs.</li> <li>• Consideration of the case for resisting inappropriate development of residential gardens. (This is discretionary)(para 53)</li> <li>• Examples of special circumstances to allow new isolated homes listed at para 55.</li> </ul>	<p>The place-making policies for housing in rural settlements (T3, T5, T10 and T11) set out the expectations for housing mix in development proposals as appropriate for the scale of each tier of the settlement hierarchy.</p> <p>Policy T12 strictly controls new development in the countryside, however, Policy D11 allows the exceptional erection of rural workers dwellings where there is demonstrable need.</p>
<p><b>7. Requiring good design (paras 56-68)</b></p>		
<p>Develop robust and comprehensive policies that set out the quality of</p>	<ul style="list-style-type: none"> <li>• Inclusion of policy or policies which seek to increase the quality of development through</li> </ul>	<p>Policy D2 seeks to promote high quality and inclusive design, the policy sets out a number of objectives that expand on the</p>

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development that will be expected for the area (58).	the principles set out at para 58 and approaches in paras 59-61, linked to the vision for the area and specific local issues	principles set out in para 58 of the NPPF. The policy links to the Living Sustainably theme of the Sedgemoor Vision and links directly to strategic priority 2 and its associated key challenge.
<b>8. Promoting healthy communities (paras 69-77)</b>		
Policies should aim to design places which: promote community interaction, including through mixed-use development; are safe and accessible environments; and are accessible developments (69).	<ul style="list-style-type: none"> <li>• Inclusion of a policy or policies on inclusive communities.</li> <li>• Promotion of opportunities for meetings between members of the community who might not otherwise come into contact with each other, including through mixed-use developments which bring together those who work, live and play in the vicinity; safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion; and accessible developments, containing clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas. (69)</li> </ul>	Policy D2 contains an objective that requires development to promote safety and security through design, location and layout in a way that reduces the incidents of anti-social behaviour, vulnerability to crime, the fear of crime and distinguishes between spaces which are private or public.
Policies should plan positively for the provision and use of shared space, community facilities and other local services (70).	<ul style="list-style-type: none"> <li>• Inclusion of a policy or policies addressing community facilities and local service.</li> <li>• Positive planning for the provision and integration of community facilities and other local services to enhance the sustainability of communities and residential environments; safeguard against the unnecessary loss of valued facilities and services; ensure that established shops, facilities and services are able to develop and modernize; and ensure</li> </ul>	Policy D38 seeks to promote the provision of new and the enhancement or extension of existing community and cultural facilities. The policy also resists the loss of local services and facilities.

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	<p>that housing is developed in suitable locations which offer a range of community facilities and good access to key services and infrastructure.</p>	
<p>Identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities; and set locally derived standards to provide these (73).</p>	<ul style="list-style-type: none"> <li>• Identification of specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreational facilities in the local area. (73)</li> <li>• A policy protecting existing open space, sports and recreational buildings and land from development, with specific exceptions. (74)</li> <li>• Protection and enhancement of rights of way and access. (75)</li> </ul>	<p>The Local Plan policies map identifies existing formal and informal recreation space. Policy D36 seeks to protect those existing spaces except where a replacement facility is made available, facilities of greater value are provided or an assessment shows the land to be surplus to requirement. Policy D37 requires development proposals to provide play space and informal recreation space in accordance with the standards set by Fields in Trust and taking in to account existing provision.</p> <p>Footpaths and public rights of way are listed as components of the green infrastructure network in the introductory text to the Green Infrastructure Policy (D32). The policy seeks to protect and enhance existing GI assets and Policy D33 seeks to ensure that new developments provide green spaces that improve or extend the existing network. Access Land is protected as informal recreation space by Policy D36.</p>
<p>Enable local communities, through local and neighbourhood plans, to identify special protection green areas of particular importance to them – ‘Local Green Space’ (76-78).</p>	<ul style="list-style-type: none"> <li>• Policy enabling the protection of Local Green Spaces. (Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period. The designation should only be used when it accords with the criteria in para 77). Policy for managing development within a local green space should be consistent with policy for Green Belts. (78)</li> </ul>	<p>A number of potential Local Green Spaces were identified during the Scope and Approach consultation stage. These sites were assessed for their appropriateness as Local Green Spaces, the results of this appraisal are set out in the Local Green Spaces Assessment report (January 2017). None of the proposed sites were deemed to be suitable or to be sufficiently evidenced, however, the Plan does support the identification of Local Green Spaces in neighbourhood plans where there is appropriate local evidence.</p> <p>Policy D35 protects open areas within settlement boundaries from development. The policy is a legacy from the old Local Plan. The policy has been retained because there is no</p>

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		justification for removing it.
<b>9. Protecting Green Belt land (paras 79-92)</b>		
<p>Local planning authorities should plan positively to enhance the beneficial use of the Green Belt, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. (81)</p> <p>Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. (83)</p> <p>When drawing up or reviewing Green Belt boundaries local planning authorities should take account of the need to promote sustainable patterns of development. (84)</p> <p>Boundaries should be set using ‘physical features likely to be permanent’ amongst other things (85)</p>	<ul style="list-style-type: none"> <li>• Where Green Belt policies are included, these should reflect the need to: <ul style="list-style-type: none"> <li>○ Enhance the beneficial use of the Green Belt. (81)</li> <li>○ Accord with criteria on boundary setting, and the need for clarity on the status of safeguarded land, in particular. (85)</li> <li>○ Specify that inappropriate development should not be approved except in very special circumstances. (87)</li> <li>○ Specify the exceptions to inappropriate development (89-90)</li> <li>○ Identify where very special circumstances might apply to renewable energy development. (91)</li> </ul> </li> </ul>	N/A
<b>10. Meeting the challenge of climate change, flooding and coastal change (paras 93-108)</b>		
<p>Adopt proactive strategies to mitigate and adapt to climate change taking full account of flood risk, coastal change and</p>	<ul style="list-style-type: none"> <li>• Planning of new development in locations and ways which reduce greenhouse gas emissions.</li> <li>• Support for energy efficiency improvements to</li> </ul>	<p>Policy S5 requests development to contribute to both mitigating and adapting to climate change and to meet targets</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>water supply and demand considerations. (94)</p>	<p>existing building.</p> <ul style="list-style-type: none"> <li>Local requirements for a building's sustainability which are consistent with the Government's zero carbon buildings policy . (95))</li> </ul>	<p>to reduce carbon dioxide emissions.</p> <p>Policy S3 encourages new developments to demonstrate that they will incorporate sustainable construction techniques, the use of the waste hierarchy, the minimisation of water consumption and the reduction of CO<sub>2</sub> emissions.</p> <p>There is no basis for the designation of a Coastal Change Management Area although the SMP Action Plan proposes detailed studies of the Brean area. The situation will need to be kept under review.</p>
<p>Help increase the use and supply of renewable and low carbon energy through a strategy, policies maximising renewable and low carbon energy, and identification of key energy sources. (97)</p>	<ul style="list-style-type: none"> <li>A strategy and policies to promote and maximise energy from renewable and low carbon sources,</li> <li>Identification of suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources (see also NPPF footnote 17)</li> <li>Identification of where development can draw its energy supply from decentralised, renewable or low carbon supply systems and for co-locating potential heat customers and suppliers. (97)</li> </ul>	<p>Policy D4 provides a criteria based approach for supporting projects that maximise the generation of energy and heat from renewable or low carbon sources.</p> <p>Policy D5 encourages developers to consider supplying their developments from renewable and low carbon sources.</p> <p>The Written Ministerial Statement on wind energy development (18<sup>th</sup> June 2015) prevents authorities from approving planning permission for wind energy developments unless they are located with a 'suitable area' identified within a Local or Neighbourhood Plan.</p> <p>The Plan is supported by a Renewable and Low Carbon Energy Topic Paper (Feb 2017), which discusses recent policy changes, local data and monitoring, a review of applications, a review of appeal decisions and other relevant guidance and news. The topic paper also includes a detailed site assessment in accordance with the guidance suggested in footnote 17 of the NPPF. The assessment informs the potential identification of 'suitable areas' by neighbourhood planning groups. The Local</p>



Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>Minimise vulnerability to climate change and manage the risk of flooding (99)</p>	<ul style="list-style-type: none"> <li>• Account taken of the impacts of climate change. (99)</li> <li>• Allocate, and where necessary re-locate, development away from flood risk areas through a sequential test, based on a SFRA. (100)</li> <li>• Policies to manage risk, from a range of impacts, through suitable adaptation measures</li> </ul>	<p>Plan does not identify suitable areas.</p> <p>Flood Risk has been assessed through the Level 1 SFRA for Sedgemoor published in October 2015. The SFRA defines flood zones 3a (high risk) and 3b (functional floodplain) for the whole district.</p> <p>A Level 2 SFRA was undertaken in 2009 and an Addendum report published in November 2016 revised the Level 2 report in relation to the Highbridge Boatyard area as this was the only revision considered to be necessary to support the emerging Local Plan.</p> <p>Policy D1 seeks to direct development away from areas of flood risk. Where areas of flood risk cannot be avoided the proposal will need to demonstrate that the development will be safe and will not increase flood risk elsewhere.</p> <p>The policy also encourages the creation of sustainable drainage systems to reduce flood risk from surface water and also seeks to avoid development that might restrict access to flood defences and watercourses for maintenance purposes.</p> <p>Site allocation options arose from sites that were identified as available and deliverable in the SHLAA. The methodology for the SHLAA rejected sites that (based on the SFRA) were in Flood Zone 3b but accepted sites that were in Flood Zone 3a on the basis that it will be for the Local Plan and/or individual planning applications to rigorously apply the flood risk sequential and exception tests and demonstrate how development can be made safe over its lifetime.</p>
<p>Take account of marine planning (105)</p>	<ul style="list-style-type: none"> <li>• Ensure early and close co-operation on relevant economic, social and environmental</li> </ul>	<p>Parts of Sedgemoor (the coastline and the River Parrett) are within the South West Marine Plan area. The Council has</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
	<p>policies with the Marine Management Organisation</p> <ul style="list-style-type: none"> <li>• Review the aims and objectives of the Marine Policy Statement, including local potential for marine-related economic development</li> <li>• Integrate as appropriate marine policy objectives into emerging policy</li> <li>• Support of integrated coastal management (ICM) in coastal areas in line with the requirements of the MPS</li> </ul>	<p>engaged with the MMO at the scoping stage of preparing the Marine Plan and has attended stakeholder workshops.</p>
<p>Manage risk from coastal change (106)</p>	<ul style="list-style-type: none"> <li>• Identification of where the coast is likely to experience physical changes and identify Coastal Change Management Areas, and clarity on what development will be allowed in such areas.</li> <li>• Provision for development and infrastructure that needs to be re-located from such areas, based on SMPs and Marine Plans, where appropriate.</li> </ul>	<p>There is no basis for the designation of a Coastal Change Management Area although the SMP Action Plan proposes detailed studies of the Brean area. The situation will need to be kept under review.</p>
<p><b>11. Conserving and enhancing the natural environment (paras 109-125)</b></p>		
<p>Protect valued landscapes (109)</p>	<ul style="list-style-type: none"> <li>• A strategy and policy or policies to create, protect, enhance and manage networks of biodiversity and green infrastructure.</li> <li>• Policy which seeks to minimise the loss of higher quality agricultural land and give great weight to protecting the landscape and scenic beauty of National Parks, the Broads and AONBs.</li> </ul>	<p>Policy D32 seeks to safeguard, maintain, improve, enhance and add to the existing green infrastructure network.</p> <p>Policy D22 requests development proposals to protect and, where possible, enhance the coherence and resilience of Somerset’s Ecological network within the Sedgemoor District.</p> <p>Policy D20 gives weight to protecting the natural beauty, exceptional character and quality of the landscape within the</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
		Mendip Hills AONB, the Quantock Hills AONB and the undeveloped coast.
Prevent unacceptable risks from pollution and land instability (109)	<ul style="list-style-type: none"> <li>Policy which seeks development which is appropriate for its location having regard to the effects of pollution on health, the natural environment or general amenity.</li> </ul>	<p>Polices D4 and D14 require renewable energy projects and travel management schemes to take account of the impacts of pollution.</p> <p>Policy D25 seeks to prevent development that will result in levels of air, noise, light or water pollution (including groundwater), vibration or soil contamination that would be harmful to other land uses, human health, tranquillity, or the built and natural environment.</p>
<p>Planning policies should minimise impacts on biodiversity and geodiversity (117)</p> <p>Planning policies should plan for biodiversity at a landscape-scale across local authority boundaries (117)</p>	<ul style="list-style-type: none"> <li>Identification and mapping of local ecological networks and geological conservation interests.</li> <li>Policies to promote the preservation, restoration and re-creation of priority habitats, ecological networks and the recovery of priority species</li> </ul>	<p>Policy D22 requests development proposals to protect and, where possible, enhance the coherence and resilience of Somerset’s Ecological network within the Sedgemoor District.</p> <p>Somerset Wildlife Trust and Somerset County Council developed a map of the ecological networks in Somerset with support from Forest Research and Somerset Environmental Records centre: their 2016 report (Somerset’s Ecological Network: mapping the components of the ecological network in Somerset) defines these networks as follows : “An ecological network is a group of habitat patches that species can move easily between maintaining ecological function and conserving biodiversity.</p> <p>Policy D21 seeks to protect local sites of nature conservation value and geological interest. Mapping for Local Wildlife Sites and Local Geological Sites is provided by the Somerset Environmental Record Centre.</p>
<b>12. Conserving and enhancing the historic environment (paras 126-141)</b>		

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>Include a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk (126)</p>	<ul style="list-style-type: none"> <li>• A strategy for the historic environment based on a clear understanding of the cultural assets in the plan area, including assets most at risk.</li> <li>• A map/register of historic assets</li> <li>• A policy or policies which promote new development that will make a positive contribution to character and distinctiveness. (126)</li> </ul>	<p>The Historic Environment Assessment was commissioned as part of the evidence base for the Local Plan Review.</p> <p>The assessment has been carried out to inform sites and policies being considered in the emerging Local Plan and ensure the protection and enhancement of the historic environment. It has been carried out in accordance with the requirements concerning the historic environment set out in the National Planning Policy Framework (NPPF), the National Planning Practice Guidance (NPPG) and relevant Historic England practice guides.</p> <p>Policy D27 proposes that all development proposals should have a positive impact on the significance of any designated heritage assets.</p> <p>Conservation Areas, Listed Buildings, Areas of High Archaeological Potential and Archaeological Sites of Local Importance aren't identified on the Local Plan policies map but they are mapped and taken in to consideration as site constraints when assessing development proposals and Local Plan allocations.</p>
<p><b>13. Facilitating the sustainable use of minerals (paras 142-149)</b></p>		
<p>It is important that there is a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs. However, since minerals are a finite natural resource, and can only be worked where they are found, it is important to make best use of them to secure their long-</p>	<p>Account taken of the matters raised in relation to paragraph 143 and 145, including matters in relation to land in national / international designations; landbanks; the defining of Minerals Safeguarding Areas; wider matters relating to safeguarding; approaches if non-mineral development is necessary within Minerals Safeguarding Areas; the setting of environmental</p>	<p>Somerset County Council are the Mineral Planning Authority for this area. The MPA were consulted on the content and development of the Local Plan.</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
term conservation (142) Minerals planning authorities should plan for a steady and adequate supply of industrial materials (146)	criteria; development of noise limits; reclamation of land; plan for a steady and adequate supply of aggregates. This could include evidence of co-operation with neighbouring and more distant authorities.	
<p><b>Justified:</b> <i>The plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence.</i></p> <p>To be 'justified' a DPD needs to be:</p> <ul style="list-style-type: none"> <li>• Founded on a robust and credible evidence base involving: research / fact finding demonstrating how the choices made in the plan are backed up by facts; and evidence of participation of the local community and others having a stake in the area.</li> <li>• The most appropriate strategy when considered against reasonable alternatives.</li> </ul>		
<p><i>Participation</i></p> <p>Has the consultation process allowed for effective engagement of all interested parties?</p>	<p>The consultation statement. This should set out what consultation was undertaken, when, with whom and how it has influenced the plan. The statement should show that efforts have been made to consult hard to reach groups, key stakeholders etc. Reference SCI</p>	<p>The Consultation Statement sets out the stages of consultation which have briefly comprised of the following:</p> <ul style="list-style-type: none"> <li>• (Reg 18) Scope and Approach: Oct 2015 to Jan 2016</li> <li>• (Reg 18) Scope and Approach Additional Consultation: June 2016 to August 2016</li> <li>• (Reg 19) proposed Submission Draft Local Plan: Jan 2017 to March 2017</li> </ul> <p>The consultation statement sets out how a combination of drop-in events, posters, public notices, newsletters, consultation documents, letters and emails to interested parties on our consultation database, press releases, social media and one-to-one engagements were used to consult with the public and stakeholders.</p>
<p><i>Research / fact finding</i></p> <p>Is the plan justified by a sound and</p>	<ul style="list-style-type: none"> <li>• The studies, reports and technical papers that provide the evidence for the policies set out in</li> </ul>	<p>The electronic Evidence Base library contains all of the relevant studies, reports and technical papers that provide the evidence</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>credible evidence base? What are the sources of evidence? How up to date, and how convincing is it?</p> <p>What assumptions were made in preparing the DPD? Were they reasonable and justified?</p>	<p>the DPD, the date of preparation and who they were produced by.</p> <p>AND</p> <ul style="list-style-type: none"> <li>Sections of the DPD (at various stages of development) and SA Report which illustrate how evidence supports the strategy, policies and proposals, including key assumptions.</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>A very brief statement of how the main findings of consultation support the policies, with reference to: reports to the council on the issues raised during participation, covering both the front-loading and formulation phases; and any other information on community views and preferences.</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>For each policy (or group of policies dealing with the same issue), a very brief statement of the evidence documents relied upon and how they support the policy (where this is not already clear in the reasoned justification in the DPD).</li> </ul>	<p>for the policies in the Plan.</p> <p>The approach section of each policy in the plan sets out how the Evidence supports the policy (where relevant).</p> <p>The Plan has been subject to Sustainability Appraisal at key stages and this is evidenced in the Draft Final Sustainability Appraisal report. Appendix A of the report details the key messages from relevant plans, programmes, policies, initiatives and strategies that have a relationship with the Plan and identifies what the relationship is. Section 3 of the report provides details on any assumptions made.</p>
<p><i>Alternatives</i></p> <p>Can it be shown that the LPA's chosen approach is the most appropriate given the reasonable alternatives? Have the reasonable alternatives been considered and is there a clear audit trail showing how and why the preferred approach was arrived at? Where a balance had to be struck in taking decisions between competing alternatives, is it clear how</p>	<ul style="list-style-type: none"> <li>Reports and consultation documents produced in the early stages setting out how alternatives were developed and evaluated, and the reasons for selecting the preferred strategy, and reasons for rejecting the alternatives. This should include options covering not just the spatial strategy, but also the quantum of development, strategic policies and development management policies.</li> <li>An audit trail of how the evidence base,</li> </ul>	<p>The Draft Final Sustainability Appraisal provides details (section 4) on how the reasonable spatial options (levels of and distribution of growth), the site allocation options, the place-making policy options, the district-wide policy options and the MIP options that were considered were progressed. Sections 5 and 6 set out the findings of the evaluation.</p> <p>The Consultation Statement sets out how consultation has influenced the Plan and how decisions on policy options were</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>and why the decisions were taken?</p> <p>Does the sustainability appraisal show how the different options perform and is it clear that sustainability considerations informed the content of the DPD from the start?</p>	<p>consultation and SA have influenced the plan.</p> <ul style="list-style-type: none"> <li>• Sections of the SA Report showing the assessment of options and alternatives.</li> <li>• Reports on how decisions on the inclusion of policy were made.</li> <li>• Sections of the consultation document demonstrating how options were developed and appraised.</li> <li>• Any other documentation showing how alternatives were developed and evaluated, including a report on how sustainability appraisal has influenced the choice of strategy and the content of policies.</li> </ul>	<p>made.</p> <p>Section 5 of the SA report sets out how options appraisal has influenced the selection of preferred options.</p>
<p><b>Effective:</b> the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities.</p> <p>To be 'effective' a DPD needs to:</p> <ul style="list-style-type: none"> <li>• Be deliverable</li> <li>• Demonstrate sound infrastructure delivery planning</li> <li>• Have no regulatory or national planning barriers to its delivery</li> <li>• Have delivery partners who are signed up to it</li> <li>• Be coherent with the strategies of neighbouring authorities</li> <li>• Demonstrate how the Duty to Co-operate has been fulfilled</li> <li>• Be flexible</li> <li>• Be able to be monitored</li> </ul>		
<p><i>Deliverable and Coherent</i></p> <ul style="list-style-type: none"> <li>• Is it clear how the policies will meet the Plan's vision and objectives? Are there any obvious gaps in the policies, having</li> </ul>	<ul style="list-style-type: none"> <li>• Sections of the DPD which address delivery, the means of delivery and the timescales for key developments and initiatives.</li> <li>• Confirmation from the relevant agencies that</li> </ul>	<p>The Strategic Priorities of the Plan are categorised by four core themes. The development management policies are then grouped under headings that reflect each of these themes. Each policy has a Delivery section.</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>regard to the objectives of the DPD?</p> <ul style="list-style-type: none"> <li>• Are the policies internally consistent?</li> <li>• Are there realistic timescales related to the objectives?</li> <li>• Does the DPD explain how its key policy objectives will be achieved?</li> </ul>	<p>they support the objectives and the identified means of delivery, such as evidence that the plans and programmes of other bodies have been taken into account (e.g. Water Resources Management Plans and Marine Plans).</p> <ul style="list-style-type: none"> <li>• Information in the local development scheme, or provided separately, about the scope and content (actual and intended) of each DPD showing how they combine to provide a coherent policy structure.</li> <li>• Section in the DPD that shows the linkages between the objectives and the corresponding policies, and consistency between policies (such as through a matrix).</li> </ul>	<p>Relevant agencies have been consulted during the Plan preparation process. There aren't any outstanding objections that the Council is not confident can be adequately addressed.</p> <p>The most recent LDS was published in December 2016.</p>
<p><i>Infrastructure Delivery</i></p> <ul style="list-style-type: none"> <li>• Have the infrastructure implications of the policies clearly been identified?</li> <li>• Are the delivery mechanisms and timescales for implementation of the policies clearly identified?</li> <li>• Is it clear who is going to deliver the required infrastructure and does the timing of the provision complement the timescale of the policies?</li> </ul>	<ul style="list-style-type: none"> <li>• A section or sections of the DPD where infrastructure needs are identified and the proposed solutions put forward.</li> <li>• A schedule setting out responsibilities for delivery, mechanisms and timescales, and related to a CIL schedule where appropriate.</li> <li>• Confirmation from infrastructure providers that they support the solutions proposed and the identified means and timescales for their delivery, or a plan for resolving issues.</li> <li>• Demonstrable plan-wide viability, particularly in relation to the delivery of affordable housing and the role of a CIL schedule.</li> </ul>	<p>Policy S3 sets out the Council's approach to Infrastructure Delivery and approach to developer contributions and Community Infrastructure Levy.</p> <p>The Council adopted its CIL Charging Schedule in July 2014.</p> <p>The Plan is supported by an up to date Infrastructure Delivery Strategy.</p> <p>The Plan is supported by a Plan-Wide Viability Assessment.</p>
<p><i>Co-ordinated Planning</i></p> <p>Does the DPD reflect the concept of spatial planning? Does it go beyond traditional land use planning by bringing together and integrating policies for the</p>	<ul style="list-style-type: none"> <li>• Sections of the DPD that reflect the plans or strategies of the local authority and other bodies</li> <li>• Policies which seek to pull together different</li> </ul>	<p>The four core themes within the Local Plan (living sustainably, ensuring economic wellbeing, enjoying and achieving &amp; being healthy) align with the objectives of the 2009 Sustainable Community Strategy produced by the Sedgemoor in Somerset</p>



Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>development and use of land with other policies and programmes from a variety of agencies / organisations that influence the nature of places and how they function?</p>	<p>policy objectives</p> <ul style="list-style-type: none"> <li>• Expressions of support/representations from bodies responsible for other strategies affecting the area</li> </ul>	<p>Partnership.</p> <p>As part of the statutory duty to co-operate the Council has been discussing housing requirements with North Somerset.</p> <p>The Statement of Community Involvement and the Consultation Statement show the involvement of the public and parties from the public, private and voluntary sectors and their representations on the policies within the Plan.</p>
<p><i>Flexibility</i></p> <ul style="list-style-type: none"> <li>• Is the DPD flexible enough to respond to a variety of, or unexpected changes in, circumstances?</li> <li>• Does the DPD include the remedial actions that will be taken if the policies need adjustment?</li> </ul>	<ul style="list-style-type: none"> <li>• Sections of the DPD setting out the assumptions of the plan and identifying the circumstances when policies might need to be reviewed.</li> <li>• Sections of the annual monitoring report and sustainability appraisal report describing how the council will monitor: <ul style="list-style-type: none"> <li>a. the effectiveness of policies and what evidence is being collected to undertake this</li> <li>b. changes affecting the baseline information and any information on trends on which the DPD is based</li> </ul> </li> <li>• Risk analysis of the strategy and policies to demonstrate robustness and how the plan could cope with changing circumstances</li> <li>• Sections within the DPD dealing with possible change areas and how they would be dealt with, including mechanisms for the rate of development to be increased or slowed and how that would impact on other aspects of the strategy and on infrastructure provision</li> </ul>	<p>The Housing Mix policy and specialist accommodation policies are based on assumptions about the demand for different tenure types, housing needs and the local demographic at any given point in time, based on the results of the SHMA and so the policies have been written within some flexibility to allow for changes in demand.</p> <p>The Economic Prosperity policy has also been written to allow some flexibility given the potential changes to market demand.</p> <p>The monitoring framework (set out in Appendix 2 of the Local Plan) for the AMR contains 39 indicators that aim to identify trends and record the effectiveness of the policies on an annual basis in relation to housing, economy, environment and social objectives.</p> <p>Section 7 of the Sustainability Appraisal report sets out how the Council intends to monitor potential significant effects from the implementation of the Plan. Monitoring provides an opportunity to gather contextual information that can be used to establish the baseline data for the next Plan period. Appendix 2 of the Local Plan makes provision for the plan to be wholly or partly reviewed at least every 5 years to ensure it</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
	<ul style="list-style-type: none"> <li>Sections of the DPD identifying the key indicators of success of the strategy, and the remedial actions which will be taken if adjustment is required.</li> </ul>	remains up-to-date.
<p><i>Co-operation</i></p> <ul style="list-style-type: none"> <li>Is there sufficient evidence to demonstrate that the Duty to Co-operate has been undertaken appropriately for the plan being examined?</li> <li>Is it clear who is intended to implement each part of the DPD? Where the actions required are outside the direct control of the LPA, is there evidence that there is the necessary commitment from the relevant organisation to the implementation of the policies?</li> </ul>	<ul style="list-style-type: none"> <li>A succinct Duty to Co-operate Statement which flows from the strategic issues that have been addressed jointly. A 'tick box' approach or a collection of correspondence is not sufficient, and it needs to be shown (where appropriate) if joint plan-making arrangements have been considered, what decisions were reached and why.</li> <li>The Duty to Co-operate Statement could highlight: the sharing of ideas, evidence and pooling of resources; the practical policy outcomes of co-operation; how decisions were reached and why; and evidence of having effectively co-operated to plan for issues which need other organisations to deliver on, common objectives for elements of strategy and policy; a memorandum of understanding; aligned or joint core strategies and liaison with other consultees as appropriate.</li> </ul>	The Duty to Co-operate addresses each strategic issue as a topic and discusses how the Council has worked co-operatively with the statutory bodies and identifies the outcomes and decisions from such activities.
<p><i>Monitoring</i></p> <ul style="list-style-type: none"> <li>Does the DPD contain targets, and milestones which relate to the delivery of the policies, (including housing trajectories where the DPD contains housing allocations)?</li> <li>Is it clear how targets are to be measured (by when, how and by whom)</li> </ul>	<ul style="list-style-type: none"> <li>Sections of the DPD setting out indicators, targets and milestones</li> <li>Sections of the current annual monitoring report which report on indicators, targets, milestones and trajectories</li> <li>Reference to any other reports or technical documents which contain information on the delivery of policies</li> </ul>	<p>Appendix 2 (the monitoring framework) of the Local Plan sets out indicators and targets. The implementation of the Local Plan will be monitored and reported on annually through the AMR.</p> <p>Section 7 of the Sustainability Appraisal report sets out how the Council intends to monitor potential significant effects from the implementation of the Plan. Monitoring provides an</p>

Soundness Test and Key Requirements	Possible Evidence	Evidence Provided
<p>and are these linked to the production of the annual monitoring report?</p> <ul style="list-style-type: none"> <li>• Is it clear how the significant effects identified in the sustainability appraisal report will be taken forward in the ongoing monitoring of the implementation of the plan, through the annual monitoring report?</li> </ul>	<ul style="list-style-type: none"> <li>• Sections of the current annual monitoring report and the sustainability appraisal report setting out the framework for monitoring, including monitoring the effects of the DPD against the sustainability appraisal</li> </ul>	<p>opportunity to gather contextual information that can be used to establish the baseline data for the next Plan period. Appendix 2 of the Local Plan makes provision for the plan to be wholly or partly reviewed at least every 5 years to ensure it remains up-to-date.</p>
<p><b><i>Consistent with national policy: the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.</i></b></p> <p>The DPD should not contradict or ignore national policy. Where there is a departure, there must be clear and convincing reasoning to justify the approach taken.</p>		
<ul style="list-style-type: none"> <li>• Does the DPD contain any policies or proposals which are not consistent with national policy and, if so, is there local justification?</li> <li>• Does the DPD contain policies that do not add anything to existing national guidance? If so, why have these been included?</li> </ul>	<ul style="list-style-type: none"> <li>• Sections of the DPD which explain where and how national policy has been elaborated upon and the reasons.</li> <li>• Studies forming evidence for the DPD or, where appropriate, other information which provides the rationale for departing from national policy.</li> <li>• Evidence provided from the sustainability appraisal (including reference to the sustainability report) and/or from the results of community involvement.</li> <li>• Where appropriate, evidence of consistency with national marine policy as articulated in the UK Marine Policy Statement</li> <li>• Reports or copies of correspondence as to how representations have been considered and dealt with.</li> </ul>	<p>The Local Plan complies with national policy but in some cases the Local Plan policies expand on the provisions of the NPPF to account for local circumstances and characteristics.</p>

## Planning policy for traveller sites

Planning Policy for Traveller Sites was published in 23 March 2012 and came into effect on 27 March 2012. Circular 01/06: Planning for Gypsy and Traveller Caravan Sites and Circular 04/07: Planning for Travelling Showpeople have been cancelled. Planning Policy for Traveller Sites should be read in conjunction with the National Planning Policy Framework, including the implementation policies of that document.

The government's aim in relation to planning for traveller sites is:

'To ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic life of travellers whilst respecting the interests of the settled community'.

Government's aims in respect of traveller sites are:

- That local planning authorities (LPAs) make their own assessment of need for the purposes of planning
- That LPAs work collaboratively, develop fair and effective strategies to meet need through the identification of land for sites
- Plan for sites over a reasonable timescale
- Plan-making should protect green belt land from inappropriate development
- Promote more private traveller site provision whilst recognising that there will always be those travellers who cannot provide their own sites
- Aim to reduce the number of unauthorised developments and encampments and make enforcement more effective.

In addition local planning authorities should:

- Include fair, realistic and inclusive policies
- Increase the number of traveller sites in appropriate locations with planning permission, to address under provision and maintain an appropriate level of supply
- Reduce tensions between settled and traveller communities in plan-making and decision-taking
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure
- Have due regard to protection of local amenity and local environment

Policy Expectations	Possible Evidence	Evidence Provided
<b>Policy A: Using evidence to plan positively and manage development (para 6)</b>		
Early and effective community engagement with both settled and traveller communities.	<ul style="list-style-type: none"> <li>• Early and effective engagement undertaken, including discussing travellers' accommodation needs with travellers themselves, their representative bodies and local support groups.</li> </ul>	<p>The Somerset authorities jointly commissioned a Gypsy and Traveler Accommodation Assessment from De Montfort University to assess the need for residential and transit pitches for the travelling community in the county, as required by national policy. The study was completed in 2011 and updated in 2013.</p> <p>The Council intends to undertake a site allocations DPD to meet the need identified in the GTAA, in the interim D9 is included as a criteria based policy to address site identification and assessment.</p> <p>The 2010 GTAA included some detailed qualitative findings as a result of 157 surveys with Gypsies and Travellers, three focus groups and also meetings with key officers from Local Planning Authorities across</p>

Policy Expectations	Possible Evidence	Evidence Provided
		Somerset.
<p>Co-operate with travellers, their representative bodies and local support groups, other local authorities and relevant interest groups to prepare and maintain an up-to-date understanding of likely permanent and transit accommodation needs of their areas.</p>	<ul style="list-style-type: none"> <li>• Demonstration of a clear understanding of the needs of the traveller community over the lifespan of your development plan.</li> <li>• Collaborative working with neighbouring local planning authorities.</li> <li>• A robust evidence base to establish accommodation needs to inform the preparation of your local plan and make planning decisions.</li> </ul>	<p>The 2013 update addendum... provides pitch requirement figures, as requested by the Somerset Local Planning Authorities for the update, through the plan period up to 2032.</p>
<p><b>Policy B: Planning for traveller sites (paras 7-11)</b></p>		
<p>Set pitch targets for gypsies and travellers and plot targets for travelling showpeople which address the likely permanent and transit site accommodation needs of travellers in your area, working collaboratively with neighbouring LPAs.</p> <p>Set criteria to guide land supply allocations where there is identified need.</p> <p>Ensure that traveller sites are sustainable economically, socially and environmentally.</p>	<ul style="list-style-type: none"> <li>• Identification, and annual update, of a supply of specific, deliverable sites sufficient to provide 5 years worth of sites against locally set target. Identification of a supply of specific, developable sites or broad locations for growth for years 6-10, and, where possible, for years 11-15.</li> <li>• An assessment of the need for traveller sites, and where an unmet need has been demonstrated a supply of specific, deliverable sites been identified.</li> <li>• Policy which takes into account criteria a-h of para 11</li> </ul>	<p>The Local Plan provides criteria based policy for exception sites, it does not allocate pitches or sites.</p> <p>The forthcoming site allocations DPD will be prepared in accordance with national policy.</p>
<p><b>Policy C: Sites in rural areas and the countryside (para 12)</b></p>		

Policy Expectations	Possible Evidence	Evidence Provided
When assessing the suitability of sites in rural or semi-rural settings LPAs should ensure that the scale of such sites do not dominate the nearest settled community.		
<b>Policy D: Rural exception sites (para 13)</b>		
If there is a lack of affordable land to meet local traveller needs, LPAs in rural areas, where viable and practical, should consider allocating and releasing sites solely for affordable travellers' sites.	<ul style="list-style-type: none"> <li>If a rural exception site policy is used, and if so clarity that such sites shall be used for affordable traveller sites in perpetuity.</li> </ul>	The Local Plan provides criteria based policy for exception sites, it does not allocate pitches or sites.
<b>Policy E: Traveller sites in Green Belt (paras 14-15)</b>		
<p>Traveller sites (both permanent and temporary) in the Green Belt are inappropriate development.</p> <p>Exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site ... should be done only through the plan-making process.</p>	<ul style="list-style-type: none"> <li>Green Belt boundary revisions made in response to a specific identified need for a traveller site, undertaken through the plan making process.</li> </ul>	N/A
<b>Policy F: Mixed planning use traveller sites (paras 16-18)</b>		
	<ul style="list-style-type: none"> <li>Consideration of the need for sites for mixed residential and</li> </ul>	The Local Plan provides criteria

Policy Expectations	Possible Evidence	Evidence Provided
<p>Local planning authorities should consider, wherever possible, including traveller sites suitable for mixed residential and business uses, having regard to the safety and amenity of the occupants and neighbouring residents.</p>	<p>business use (having regard to safety and amenity of the occupants and neighbouring residents), or separate sites in close proximity to one another.</p> <ul style="list-style-type: none"> <li>• N.B. Mixed use should not be permitted on rural exception sites</li> </ul>	<p>based policy for exception sites, it does not allocate pitches or sites.</p> <p>The forthcoming site allocations DPD will be prepared in accordance with national policy.</p>
<p><b>Policy G: Major development projects (para 19)</b></p>		
<p>Local planning authorities should work with the planning applicant and the affected traveller community to identify a site or sites suitable for relocation of the community if a major development proposal requires the permanent or temporary relocation of a traveller site.</p>	<ul style="list-style-type: none"> <li>• Where a major development proposal requires the permanent or temporary relocation of a traveller site, the identification of a site or sites suitable for re-location of the community.</li> </ul>	<p>The Local Plan provides criteria based policy for exception sites, it does not allocate pitches or sites.</p> <p>The forthcoming site allocations DPD will be prepared in accordance with national policy.</p>



# Soundness Self-Assessment Checklist

## Integration of marine and terrestrial planning

As the UK marine area and marine plan area boundaries extend up to the level of mean high water spring tides while terrestrial planning boundaries generally extend to mean low water spring tides (including estuaries), the marine plan area will physically overlap with that of some terrestrial plan. Local authorities with any tidal frontage, even if far inland and not conventionally regarded as coastal, must therefore take full account of the MMO, the MPS and marine plans under S.58 of the Marine and Coastal Access Act and the Duty to Co-operate in Section 110 of the Localism Act 2011. A full list of the local planning authorities whose areas overlap with the UK marine area appears in Appendix One.

Furthermore, the Duty to Co-Operate requires all local planning authorities, even if landlocked, to take account, where relevant, of the MMO's plans and activities when preparing their Local Plans. Finally, the NPPF requires LPAs to take the MPS into account under the tests of soundness (specifically, to test if an emerging DPD is consistent with national policy, which includes the MPS).

The Marine and Coastal Access Act 2009 (the Act) provided for the introduction of a marine planning system for England's inshore and offshore marine area, establishing the Secretary of State as the Marine Planning Authority for these areas. The Act also provided for the establishment of the Marine Management Organisation (MMO) and for the Secretary of State to delegate various planning functions. The planning functions including preparation and review were delegated to the MMO in 2010. The Act also provided for the adoption of the UK Marine Policy Statement (MPS). The MPS was adopted on 18 March 2011 and provides the policy framework for marine planning and for all decisions likely to affect the marine area.

There are eleven plan areas in English waters, for each of which a Marine Plan will be prepared by the MMO and adopted by the Secretary of State for the Environment, Food and Rural Affairs.

In practical terms, all activities undertaken in the marine area require land based infrastructure, without which our ability to benefit economically and socially from activities in the marine area would be extremely limited.

The UK Government's vision for the marine environment, as articulated in the MPS, is:

'clean, healthy, safe, productive and biologically diverse oceans and seas'.

In the absence of a marine plan prepared by the MMO and adopted by the Secretary of State the MPS is the relevant marine policy document. Where a marine plan has been adopted both the MPS and the Marine Plan are relevant marine policy documents for the marine plan area.

As articulated in the Marine and Coastal Act and the MPS, the Government aims for the MPS and marine planning systems to sit alongside and interact with existing planning regimes across the UK. Specifically, s.58 of the Marine and Coastal Access Act requires all<sup>1</sup> public bodies to:

- take authorisation or enforcement decisions that affect or might affect the UK marine area in accordance with the MPS and relevant Marine Plans, unless relevant considerations indicate otherwise
- state their reasons where authorisation or enforcement decisions are not taken in accordance with the MPS and relevant Marine Plans
- have regard to the MPS and relevant Marine Plans when taking decisions that affect or might affect the UK marine area which are not authorisation or enforcement decisions<sup>2</sup>

In addition, the MPS seeks integration of marine planning and the terrestrial planning system through:

- Consistency between marine and terrestrial policy documents and guidance
- Liaison between respective responsible authorities for terrestrial and marine planning, including in plan development, implementation and review stages
- Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions

These aims are further supported by footnote 36 in the NPPF.

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<sup>1</sup> Like the Duty to Co-Operate, no distinction is made by the Marine and Coastal Access Act between public authorities with a tidal frontage and those without. Emphasis is placed on the likelihood of the decision being made affecting the marine area.

<sup>2</sup> For example, decisions about what representations they should make as a consultee or about what action they should carry out themselves.

Policy Expectations	Possible Evidence	Evidence Provided
<b>Key requirements under the Duty to Co-Operate</b>		
Consistency between marine and terrestrial policy documents and guidance	<ul style="list-style-type: none"> <li>• Demonstration of consistency of aim between relevant local plan policies and marine policy documents (i.e. the MPS and any relevant adopted marine plans)</li> <li>• Proof of collaborative working with the MMO and that the MPS has been taken into account.</li> </ul>	<p>The South West Marine Plan is in the early stages of preparation.</p> <p>The Council was been consulted on the scope of the South West Marine Plan and has identified existing and emerging land use policies that have the potential to have a relationship with Marine Plan policies in order to ensure consistency. The MMO were given the opportunity to comment on the preparation of the Local Plan.</p>
Liaison between respective authorities responsible for terrestrial and marine planning, including in plan development, implementation and review stages	<ul style="list-style-type: none"> <li>• Early and effective policy development engagement undertaken, including discussions with the MMO</li> <li>• Evidence of iteration of policies and plans as a result of engagement with the MMO</li> <li>• Evidence of engagement with the MMO in relation to monitoring, implementation and throughout the policy cycle</li> <li>• Support of integrated coastal management (ICM) in coastal areas in</li> </ul>	<p>The South West Marine Plan is in the early stages of preparation.</p> <p>The Council invited the MMO to comment on the Local Plan at each stage of consultation. The Council has participated in stakeholder events organised by the MMO with respect to the</p>

Policy Expectations	Possible Evidence	Evidence Provided
	line with the requirements of the MPS	preparation of the Marine Plan. Consultation Statement – July 2017.
Sharing the evidence base and data where relevant and appropriate so as to achieve consistency in the data used in plan making and decisions	<ul style="list-style-type: none"> <li>• Evidence that the LPA has shared or provided relevant data to the MMO that can help inform Marine Plans or MPS review</li> <li>• Demonstration that local plan policy has been underpinned by data provided by the MMO or the MPS</li> <li>• Explicit cross-referencing in local plan to MPS, the MMO, their roles, and relevant marine plans</li> </ul>	<p>The South West Marine Plan is in the early stages of preparation.</p> <p>The Local Plan has shared relevant policies and data and has contributed to the baseline data gathered by the MMO for the SA of the Marine Plan.</p> <p>The Local Plan SA acknowledges the emerging Marine Plan and relevant MPS – Appendix A.</p>
<b>Marine Policy Statement- Chapter 2: General Principles for Decision-Making<sup>3</sup></b>		
<b>Sections 2.1 -2.2: The UK vision for the marine environment</b>		
The UK vision for the marine environment ('clean, healthy, safe, productive and biologically diverse	<ul style="list-style-type: none"> <li>• Reference in DPD where appropriate to UK vision for the marine environment</li> </ul>	The South West Marine Plan is in the early stages of preparation.

<sup>3</sup> As the Marine Policy Statement was not targeted specifically at terrestrial planning authorities, some of its sections are, in practice, relevant to marine planning authorities only and/or there is already a comprehensive policy framework governing terrestrial development (e.g. energy infrastructure), Where this is considered to be the case, i.e. where it is considered likely that a terrestrial planning DPD would be found sound without referencing that section, the section in question has been omitted from this checklist.

Policy Expectations	Possible Evidence	Evidence Provided
<p>oceans and seas’)</p> <p>Achieving the vision through marine planning</p>	<ul style="list-style-type: none"> <li>Contribution to the vision through local plan policies and supporting text</li> </ul>	
<p><b>Section 2.4: Considering benefits and adverse effects in marine planning</b></p>		
<p>Consider benefits and adverse effects of plan policies</p>	<ul style="list-style-type: none"> <li>Consideration of benefits and adverse effects of policy on the marine area as appropriate within the DPD’s sustainability appraisal</li> </ul>	<p>The Sustainability Appraisal recognises that it should take into consideration any effects on the marine environment that might occur as a result of the Local Plan policies.</p> <p>SA objective 9 seeks to protect coastal waters.</p>
<p><b>Section 2.5: Economic, social and environmental considerations</b></p>	<ul style="list-style-type: none"> <li></li> </ul>	
<p>Contribute to the objectives of relevant EU Directives (Marine Strategy Framework Directive and Water Framework Directive)</p>	<ul style="list-style-type: none"> <li>Reference to relevant EU Directives in DPD and sustainability appraisal</li> <li>Consideration of contribution of DPD policies to the objectives of relevant EU Directives</li> </ul>	<p>The Local Plan SA acknowledges the EU Water Framework Directive and identifies that the effect on water quality from implementation of the Local Plan policies needs to be assessed within the SA – Appendix A.</p> <p>SA objective 9 seeks to protect</p>

Policy Expectations	Possible Evidence	Evidence Provided
		coastal waters.
<b>Marine Policy Statement- Chapter 3: Policy Objectives for Key Activities</b>		
<b>3.1 Marine Protected Areas</b>		
<p>Incorporate identified areas and features of importance for nature conservation</p> <p>Activities or developments that may result in adverse impacts on biodiversity should be designed or located to avoid such impacts</p>	<ul style="list-style-type: none"> <li>• Identification of relevant areas and features of importance for nature conservation within relevant marine plan area(s)</li> <li>• Consideration of impacts of policy and/or terrestrial development on those areas and features of importance</li> <li>• Measures to mitigate, monitor and manage negative impacts on those areas and features of importance</li> </ul>	<p>There are no Marine Conservation Zones within the District's area, however there is an SPA and a SAC (both Severn Estuary) with marine components.</p> <p>The Plan demands appropriate protection of these areas – Policy D21.</p>
<b>3.4 Ports and shipping</b>		
<p>Take into account and seek to minimise any negative impacts on shipping activity, freedom of navigation and navigational safety</p> <p>Protect the efficiency and resilience of continuing port operations</p>	<ul style="list-style-type: none"> <li>• Evidence that policy with potential impact on ports and shipping minimises negative impacts on sector</li> <li>• Where relevant, evidence that economic, employment and transport policies are protective of ports and shipping sector</li> </ul>	<p>Policy B17 supports the continued operation and potential development of Bridgwater port including Dunball Wharf and Combwich Wharf (Policy D16 also applies).</p> <p>The zone safeguarded for the Parrett Barrier Scheme (Policy B2) has been selected (in partnership with the Environment Agency) in part</p>

Policy Expectations	Possible Evidence	Evidence Provided
		due to the concerns expressed by the operators of the Dunball Wharf with regards to alternative locations.
<b>3.8 Fisheries</b>		
Consider potential economic, social and environmental impacts of other developments on fishing activity	<ul style="list-style-type: none"> <li>Where relevant, evidence that other policies minimise negative impacts on fishing activity and/or aquaculture</li> </ul>	There is no fishery specific policy within the Local Plan. However, the economic prosperity policy (D16) sets out the Council's pro-business approach.
<b>3.9 Aquaculture</b>		
Consider the benefits of encouraging the development of efficient, competitive and sustainable aquaculture industries	<ul style="list-style-type: none"> <li>Where relevant, evidence that the benefits of aquaculture industry development have been considered</li> </ul>	There is no aquaculture specific policy within the Local Plan. However, the economic prosperity policy (D16) sets out the Council's pro-business approach.
<b>3.10 Surface water management and waste water treatment and disposal</b>		
Maximise opportunities for co-existence of waste water infrastructure with other activities in the marine environment	<ul style="list-style-type: none"> <li>Reference to and consideration of the co-existence of waste water infrastructure with other marine activities, including the potential for waste water infrastructure to mitigate marine impacts through design or location</li> </ul>	This issue is not referred to explicitly but there are adequate policies (D1 and D25) in the Plan to ensure that adverse impacts are avoided.

Policy Expectations	Possible Evidence	Evidence Provided
<b>3.11 Tourism and recreation</b>		
Consider the potential for tourism and recreation in the marine environment and the benefits this will bring to the economy and local communities	<ul style="list-style-type: none"> <li>• Where relevant, reference to marine tourism and recreation</li> <li>• Evidence that the potential for marine tourism and recreation has been recognised in plan-making</li> </ul>	Coastal tourism in the Brean and Berrow area is supported through Policy BH11.

## Appendix One

This is an alphabetical list of all local planning authorities in England whose area overlaps with the UK marine area.

Adur	Canterbury	City of Portsmouth	Eastbourne
Allerdale	Carlisle	City of Southampton	Eastleigh
Arun	Castle Point	City of Westminster	Exeter
Babergh	Chelmsford	Colchester	Exmoor National Park
Barking and Dagenham	Cheshire West and Chester	Copeland	Fareham
Barrow-in-Furness	Chichester	Cornwall	Fenland
Basildon	Chorley	County Durham	Fylde
Bassetlaw	Christchurch	Dartford	Gateshead
Bexley	City of London	Doncaster	Gloucester
Blackpool	City of Brighton and Hove	Dover	Gosport
Boston	City of Bristol	East Cambridgeshire	Gravesham
Bournemouth	City of Kingston upon Hull	East Devon	Great Yarmouth
Broadland	City of Peterborough	East Lindsey	Greenwich
Broads Authority	City of Plymouth	East Riding of Yorkshire	Halton



Hambleton  
Hammersmith and Fulham  
Hartlepool  
Hastings  
Havant  
Havering  
Horsham  
Hounslow  
Huntingdonshire  
Ipswich  
Isle of Wight  
Isles of Scilly  
Kensington and Chelsea  
King's Lynn and West Norfolk  
Lake District National Park  
Lambeth  
Lancaster  
Lewes  
Lewisham  
Liverpool  
Maidstone  
Maldon  
Medway  
Middlesbrough  
New Forest  
New Forest National Park  
Newark and Sherwood  
Newcastle upon Tyne  
Newham  
North Devon  
North East Lincolnshire  
North Lincolnshire  
North Norfolk  
North Somerset  
North Tyneside

North York Moors National  
Park  
Northumberland  
Norwich  
Poole  
Preston  
Purbeck  
Redcar and Cleveland  
Richmond upon Thames  
Rochford  
Rother  
Scarborough  
Sedgemoor  
Sefton  
Selby  
Shepway  
South Cambridgeshire  
South Downs National Park  
South Gloucestershire  
South Hams  
South Holland  
South Lakeland  
South Norfolk  
South Ribble  
South Somerset  
South Tyneside  
Southend-on-Sea  
Southwark  
Stockton-on-Tees  
Stroud  
Suffolk Coastal  
Sunderland  
Swale  
Taunton Deane  
Teignbridge

Tendring  
Test Valley  
Thanet  
Thurrock  
Tonbridge and Malling  
Torbay  
Torridge  
Tower Hamlets  
Wandsworth  
Warrington  
Waveney  
Wealden  
West Devon  
West Dorset  
West Lancashire  
West Lindsey  
West Somerset  
Weymouth and Portland  
Winchester  
Wirral  
Worthing  
Wyre  
York