

Written Statement - Adopted Policies and Proposals



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Introduction

The Structure Plan Authorities within Devon adopted the policies and proposals in this document on the 8 October 2004.

This Document sets out the strategic planning framework for the development and use of land to 2016 for the administrative areas of Devon County Council, Plymouth City Council, Torbay Council, and Dartmoor National Park Authority. The document contains the policies and proposals together with a Key Diagram and Insets (i.e. Inset A - Plymouth Principal Urban Area, Inset B - Exeter Principal Urban Area, and Inset C - Torbay Principal Urban Area) on pages 148 to 149, which act as an index to the Policies. There is also an Alphabetic Index to the Policies and Proposals (see Appendix IV page 171).

The policies in the Plan provide a framework for more detailed decisions by local authorities, other

organisations and individuals in the preparation of their forward Plans (e.g. in the preparation of Local Plans, and/or Local Development Frameworks).

The key elements of the Government's proposals for speeding up the planning system are included in the Planning and Compulsory Purchase Act 2004. In accordance with the transitional arrangements leading into the new system, this adopted Structure Plan will be "saved" for a period of three years from its adoption. Pending adoption of a new South West Regional Spatial Strategy (scheduled for 2007) the Devon Structure Plan will continue to be a material consideration in the preparation of Local Development Frameworks. The Structure Plan Authorities will therefore continue to make representations where they consider that a development plan document is inconsistent with the 'saved' Structure Plan.

I - Sustainable Development Strategy

Policy ST1

Sustainable Development

In planning for the future of Devon, Local Planning Authorities and other agencies should ensure that sustainable development objectives are achieved by:

- 1) conserving resources - through the efficient use of land, waste minimisation, conservation of mineral resources, energy conservation and the use of renewable resources, and the effective management of water;
- 2) protecting environmental assets - including landscape, the natural, built and historic environment - and ensuring that development proposals are well designed and sympathetic to Devon's distinctive character;
- 3) meeting the needs of the community, including housing, employment, social and cultural needs, in terms of their range and scale - provided for in locations most accessible to those who need to use them;
- 4) developing a sustainable transport system that is accessible, sustainable, integrated, efficient and safe, in both urban and rural areas - including pedestrian, cycle, road, rail, air, waterway and sea networks for work, shopping, leisure, and services;
- 5) assessing the impact of proposals against national and regional indicators of sustainable development - to make positive improvements to quality of life.

Policy ST3

Self Sufficiency of Devon's Communities

The self-sufficiency of communities should be maintained and enhanced by providing a balance of housing and employment, the provision of a range of local services and facilities, and a mix of compatible uses in order to maximise accessibility and reduce the extent of travel. Opportunities should also be taken to introduce appropriate land uses into existing developed areas where this would lead to a better balance in the mix of development.

In providing for development, Local Authorities should have regard to the need for community facilities and services, including education, recreation, open space, health and cultural facilities, local shopping facilities, transport infrastructure, employment, housing including affordable housing, and public utilities.

Policy ST4

Infrastructure Provision

Local Authorities should identify the important infrastructure and facility requirements in relation to planned development, having regard to its cumulative impact, and take into account the overall capacity of existing and planned new infrastructure.

Provision for development should only be made where the infrastructure which is directly required to service it is in place or can be provided in phase with development in a sustainably acceptable way. Developers will be expected to contribute to, or bear the full cost of, such new or improved infrastructure and facilities where it is appropriate for them to do so.

The Development Strategy

Policy ST5

Development Priority 2001 to 2016

The Principal Urban Areas of Plymouth, Exeter, and Torbay will be the primary focus for strategic development, while the Sub Regional Centres of Newton Abbot and Barnstaple should be a focus for balanced development to meet sub regional needs.

Area Centres in Devon should seek to achieve a balance of economic, housing and other development which will promote a high degree of self containment

and vitality while helping to meet the needs of the wider rural community.

In Local Centres development should be limited to that required to meet local needs and promote rural regeneration, where this can be accommodated without generating unnecessary travel.

In the open countryside, development should be strictly controlled.

Policy ST6

Plymouth Principal Urban Area

At the Plymouth PUA priority should be given to:

1. developing and diversifying the economy by offering a range of economic investment opportunities - including a choice of large scale Strategic Employment Sites;
2. providing for a significant scale of additional housing necessary to meet needs and support Plymouth's regional economic role;
3. improving local transport networks, especially public transport, enhancing Plymouth's role as a major focus for strategic transport routes - including road, rail, sea and air - linking it to Cornwall, other parts of Devon, the rest of the UK and Europe.

In doing so it should:

1. act as the primary focus for major economic investment and regeneration in the western part of Devon;
2. enhance its role as the main commercial centre within the Western Sub Region of the South West;
3. provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland.

Proposal ST7

Plymouth Principal Urban Area Housing and Employment Provision

In the period 2001 to 2016, it is proposed that about 14,500 dwellings and 160 ha of employment land should be located at the Plymouth PUA (including the proposed new community, and the strategic employment site at Langage, within South Hams District), as illustrated on Inset A to the Key Diagram.

Proposal ST8

South Hams New Community Proposal

In the period 2001 to 2016, the new community at Sherford within South Hams District should include provision for at least 4,000 dwellings in the period to 2016 together with associated employment land and a range of community and other associated facilities.

The new community should:

- 1) be assimilated into the landscape of the area;
- 2) avoid, as far as possible, the use of significant areas of the best and most versatile agricultural land;
- 3) be well related to existing settlements;
- 4) be linked to Plymouth, at the commencement of development, by an effective high quality, high capacity public transport system;
- 5) include Park and Ride Interchange provision accessible to the A38 and the A379;
- 6) be accessible to the Strategic Road Network and the local highway system; and
- 7) be capable of accommodating further development beyond the current plan period.

Policy ST9

Barnstaple Sub Regional Centre

Within northern Devon provision should be made for a balance of economic investment and additional housing to meet the needs of the area. In doing so, the main focus of development will be at Barnstaple, which should maintain and develop its role as a sub regional centre by providing for new development and an increased range of higher order services and facilities. Provision should also be made at Barnstaple for a strategic employment site to accommodate larger scale economic investment. Bideford should meet its own development needs and contribute towards meeting the wider needs of northern Devon.

Policy ST10**Exeter Principal Urban Area**

At the Exeter PUA priority should be given to:

- 1) developing and diversifying the economy, particularly to the east of Exeter, by offering a range of economic investment opportunities - including a choice of large scale Strategic Employment Sites;
- 2) providing for a significant scale of additional housing necessary to meet needs and support Exeter's regional economic role;
- 3) improving local transport networks, especially public transport, and enhancing Exeter's role as a major focus for strategic transport routes - including road, rail, and air - linking it to other parts of Devon, the rest of the UK and Europe.

In doing so it should:

- 1) act as the primary focus for major economic investment in the eastern part of Devon;
- 2) enhance its role as the main commercial centre for eastern Devon and the central sub region of the SW;
- 3) provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland.

Proposal ST11**Exeter Principal Urban Area
Housing and Employment Provision**

In the period 2001 to 2016, about 10,350 dwellings and 150 ha of employment land should be located at the Exeter PUA, (including the proposed new community, and the strategic employment sites at Skypark and the proposed science park, within East Devon District) as illustrated on Inset B to the Key Diagram.

Proposal ST12**East Devon New Community Proposal**

In the period 2001 to 2016 the new community in East Devon District, as shown on Inset B to the Key Diagram, should include provision for at least 3,000 dwellings, associated employment land and a range of community and other associated facilities.

The new community should:

- 1) be assimilated into the landscape of the area;
- 2) avoid, as far as possible, the use of significant areas of the best and most versatile agricultural land;
- 3) be well related to but separate from existing settlements;
- 4) be linked to Exeter at the commencement of development by an effective road based public transport system;
- 5) access the Exeter-Waterloo rail line by way of a new rail station to be provided in the first phase of the overall development scheme;
- 6) be accessible to the Strategic Road Network and the Local highway system;
- 7) be developed without adversely affecting the operation of Exeter Airport and where it would not be affected by unacceptable levels of aircraft noise; and
- 8) be capable of accommodating further development beyond the current plan period.

Policy ST13**Torbay Principal Urban Area**

At the Torbay PUA, as illustrated in Inset C of the Key Diagram, priority should be given to:

- 1) promoting greater self-sufficiency, particularly in terms of the balance between the provision of homes and jobs while conserving the area's environmental quality;
- 2) developing and diversifying the economy through economic restructuring, regeneration in the town centres, investment in new strategic facilities for the tourism industry and offering a range of economic investment opportunities;
- 3) providing additional housing at a level sufficient to meet local needs and supporting growth and regeneration;
- 4) improving the road, rail and public transport networks and links to the wider hinterland;
- 5) enhancing the strategic transport routes to other parts of Devon, the Region, the rest of the UK and Europe, taking advantage of the opportunities resulting from the proposed Kingskerswell Bypass.

In doing so, it should:

- 1) act as a primary focus for development, economic investment and regeneration in the southern part of Devon, including the provision of a strategic employment site;
- 2) enhance its role as the main commercial and tourist centre for the southern part of Devon;
- 3) provide a wide range of services and specialist facilities necessary to meet the needs of the area.

Policy ST13a**Newton Abbot Sub Regional Centre**

In maintaining and developing its role as a Sub-Regional Centre, Newton Abbot should:

- 1) be the primary focal point for the provision of development within Teignbridge, including sustainable transport links and an increased range of higher order services and facilities;
- 2) enhance its self-sufficiency by giving priority to new economic development so as to reduce its dependence on jobs and services elsewhere.

Policy ST15**Area Centres**

Local Plans should identify towns which provide a strategic focus for the provision of local housing and employment opportunities, education facilities and other local services to meet local needs and those of their rural hinterland, and only those needs. Such Area Centres should:

- 1) be of a sufficient scale to support a range of services and facilities;
- 2) be accessible to the communities they serve;
- 3) be well related to public transport and the Strategic Road Network; and
- 4) be defined taking into account their location relative to other Area Centres, including those in adjoining Districts.

Area Centres should be the focal points for investment and development necessary to promote rural regeneration and economic restructuring.

Policy ST16**Local Centres and Rural Areas**

Within the rural areas, Local Plans should identify certain villages as Local Centres, which can complement the role of the Area Centres by acting as a focus for essential facilities within rural communities - including affordable housing, small scale employment and other local services. These Local Centres should therefore:

- 1) be accessible to the community they serve and well related to public transport and the highway network; and
- 2) be defined to ensure that the local needs of all rural areas can be met, taking into account their location relative to other designated Centres, including those in adjoining Districts.

Outside of the Local Centres, there may be scope for small scale development which supports the need for local regeneration where it recognises landscape and accessibility constraints and overall spatial strategy.

Development Provision 2001 - 2016

Proposal ST17

Housing and Employment Land Provision

To provide for the development of about 65,500 dwellings and 700 ha of employment land in the period 2001 to 2016, to be distributed as follows:

Local Planning Authority	Dwellings	(Annual Average) ²	Employment (ha)
East Devon	8,450	(560)	100
at the Exeter PUA ³	3,500		65
Elsewhere	4,950		35
Exeter	6,700	(450)	85
Mid Devon	5,850	(390)	60
North Devon	4,900	(330)	70
Plymouth	10,000¹	(670)	80
South Hams	8,350	(560)	105
at the Plymouth PUA ³	4,500		80
Elsewhere	3,850		25
Teignbridge	7,500	(500)	55
Newton Abbot SRC	3,100		30
at the Exeter PUA	150		-
Elsewhere	4,250		25
Torbay	4,300	(290)	60
Torridge	5,100	(340)	55
West Devon	3,450	(230)	30
Dartmoor	900	(60)	-⁴
DEVON TOTAL	65,500	(4,370)	700

- 1 Includes an allowance for 1,500 dwellings to come forward through the anticipated realisation of additional urban capacity potential within the period to 2016. Delivery will be closely monitored and an early revision of development distribution undertaken if it appears that that potential is unlikely to be achieved.
- 2 Averaged over the full 15 year plan period. In some areas, actual rates of development will vary significantly during the period to 2016.
- 3 In or adjoining the PUA or the proposed new community.
- 4 Some small scale local employment may be appropriate within the National Park to meet local social and economic needs.

Policy ST18

Affordable Housing

In providing for housing development in accordance with Proposal ST17, Local Plans should ensure that adequate provision is made for affordable housing, based on an up to date assessment of need, and should secure affordable housing which best meets the needs of the area.

Policy ST18a

Mix and Type of Housing

Local Plans should ensure the provision of a mix and type of housing that best meets the needs of local communities, taking into account an up to date assessment of future housing need and existing housing availability.

Proposal ST19

Strategic Development Sites

Strategic Development Sites for employment are proposed in or adjacent to the Plymouth, Exeter and Torbay PUAs, and additional strategic provision is also identified at the Barnstaple Sub Regional Centre. These Sites must be of a sufficient scale to accommodate major economic development proposals, and be developed in a sustainable way to a high environmental standard. They should be located where they can be accessed from the Strategic Road Network and have a high degree of accessibility from the main public transport networks.

In the period 2001 to 2016 the following Strategic Development Sites should be identified and safeguarded for major investment proposals which will meet the strategic and / or specialist needs for which they have been identified:

SITES OF REGIONAL SIGNIFICANCE

At the Exeter PUA

- East Devon: Science Park (25 ha)
- East Devon: Skypark (30 ha)

At the Plymouth PUA

- Plymouth: International Business Park (40 ha)
- South Hams: Langage (50 ha)

SITES OF SUB REGIONAL SIGNIFICANCE

At the Torbay PUA

- Torbay: Long Road South (12 ha)

Barnstaple Sub Regional Centre

- North Devon: Roundswell (25 ha)

Policy ST 20**Re-assessing and Safeguarding Employment Land**

Local Plans should reassess all existing and allocated employment land in order to test whether it is necessary to meet the area's current or longer term economic development needs, taking into account the overall level of provision indicated by Proposal ST17 and the need to maximise opportunities for residential and mixed use development in sustainable locations. Subject to that reassessment, employment land and premises should be reserved for that use.

Policy ST21**Regeneration Priority**

In considering initiatives for economic and social regeneration priority should be given to:

- 1) those parts of the Principal Urban Areas and the Sub Regional Centres which suffer from social exclusion and economic deprivation;
- 2) the tourist resorts of Ilfracombe, Teignmouth, Dawlish, Seaton and Westward Ho! which have experienced significant decline in economic vitality and viability;
- 3) those Area Centres and their associated hinterlands where a specific need for regeneration has been identified to address environmental, social or economic disadvantage.

Implementing New Community Proposals

Policy ST23**Concept of New Community Development**

The new communities provided for in Policies ST8 and ST12 should be subject to an Environmental Impact Assessment and should be developed to secure the highest standards of design, and in such a way as to avoid pollution, minimise the use of resources and minimise waste. They must include provision for:

- 1) local community facilities, including primary and secondary education, shopping, cultural and health facilities, together with local employment opportunities;

- 2) a range of housing types, including a significant element of affordable housing;
- 3) a land use and transportation system that promotes pedestrian, cycle and public transport accessibility and minimises the need for travel by private car;
- 4) design features and layout of buildings that promote energy conservation;
- 5) public and private open space, structural landscaping and features that promotes nature conservation;
- 6) all necessary physical infrastructure.

Policy ST24**New Community Implementation**

The new communities provided for in Policies ST8 and ST12 should be included as specific proposals within the District-wide Local Plans for South Hams and East Devon respectively, and should be:

- 1) developed in a fully comprehensive way in accordance with an overall development scheme agreed with the appropriate Local Planning Authority;
- 2) developed in accordance with an agreed phasing programme, so as to ensure the early provision of community, infrastructure and other facilities as residential development progresses, and promote the self sufficiency of each phase of the development;
- 3) subject to specific agreements between the developer and the Local Planning Authority so as to ensure the provision of infrastructure, the full implementation of the development scheme and the phasing programme.

Policy ST25**New Community Landscape Setting**

Where new communities are proposed in accordance with Proposals ST8 and ST12, the appropriate District-wide Local Plans should include policies to protect the setting of those new communities within the landscape, ensure that they retain a separate identity and do not coalesce with existing settlements.

II - Conserving Devon's Environment and Resources

Policy CO1

Landscape Character and Local Distinctiveness

The distinctive qualities and features of Devon's Landscape Character Zones, illustrated in Map 5, should be sustained and enhanced.

Within the context of this broad characterisation, Local Planning Authorities should undertake more detailed assessments of landscape character in order to identify priority areas for the maintenance, enhancement and / or restoration of that character and provide an appropriate policy framework in Local Plans for each area.

Policies and proposals within each part of Devon should be informed by and be sympathetic to its landscape character and quality.

Policy CO2

National Parks

In Dartmoor National Park, the conservation and enhancement of the natural beauty, wildlife and cultural heritage will be given priority over other considerations in the determination of development proposals. Development will only be provided for where it would:

- 1) conserve and enhance the natural beauty, wildlife and cultural heritage of the Park; or
- 2) promote the understanding and enjoyment of the special qualities of the Park; or
- 3) foster the social or economic well-being of the communities within the Park provided that such development is compatible with the pursuit of National Park purposes.

Particular care will also be taken to ensure that no development is permitted outside Dartmoor or Exmoor National Parks which would damage their natural beauty, character and special qualities or otherwise prejudice the achievement of National Park purposes.

Policy CO3

Areas of Outstanding Natural Beauty

In designated Areas of Outstanding Natural Beauty, the conservation and enhancement of their natural beauty will be given priority over other considerations. Within these areas, development will only be provided for where it would support their conservation or enhancement or would foster their social and economic well-being provided that such development is compatible with their conservation. Particular care will also be taken to ensure that any development proposed adjacent to such areas does not damage their natural beauty.

Policy CO4

Areas of Great Landscape Value

The Areas of Great Landscape Value are identified as areas of high landscape quality having strong and distinctive characteristics which make them particularly sensitive to new development. Within these areas the primary objective will be the active conservation and enhancement of their landscape quality and individual character. New development should therefore only be provided for where it would be limited in its visual impact. Local Plans should refine the boundaries of the AGLVs as illustrated on the Key Diagram in the context of more detailed assessments of landscape characteristics within each area.

Policy CO5

Coastal Preservation Area

Within the Coastal Preservation Area, development, other than that of a minor nature, will not be provided for except where it is required: for the benefit of the community at large, in connection with public access for informal recreation, or for the purposes of agriculture or forestry and only when such development cannot reasonably be accommodated outside the protected areas. Such development will only be provided for when it would not detract from the unspoilt character and appearance of the coastal area.

Policy CO6**Quality of New Development**

The identity, distinctive character and features of existing settlements, urban and rural areas should be conserved and enhanced. In planning for new development the Local Planning Authority should maintain and improve the quality of Devon's environment by requiring attention to good design and layout that respects the character of the site and its surroundings and by providing for regeneration and conservation, townscape enhancement, traffic management and the retention and provision of open space.

Policy CO7**Historic Heritage****Historic Settlements and Buildings**

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

Policy CO8**Archaeology**

Internationally, nationally and regionally important archaeological sites and their settings, whether Scheduled Monuments or unscheduled, will be preserved. Other important sites and their settings should be preserved wherever possible, and in considering proposals for development which would have an adverse impact on them, the importance and value of the remains will be a determining factor. Where a lack of information precludes the proper assessment of a site or area with archaeological potential, developers will be required to arrange appropriate prior evaluation in advance of any decision to affect the site or area. Where the loss of an archaeological site or area is acceptable, proper provision for archaeological excavation and recording will be required.

Nature Conservation**Policy CO9****Biodiversity and Earth Science Diversity**

The biodiversity and earth science resource of Devon's natural environment should be sustained and, where possible, enhanced in accordance with Biodiversity Action Plan objectives and targets. Its diversity and distinctiveness should not be diminished.

Policy CO10**Protection of Nature Conservation Sites and Species**

Sites of National and International importance for nature conservation will be protected from development which would harm their nature conservation interest or conflict with their conservation objectives. Where practical, opportunities for enhancement should be sought.

Local Plans should also define sites and features of local nature conservation importance, including landscape features which provide wildlife corridors, links or stepping stones between habitats, and seek to protect these sites and features from harmful development and promote their beneficial management.

Development likely to have an adverse effect on a specially protected species should only be permitted where appropriate measures are taken to secure its protection. Special consideration should be given to any development proposals likely to affect a European Protected Species.

Conservation of Resources and Pollution

Policy CO11

Conserving Energy Resources

The direct and indirect energy consumption of new development should be minimised by requiring the incorporation of energy saving features into its design and layout.

Policy CO12

Renewable Energy Developments

Provision should be made for renewable energy developments, including offshore developments, in the context of Devon's sub regional target of 151MW of electricity production from landbased renewable sources by 2010, subject to the consideration of their impact upon the qualities and special features of the landscape and upon the conditions of those living or working nearby.

In providing for strategic wind based energy production in the period to 2016, priority should be given to locations within the area of search identified on the Key Diagram.

Policy CO13

Protecting Water Resources and Flood Defence

All new development should be subject to an appropriate drainage assessment, and wherever possible appropriate sustainable drainage systems.

Proposals for development should not be provided for where:

- 1) such development would lead to a deterioration in the quality, quantity, or natural flow of underground, surface and coastal waters;
- 2) adequate water resources do not already exist, or where their provision is considered likely to pose a risk to existing abstractions, water quality, fisheries, nature conservation, amenity or inland navigation interests or any facet of the natural water environment;

- 3) there would be a direct risk from flooding (including tidal inundation), or where it would be likely to increase the risk of flooding elsewhere to an unacceptable level having regard to the sequential assessment of flood risk; or
- 4) it is likely to have an adverse effect on fisheries, nature conservation, landscape and recreation in river corridors, coastal margins, other water areas or any facet of the natural water environment.

Policy CO14

Conserving Agricultural Land

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

Policy CO15

Air Quality

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

Policy CO16

Noise Pollution

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

Minerals

Policy MN1

Safeguarding Mineral Resources

Mineral deposits which are, or may become, of economic importance will be safeguarded from unnecessary sterilisation by surface development.

Policy MN2

Environmental Effects of Mineral Working

Any adverse effects on the environment or the amenity of local residents of mineral development should be minimised. Land which has been subject to mineral working should be reclaimed at the earliest opportunity in order to maintain or, where possible, enhance its long term usefulness, quality and appearance and take into account relevant landscape character issues.

Policy MN3

Mineral Development in National Parks and Areas of Outstanding Natural Beauty

Proposals for mineral development within Dartmoor National Park and the Areas of Outstanding Natural Beauty will be subject to the most rigorous examination, and will only be approved where development can be demonstrated to be in the public interest and where there is an overriding national need for development which cannot reasonably be met in some other way.

Policy MN4

Mineral Working Areas

The continuation of mineral development will be acceptable in principle at Mineral Working Areas, except where it would have an unacceptable adverse impact on the landscape character, best and most versatile agricultural land, natural beauty, nature conservation, historic environment, hydrogeology or hydrology of the area.

Policy MN5

Aggregate Minerals

Provision should be made for an adequate supply of minerals, throughout the plan period, to contribute to national, regional and local needs, by maintaining a landbank of at least 7 years' extraction of sand and gravel and at least 15 years' extraction of crushed rock.

Policy MN6

Secondary and Recycled Materials

The use of alternatives to primary aggregates should be promoted through development that provides for the beneficial use of secondary material from mineral waste and the recycling of construction and demolition waste provided that any adverse environmental and transportation impacts can be reduced to an acceptable level.

Waste

Policy WM1

Waste Management

Waste management facilities should be provided for in accordance with the principles of the 'best practicable environmental option' while facilitating a movement towards the top of the management hierarchy of:

- 1) Reduction;
- 2) Re-use;
- 3) Composting and Material Recycling;
- 4) Energy Recovery;
- 5) Final Disposal (including landfill).

Subject to an assessment of their environmental impact, waste management facilities should be located close to the major centres of population, in order to minimise transport of waste, particularly by road.

Where waste would be generated by the implementation of a major development proposal, such proposals should be accompanied by a waste audit and include provision for that waste to be utilised beneficially.

III - Transport

Policy TR1

Devon Travel Strategy

The movement of people and goods within and through Devon will be planned and provided for through an integrated approach to travel which will support the overall development Strategy - meeting the social and economic needs of all sectors of the community in a way which improves safety, reduces the need to travel and its environmental impact and minimises the use of resources. In doing so the strategic priorities will be to:

- 1) promote the co-ordination of land use and travel planning;
- 2) manage travel demand;
- 3) promote sustainable travel and modal choice;
- 4) develop more effective and integrated transport and freight networks;
- 5) identify an integrated approach to transport investment in each part of Devon; and
- 6) minimise the impact of transport on the environment.

Increase Efficiency in Travel

Policy TR2

Co-ordinating Land Use / Travel Planning

Patterns of land use, in terms of its mix, location, density and layout should reduce the need to travel and optimise the potential for the most sustainable forms of travel.

New development should be provided for where it will be well related to other land uses with which it needs to interact. Development that would require a high level of accessibility should only be located where it can be effectively and conveniently accessed by public transport.

Policy TR3

Managing Travel Demand

Travel demand will be managed so as to minimise unnecessary travel, make the most effective use of transport networks and promote the use of sustainable travel modes.

The management of travel demand will be promoted by:

- 1) the implementation of parking strategies on a consistent basis;
- 2) the introduction and development of traffic management schemes where these would discourage car based travel and encourage more sustainable modes; and
- 3) requiring new businesses and other establishments to implement travel plans which identify specific measures to minimise private car use and promote sustainable modes of travel, and encouraging existing businesses to introduce similar plans.

Policy TR4

Parking Strategy, Standards and Proposals

Parking strategies to be included within Local Plans and Local Transport Plans will contribute to the effective management of travel demand by:

- 1) reducing long stay parking capacity within town centres;
- 2) controlling parking provision within existing residential areas adjacent to town centres;
- 3) ensuring a consistent approach to charging and capacity management within competing centres;
- 4) requiring parking standards for new development to be at or below current regional guidance, with stricter parking standards applying in town and city centres.

Promoting Effective and Sustainable Modes of Travel

Policy TR5

Hierarchy of Modes

In co-ordinating land use and transportation planning and the management of traffic demand all development should make provision for and promote the safe use of the most sustainable and environmentally acceptable modes of travel, having regard to the following hierarchy:

- 1) Walking;
- 2) Cycling;
- 3) Public Transport;
- 4) Private Vehicles.

All significant development proposals should be accompanied by a Transport Assessment indicating, as part of a sequential approach, how the potential for the most sustainable modes in the hierarchy has been fully realised in meeting overall travel needs.

Establishing Travel Networks that Promote Modal Choice

Policy TR6

Network Integration

New or improved interchanges should be provided in order to facilitate efficient transfer between modes of travel and to maximise the use of more sustainable modes of travel. Priority will be given to the improvement of facilities - including bus stations, park and ride sites and rail stations - and the effective co-ordination and integration of service provision, including community transport initiatives.

Policy TR7

Walking and Cycling

Walking and cycling will be improved by:

- 1) identifying a network of strategic routes within towns and urban areas which provides a safe and convenient means of pedestrian and cycle access to facilities;
- 2) improving pedestrian and cycle links between settlements and adjacent rural areas; and
- 3) ensuring that all development proposals make provision for pedestrians and cyclists, and that, wherever possible, such provision is well related to the defined network of pedestrian and cycle routes referred to in (1) above.

Policy TR9

Public Transport

The use of public transport in Devon, including bus, rail and long distance coach, will be promoted by:

- 1) locating major development where it can maximise accessibility to strategic and local public transport;
- 2) integrating public transport services more effectively;
- 3) improving accessibility to public transport networks by supporting rail and bus station development and enhanced service frequency wherever possible;
- 4) improving the quality of travel by supporting the enhancement of facilities, infrastructure and user information; and
- 5) managing the highway network so as to give greater priority to road based public transport services.

Policy TR10

Strategic Road Network and Roadside Service Areas

Devon's road network will be maintained and enhanced in such a way as to minimise the impact of traffic, reduce congestion, improve safety, promote environmental and economic enhancement and maximise operational efficiency.

Priority will be given to maintaining and developing the Strategic Road Network (SRN), as defined on the Key Diagram, to a high standard. The SRN will support the

overall development strategy by providing strategic road links:

- 1) through Devon, and between Devon and other parts of the South West, Britain and Europe;
- 2) between the Principal Urban Areas and Sub Regional Centres; and
- 3) to Area Centres.

In doing so the SRN will be the main road network for inter urban travel, strategic road based freight movement (including port and airport access) and for road based tourist travel.

Where a need has been established, provision should be made for new and improved roadside service areas on the Trunk Routes and National Primary Routes of the SRN identified on the Key Diagram.

Development proposals should not adversely affect the road network in terms of traffic and road safety, and access to the network should not detract from or conflict with the function of the route.

Policy TR11

Safeguarding Transport Networks

To ensure that opportunities to re-use or exploit existing, disused or safeguarded transport routes are not compromised - such routes will be protected for future transportation use wherever justified. This will include the retention of safeguarded road routes and disused railway track, rail heads and associated land.

Policy TR13

Ports

Port facilities and their associated infrastructure should be maintained and developed in order to ensure that the following ports fulfil their strategic function:

- 1) Plymouth as a commercial and fishing port linked to the European Transport Network;
- 2) Teignmouth as a commercial port;
- 3) Bideford as a commercial port; and
- 4) Brixham as a fishing port.

Policy TR14

Airports

Exeter and Plymouth Airports are Accessibility Points in the European Airport Network.

The role of Exeter and Plymouth Airports should be expanded by:

- 1) improving air service accessibility and developing direct links to international service networks;
- 2) developing new passenger and other related facilities;
- 3) providing for improved surface links to the strategic major road and rail network;
- 4) improving public transport access.

Policy TR15

Freight Distribution Network

Local Authorities, freight transport operators and other agencies will work together to achieve more sustainable patterns of freight distribution by:

- 1) locating major freight generating development and central distribution points where they would be accessible to the SRN, the rail network and / or port facilities;
- 2) providing for strategic inter-modal facilities for the transfer of freight in the Plymouth area and the Exeter area including, where appropriate, a freight distribution centre, ensuring in all cases that the use of such facilities is limited to the transfer and handling of freight;
- 3) providing for local freight handling and trans-shipment facilities where appropriate;
- 4) developing comprehensive freight management strategies within the Principal Urban Areas and Sub Regional Centres as defined on the Key Diagram;
- 5) implementing a structured programme of freight quality partnership action plans.

Transport Investment in Devon's Urban and Rural Areas

Policy TR16

Travel Investment Priorities

In the period 2001 to 2016 investment in Devon's transport infrastructure will seek to support economic development, improve access both within Devon and beyond, reduce congestion, and minimise the impact of travel.

Urban Areas (PUAs and Sub Regional Centres)

Transport investment within the PUAs and Sub Regional Centres will prioritise the development of comprehensive networks of pedestrian, cycle and high quality, high frequency public transport routes which link residential areas, main employment centres, town centres, education and other community facilities. Investment in the road network should be focused on schemes that would reduce the environmental effects of traffic by reducing congestion or removing traffic from sensitive areas, or promote public transport effectiveness by introducing bus priority and other traffic management measures. Traffic flows within the urban areas should be reduced by the provision of Park and Ride facilities on the periphery of the urban area, and by the improved effectiveness of and accessibility to the local rail network. The potential for innovative public transport systems should also be assessed.

Area Centres

In the Area Centres investment will seek to improve public transport links between those Centres and the main urban areas. Within Area Centres and other towns, pedestrian and cycle routes should link residential areas to main destinations, and investment in the road network should allow for improved public transport effectiveness and reduce congestion. Park and Ride facilities may be appropriate in larger towns or in settlements with seasonal traffic pressures.

Rural Areas

In rural areas, investment should seek to maximise public transport accessibility to the appropriate Area Centre(s), Sub Regional Centre or PUA. Investment in transport networks and traffic management initiatives should protect the rural environment by reducing the impact of inter urban travel - particularly the impact of Heavy Goods Vehicles.

Proposal TR17

Strategic Network Investment Proposals

The following major schemes are programmed to commence in the period 2001 to 2016.

A. Improvements to the Strategic Road Network

- A386 - Plymouth, corridor improvement including George Junction (by 2006)
- A39/A361 - Barnstaple Western Bypass and Down Stream Bridge (by 2006)
- A380 - Kingskerswell Bypass (by 2011)
- A380 / A3022 Torbay Ring Road - Tweenaway Junction (by 2006)
- A377 - Crediton (see note 2 below)
- A379 / A374 - Plymouth, Laira Bridge corridor improvements
- A380 - Haldon Chalets junction improvement
- A30 (east) / A3015 - improved Junction 29 approach capacity
- A30 Merrymeet improvement
- A30 Fingle Glen improvement
- Clyst Honiton Link
- A30/A303 - Marsh to Honiton (see note 1 below)

B. Rail Network Investment

Improvements in track and signalling to provide increased capacity so as to enable more frequent services and reduce journey times on the following lines:

- Great Western Main Line (Taunton - Exeter - Plymouth)
- Waterloo - Salisbury - Exeter line
- Newton Abbot - Paignton line
- Exeter - Barnstaple branch line
- Exeter - Exmouth branch line
- Cattedown to Inter Modal Freight Facility Link improvement, Plymouth

Reinstatement of former railway route:

- Bere Alston - Tavistock

(continue overleaf)

New Stations at:

- Tavistock
- the new community within East Devon
- Edginswell (Torbay)

Further rail infrastructure may be considered in the light of the SWARMMS study, and Local Transport Plans, including the possibility of:

- Light Rapid Transit in the Plymouth area
- Re-opened stations at:
Cullompton
Kingskerswell
South Brent

C. Investment in other public transport infrastructure

- Improved bus / rail interchanges at major rail stations - including Exeter St David's, Newton Abbot, Totnes, Plymouth, Barnstaple, Tiverton Parkway, Torquay and Paignton
- Improved regional bus / coach station interchanges at Plymouth, Exeter and Torbay, and improvements to existing local interchanges in Area Centres
- Strategic public transport links between the new community in South Hams and Plymouth
- Strategic public transport links between the new community in East Devon and Exeter.
- New or improved Park and Ride facilities to serve Exeter (A30 west, A30 east, A376 south, A377 west, Honiton Road Interchange) Plymouth (A38 east, A379 east, A386 north), Torbay (Barton), Newton Abbot and Barnstaple.

D. Investment in Airport Facilities

- additional terminal capacity at Exeter Airport
- runway extension at Plymouth Airport

E. National Cycle Network

- Plymouth to the Dorset border

Note 1: subject to the outcome of further Government studies

Note 2: Transport Options to be determined by 2006

Shopping, Tourism, Recreation and Leisure

Policy SH1

Shopping Facilities (Sequential Approach)

Where a need for additional retail facilities can be identified such facilities should be provided for within town centres. Where a town centre location is not available or appropriate, edge of centre sites may be acceptable. Only where such sites are also unavailable should out of centre locations be considered. In all cases new retail development should:

1. be consistent with the need to maintain and enhance the function of existing town centres;
2. not adversely affect the vitality and viability of an existing shopping centre;
3. be consistent with the need for urban regeneration, particularly the revitalisation of town and city centres;
4. be readily and conveniently accessible by public transport, cyclists and pedestrians;
5. be sited so as to reduce the need to travel by car; and
6. be well related to, but not adversely affect, residential areas.

Policy SH2

Shopping Facilities and Settlement Hierarchy

A range of shopping facilities should be maintained within the central areas of the Principal Urban Areas, Sub-Regional Centres, Area Centres and Local Centres so as to sustain and enhance their role within the settlement hierarchy. Where appropriate, district and local shopping centres should be identified within the suburban areas of the Principal Urban Areas and Sub-Regional Centres as locations where the development of shopping facilities may also be appropriate.

Policy SH3**Retail Warehousing**

Retail warehouses should be located on the fringes of the central areas of the Principal Urban Areas, Sub-Regional and Area Centres where there is a demonstrated need and where suitable sites can be identified. Elsewhere within these settlements provision for such development will only be made where:

1. no suitable sites could be identified on the fringe of the central area;
2. it would not result in sporadic development;
3. it would be readily and conveniently accessible by public transport, cyclists and pedestrians.

In all cases the type of store will be restricted to that not readily accommodated within town/city centres (i.e. consisting of large single storey units of at least 1,000 sq. m. net, intended for the sale of DIY goods, bulky electrical goods, carpets or furniture, requiring large display areas and adjacent customer car parking for the collection of bulky goods).

Policy SH4**Shopping Facilities in Rural Settlements**

The maintenance and enhancement of shopping facilities in rural settlements should be supported through the retention, provision and/or diversification of small shops and sub-post offices. Stores intended to serve more than the local community will not be permitted within Local Centres or other rural areas.

Tourism and Recreation**Policy TO1****Tourism Development in Resorts**

Within coastal resorts Local Plans should consider the need for additional tourist accommodation and tourism facilities on a scale compatible with existing development which would not adversely impact on the environment. In these resorts, Local Plans should also identify the main tourist areas within which proposals that would detract from their tourist function and character would not be permitted.

Policy TO2**Tourism Development in Other Settlements**

Large scale accommodation and tourist facilities, other than those provided for by Policy TO1, should be located within Principal Urban Areas, Sub Regional or Area Centres, where they would be in keeping with the scale and character of the settlement.

Policy TO3**Tourist Development in Rural Areas**

Outside the settlements referred to in Policies TO1 and TO2, the following types of tourist development will be acceptable:

1. within Local Centres and villages, small scale hotels and guest houses, including extensions and conversions, and small scale self-catering accommodation, where it would be in keeping with the scale and character of the settlement;
2. accommodation in existing farm and country houses, including the conversion to ancillary serviced accommodation and self-catering units of adjacent buildings which are in close proximity to the main dwelling;
3. accommodation and/or facilities directly related to existing recreational development, which would be compatible in scale and character to that development and the surrounding area;
4. improvements to holiday and touring parks, at an appropriate scale, which would result in environmental gain and/or improved facilities;
5. visitor attractions / activities related to, and sympathetic with, Devon's natural or historic heritage; and
6. development permitted by Policy TO4.

Policy TO4**Touring Parks and Camping Sites**

Touring parks will not be provided for in Dartmoor National Park, Areas of Outstanding Natural Beauty or Coastal Preservation Areas (CPAs), although small scale tented camping sites may be acceptable outside CPAs. Elsewhere, proposals for touring parks may be acceptable where there is a proven need for increased capacity or where improvements to parks are permitted by Policy TO3 (4).

Policy TO5

Major Recreation Facilities (and Golf Courses)

The development of major recreational facilities will only be provided for outside the Dartmoor National Park, Areas of Outstanding Natural Beauty, Coastal Preservation Areas and Areas of Great Landscape Value. Such development should be close to the main areas of demand, and not have an unacceptable impact on a settlement, on the natural landscape, on areas valuable for wildlife, on the historic environment, or on the best and most versatile agricultural land, and should have adequate road access. Golf courses may be acceptable outside National Parks, Areas of Outstanding Natural Beauty and Coastal Preservation Areas where the above criteria can be met.

Policy TO6

Long Distance Recreational Footpaths and cycle routes

The long distance footpath and cycle route networks as defined on the Key Diagram should be maintained and extended, and proposals that would affect these routes should only be permitted where the integrity of the network can be maintained. In maintaining and developing the footpath, cycleway and bridleway networks, advantage should be taken, wherever practicable, of redundant canals and railways.

Monitoring

Policy MON1

Progress towards the achievement of the policy aims of the Plan will be monitored on a regular and systematic basis, consistent with the existing monitoring processes established in the context of the Regional Planning Guidance for the South West.

Where the monitoring process indicates that policy aims are not being achieved, consideration will be given to an early modification of the related policies and proposals.