
Devon Structure Plan 2001 to 2016

**Policies and Proposals
to be adopted by the four Devon
Structure Plan Authorities on the
26 August 2004**

Contents

INTRODUCTION	59	RE-ASSESSING AND SAFEGUARDING EMPLOYMENT LAND	63
POLICIES AND PROPOSALS	60	Policy ST 20 (former Policy E4).....	63
I: SUSTAINABLE DEVELOPMENT STRATEGY	60	REGENERATION PRIORITY	63
SUSTAINABLE DEVELOPMENT.....	60	Policy ST21 (Policy C10 revised).....	63
Policy ST1 (new Policy)	60	RURAL REGENERATION AREAS.....	63
THE SEQUENTIAL APPROACH.....	60	Policy ST22 (New Policy) deleted	63
Policy ST2 (Policy S3 revised) deleted	60	CONCEPT OF NEW COMMUNITY DEVELOPMENT	63
SELF SUFFICIENCY OF DEVON'S COMMUNITIES	60	Policy ST23 (former Policy N3).....	63
Policy ST3 (Policy S5 revised)	60	NEW COMMUNITY IMPLEMENTATION	63
INFRASTRUCTURE PROVISION	60	Policy ST24 (former Policy N4)	63
Policy ST4 (Policy S6 revised)	60	NEW COMMUNITY LANDSCAPE SETTING	64
DEVELOPMENT PRIORITY 2001 TO 2016	60	Policy ST25 (former policy N5).....	64
Policy ST5 (Policy S1c revised).....	60	II: CONSERVING DEVON'S ENVIRONMENT AND	64
PLYMOUTH PRINCIPAL URBAN AREA.....	60	RESOURCES	64
Policy ST6 (Policy S1a revised).....	60	LANDSCAPE CHARACTER AND LOCAL DISTINCTIVENESS	64
PLYMOUTH PRINCIPAL URBAN AREA HOUSING AND		NATIONAL PARKS	64
EMPLOYMENT PROVISION	60	Policy CO2 (former Policy C3).....	64
Proposal ST7 (New Proposal).....	60	AREAS OF OUTSTANDING NATURAL BEAUTY	64
SOUTH HAMS NEW COMMUNITY PROPOSAL	60	Policy CO3 (former Policy C4).....	64
Proposal ST8 (Proposal N1 revised).....	60	AREAS OF GREAT LANDSCAPE VALUE	64
BARNSTAPLE SUB REGIONAL CENTRE	61	Policy CO4 (Policy C6 revised).....	64
Policy ST9 (Policy S1a revised).....	61	COASTAL PRESERVATION AREA.....	64
EXETER PRINCIPAL URBAN AREA	61	Policy CO5 (Policy C7 revised).....	64
Policy ST10 (Policy S1a revised))	61	QUALITY OF NEW DEVELOPMENT	64
EXETER PRINCIPAL URBAN AREA HOUSING AND		Policy CO6 (Policy C9 revised).....	64
EMPLOYMENT PROVISION	61	HISTORIC SETTLEMENTS AND BUILDINGS	64
Proposal ST11 (New Proposal).....	61	Policy CO7 (Policy C11 revised).....	64
EAST DEVON NEW COMMUNITY PROPOSAL.....	61	ARCHAEOLOGY	65
Proposal ST12 (Proposal N2 revised)	61	Policy CO8 (Policy C12 revised).....	65
TORBAY PRINCIPAL URBAN AREA	61	BIODIVERSITY AND EARTH SCIENCE DIVERSITY	65
Policy ST13 (Policy S1a Revised)	61	Policy CO9 (Policy C13 revised).....	65
NEWTON ABBOT SUB REGIONAL CENTRE.....	62	PROTECTION OF NATURE CONSERVATION SITES AND	
Policy ST13a (Policy S1a Revised)	62	SPECIES.....	65
TORBAY AND NEWTON ABBOT AEA HOUSING AND		Policy CO10 (Policies C14 to C17 revised).....	65
EMPLOYMENT PROVISION	62	CONSERVING ENERGY RESOURCES.....	65
Policy ST14 (New Proposal) (deleted)	62	Policy CO11 (former Policy C22).....	65
AREA CENTRES	62	RENEWABLE ENERGY DEVELOPMENTS	65
Policy ST15 (Policy S1b revised)	62	Policy CO12 (Policy C23 revised).....	65
LOCAL CENTRES AND RURAL AREAS.....	62	PROTECTING WATER RESOURCES AND FLOOD DEFENCE	65
Policy ST16 (Policies S2 and S4 revised).....	62	Policy CO13 (Policy C24 revised).....	65
HOUSING AND EMPLOYMENT LAND PROVISION.....	62	CONSERVING AGRICULTURAL LAND.....	65
Proposal ST17 (Proposals H1 and E3 revised)	62	Policy CO14 (Policy C27 revised).....	65
AFFORDABLE HOUSING.....	63	AIR QUALITY	66
Policy ST18 (Policy H6 revised).....	63	Policy CO15 (former Policy C29).....	66
MIX AND TYPE OF HOUSING	63	NOISE POLLUTION.....	66
STRATEGIC DEVELOPMENT SITES	63	Policy CO16 (Policy C30 revised).....	66
Proposal ST19 (New Proposal).....	63		

MINERALS	66	PORTS	68
SAFEGUARDING MINERAL RESOURCES	66	Policy TR13 (former Policy T20)	68
Policy MN1 (former Policy E14)	66	AIRPORTS	68
ENVIRONMENTAL EFFECTS OF MINERAL WORKING	66	Policy TR14 (Policies T22 and T23 revised)	68
Policy MN2 (Policy E15 revised)	66	FREIGHT DISTRIBUTION NETWORK	68
MINERAL DEVELOPMENT IN NATIONAL PARKS AND AREAS OF OUTSTANDING NATURAL BEAUTY	66	Policy TR15 (Policy T16 revised)	68
Policy MN3 (former Policy E16)	66	TRAVEL INVESTMENT PRIORITIES	68
MINERAL WORKING AREAS	66	Policy TR16 (New Policy)	68
Policy MN4 (former Policy E17)	66	STRATEGIC NETWORK INVESTMENT PROPOSALS	68
AGGREGATE MINERALS	66	Proposal TR17 (Proposal T12 revised)	68
Policy MN5 (Policy E18 revised)	66		
SECONDARY AND RECYCLED MATERIALS	66	IV : SHOPPING, TOURISM, RECREATION AND LEISURE	69
Policy MN6 (Policy E19 revised)	66	SHOPPING FACILITIES (SEQUENTIAL APPROACH)	69
WASTE	66	Policy SH1 (former Policy E20)	69
WASTE MANAGEMENT	66	SHOPPING FACILITIES AND SETTLEMENT HIERARCHY	69
Policy WM1 (Policy C18, C19, C20, C21 revised)	66	Policy SH2 (former Policy E21)	69
WASTE MANAGEMENT FACILITIES	66	RETAIL WAREHOUSING	69
Policy WM3 (former Policy C19) deleted	66	Policy SH3 (Policy E23 revised)	69
WASTE TO ENERGY AND LANDFILL	66	SHOPPING FACILITIES IN RURAL SETTLEMENTS	69
MANAGEMENT OF WASTE GENERATED BY DEVELOPMENT	66	Policy SH4 (former Policy E24)	69
		LARGE FOOD STORES	69
		Policy SH5 (Policy E25 revised) deleted	69
III : TRANSPORT	66		
DEVON TRAVEL STRATEGY	66	TOURISM AND RECREATION	69
Policy TR1 (Policy T1 revised)	66	TOURISM DEVELOPMENT IN RESORTS	69
CO-ORDINATING LAND USE / TRAVEL PLANNING	67	Policy TO1 (former Policy E5)	69
Policy TR2 (New Policy)	67	TOURISM DEVELOPMENT IN OTHER SETTLEMENTS	70
MANAGING TRAVEL DEMAND	67	Policy TO2 (former Policy E5a)	70
Policy TR3 (New Policy)	67	TOURIST DEVELOPMENT IN RURAL AREAS	70
PARKING STRATEGY, STANDARDS AND PROPOSALS	67	Policy TO3 (Policy E6 revised)	70
Policy TR4 (Policy T14 revised)	67	TOURING PARKS AND CAMPING SITES	70
HIERARCHY OF MODES	67	Policy TO4 (Former Policy E7)	70
Policy TR5 (Policy T2 revised)	67	MAJOR RECREATION FACILITIES (AND GOLF COURSES) .	70
NETWORK INTEGRATION	67	Policy TO5 (former Policy E10)	70
Policy TR6 (New Policy)	67	LONG DISTANCE RECREATIONAL FOOTPATHS AND CYCLE ROUTES	70
WALKING AND CYCLING	67	Policy TO6 (former Policy E13)	70
Policy TR7 (Policy T3 revised)	67		
BUS TRANSPORT	67	MONITORING	70
PUBLIC TRANSPORT	67	Policy MON1 (New Policy)	70
Policy TR9 (Policy T7 and 7 revised)	67		
STRATEGIC ROAD NETWORK	67	KEY DIAGRAM	71
Policy TR10 (Policy T10, T11 and T15 revised)	67	KEY DIAGRAM - INSETS	73
SAFEGUARDING TRANSPORT NETWORKS	68		
Policy TR11 (New Policy)	68	POLICY INDEX	75
ROADSIDE SERVICE AREAS	68	LOCAL PLANNING AUTHORITY ADDRESSES	
Policy TR12 (former Policy T15) deleted (combined with TR10)	68		

Introduction

Devon Structure Plan Joint Committee at its meeting on the 10th May 2004 recommended the policies and proposals for adoption by the Devon Structure Plan authorities (namely Devon County Council, Plymouth City Council, Torbay Council, and Dartmoor National Park Authority) in the Summer of 2004.

This document sets out the Policies and Proposals agreed by the Joint Committee. The following table sets out the Technical Adjustments made to the wording of the Policies and Proposals set out in the Proposed Modifications (published in February 2004).

Policy No (Subject of Policy)	Technical Change to Policy
Policy ST5 (Development Priority 2001 to 2016)	<ul style="list-style-type: none"> In the first sentence delete “the focus” and insert “a focus”
Proposal ST8 (South Hams New Community Proposal)	<ul style="list-style-type: none"> In sub paragraph 5 - after “park and ride” insert “interchange” and after “the A38” include “and the A379”
Policy ST13 (Torbay Principal Urban Area)	<ul style="list-style-type: none"> In the first sentence after “At the Torbay PUA,” insert “as illustrated in Inset C of the Key Diagram”
Policy CO12 (Renewable Energy Developments)	<ul style="list-style-type: none"> In the first sentence after “including offshore developments, delete “to contribute towards” and insert “in the context of” and after “Devon’s sub regional target of 151 MW of electricity production from” insert “landuse”
Policy CO13 (Protecting Water Resources and Flood Defence)	<ul style="list-style-type: none"> In sub paragraph after “sequential risk of flood risk” delete “as set out in Government Guidance”
Policy TR10 (Strategic Road Network)	<ul style="list-style-type: none"> In sub paragraph 2 - after “between the” delete “main” In sub paragraph 3 – at the beginning of the sentence, delete “between the” and add “to”
Policy TR17 (Strategic Network Investment Proposals)	<ul style="list-style-type: none"> Under “B Rail Network Investment” amend “Cattedown –Inter Modal Freight Facility improvement, Plymouth” to read “Cattedown to Inter Modal Freight Facility Link improvement, Plymouth

The Structure Plan Joint Committee proposed, in addition to those set out in the Proposed Modifications, additional Explanatory Memorandum text in respect of:

- Policies ST19 (Science Park)** – to clarify that the proposal is not site specific but should be at the Exeter Principal Urban Area in East Devon District.
- CO12 (Area of Search for wind base energy production)** – to indicate that the Area of Search for wind based energy production includes the central part of Torridge District (extending into adjacent parts of West Devon and North Devon) and the central / south eastern part of North Devon District (extending into Mid Devon), with a separate, more limited, area to the south of Ilfracombe within North Devon District, and to clarify that in assessing wind farm proposals consideration will also need to avoid conflict with Policies CO2 (National Park) and CO3 (AONB).

The Policies and Proposal on pages 60 to 76 incorporates these agreed changes. The schedule also includes proposed amendments to the Explanatory Memorandum Text to be taken into account in preparing the final document.

The [Key Diagram](#) and [Insets](#) are included on pages 77 and 79, which also act as an index to the Policies. There is an [Alphabetic Index to the Policies and Proposals](#) on page 21.

Policies and Proposals

I : SUSTAINABLE DEVELOPMENT STRATEGY

Sustainable Development

Policy ST1 (new Policy)

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

- 2) 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
- 3) 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
- 4) 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
- 5) 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,
- 6) assessing the impact of proposals against national and regional indicators of sustainable development - to make positive improvements to quality of life.

The Sequential Approach

Policy ST2 (Policy S3 revised) deletedAmendment to Explanatory Text

To include reference to the sequential approach as set out in PPG3 and its application in the context of the Devon Plan.

Self Sufficiency of Devon's Communities

Policy ST3 (Policy S5 revised)

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.

Infrastructure Provision

Policy ST4 (Policy S6 revised)

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

Development Priority 2001 to 2016

Policy ST5 (Policy S1c revised)

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 ~~the focus~~ 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.

Amendment to Explanatory Text

Delete Table 1: Area Centres as defined in Local Plans

Explain that the definition of Principal Urban Areas relates to the existing built up area and its definition on the Key Diagram has no direct policy implication.

Western Sub-Region of Devon

Plymouth Principal Urban Area

Policy ST6 (Policy S1a revised)

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.

Plymouth Principal Urban Area
Housing and Employment ProvisionProposal ST7 (New Proposal)

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.

South Hams New Community Proposal

Proposal ST8 (Proposal N1 revised)

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.

Amendment to Explanatory Text

To clearly set out the process through which the new community proposal was identified as the most sustainable approach to be consistent with PPG3 and the sequential approach.

To clarify the policy balance between the safeguarding of mineral deposits within south west Devon and the need to deliver strategic development at Sherford.

Barnstaple Sub Regional Centre

Policy ST9 (Policy S1a revised)

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.

Amendment to Explanatory Text

- a) Clarify that 'at Barnstaple' refers to the Sub Regional Centre as a whole and includes the wider built up area adjoining and in close proximity to Barnstaple.
- b) Emphasise that the scale and phasing of new development at Barnstaple will be dependent on the delivery of major new transport and other infrastructure, including the Barnstaple Western Bypass and Downstream Bridge.

Central Sub-Region of Devon

Exeter Principal Urban Area

Policy ST10 (Policy S1a revised)

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.

Exeter Principal Urban Area Housing and Employment Provision

Proposal ST11 (New Proposal)

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.

Amendment to Explanatory Text

To clarify that Exminster is not considered to fall within the PUA, and that the proposed development provision identified in Proposal ST17 (150 dwellings) does not therefore relate to Exminster

East Devon New Community Proposal

Proposal ST12 (Proposal N2 revised)

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.

Amendment to Explanatory Text

To clearly set out the process through which the new community proposal was identified as the most sustainable approach consistent with PPG3 and the sequential approach.

To include cross referencing, recognise cumulative impact and illustrate how this is addressed in other policies in the Plan.

Torbay Principal Urban Area

Policy ST13 (Policy S1a Revised)

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.

Amendment to Explanatory Text

Include additional text to emphasise the importance of the tourism strategy for Torbay .

Newton Abbot Sub Regional Centre

Policy ST13a (Policy S1a Revised)

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.

Amendment to Explanatory Text

To clarify that the Newton Abbot Sub Regional Centre also includes the wider built up area adjoining and in close proximity to Newton Abbot itself.

Torbay and Newton Abbot AEA Housing and Employment Provision

Policy ST14 (New Proposal) (deleted)

Area Centres

Policy ST15 (Policy S1b revised)

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.

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

Local Centres and Rural Areas

Policy ST16 (Policies S2 and S4 revised)

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 in devon 2001 - 2016

Housing and Employment Land Provision

Proposal ST17 (Proposals H1 and E3 revised)

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	(an av ²)	Employment (ha)
East Devon	8,450	(560)	100
<i>at the Exeter PUA³</i>	<i>3,500</i>		<i>65</i>
<i>Elsewhere</i>	<i>4,950</i>		<i>35</i>
Exeter	6,700	(450)	85
Mid Devon	5,850	(390)	60
North Devon	4,900	(330)	70
Plymouth	10,000 ¹	(670)	80
South Hams	8,350	(560)	105
<i>at the Plymouth PUA³</i>	<i>4,500</i>		<i>80</i>
<i>Elsewhere</i>	<i>3,850</i>		<i>25</i>
Teignbridge	7,500	(500)	55
<i>Newton Abbot SRC</i>	<i>3,100</i>		<i>30</i>
<i>at the Exeter PUA</i>	<i>150</i>		<i>-</i>
<i>Elsewhere</i>	<i>4,250</i>		<i>25</i>
Torbay	4,300	(290)	60
Torridge	5,100	(340)	55
West Devon	3,450	(230)	30
Dartmoor	900	(60)	4
DEVON TOTAL	65,500	(4370)	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.

Affordable Housing

Policy ST18 (Policy H6 revised)

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 .

Amendment to Explanatory Text

Add additional text to set out comparative levels of need for affordable housing need within Devon.

Mix and Type of Housing

Policy ST18a

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.

Strategic Development Sites

Proposal ST19 (New Proposal)

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)

Amendment to Explanatory Text

- Add additional text to explain the role of each Strategic Site, and its relationship to other proposed development..
- Clarifying that the Science Park proposal is not site specific but that it should be at the Exeter Principal Urban Area in East Devon District.

Re-assessing and Safeguarding Employment Land

Policy ST 20 (former Policy E4)

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.

Amendment to Explanatory Text

Add additional text to emphasise the need to raise the quality of employment land available.

Regeneration

Regeneration Priority

Policy ST21 (Policy C10 revised)

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.

Amendment to Explanatory Text

Add additional text to emphasise that the priorities within Policy ST21 are in order of importance, and to include reference to the wider regeneration context, including rural regeneration, and Policies ST15 and ST16.

Rural Regeneration Areas

Policy ST22 (New Policy) deleted

implementing STRATEGIC Proposals

Concept of New Community Development

Policy ST23 (former Policy N3)

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.

New Community Implementation

Policy ST24 (former Policy N4)

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.

New Community Landscape Setting

Policy ST25 (former policy N5)

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

Landscape Character and Local Distinctiveness

Policy CO1 (Policy C2 revised)

The distinctive qualities and features of Devon's Landscape Character Zones, illustrated in Map 9, 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.

Amend Explanatory Text

Add to the explanatory text within paragraphs 4.6-4.9:

- i) clearer guidance on the relationship between the landscape character area approach and the policy designation approach;
- ii) the need for district councils to work closely together to produce policy frameworks which are cross-border;
- iii) a reference to the source document for Map 9, and the relevant information that this document contains;
- iv) the importance of the biodiversity within Devon's landscapes, and the link between policy CO1 and CO9; and
- v) consistency in the titles of the Landscape Character Zones.

National Parks

Policy CO2 (former Policy C3)

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.

Areas of Outstanding Natural Beauty

Policy CO3 (former Policy C4)

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.

Areas of Great Landscape Value

Policy CO4 (Policy C6 revised)

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.

Amend Explanatory Text

Delete Map 5 Devon Strategy Diagram

Coastal Preservation Area

Policy CO5 (Policy C7 revised)

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.

Quality of New Development

Policy CO6 (Policy C9 revised)

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.

Historic Heritage

Historic Settlements and Buildings

Policy CO7 (Policy C11 revised)

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.

Archaeology

Policy CO8 (Policy C12 revised)

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

Biodiversity and Earth Science Diversity

Policy CO9 (Policy C13 revised)

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.

Amend Explanatory Text

Delete Map 11 from the plan

Amend text to indicate the relationship between Biodiversity Action Plans and Landscape Character Zones, clarify the relationship between policies CO1 and CO9 and indicate the ways in which English Nature's Natural Areas can inform the process

Protection of Nature Conservation Sites and Species

Policy CO10 (Policies C14 to C17 revised)

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

Conserving Energy Resources

Policy CO11 (former Policy C22)

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.

Renewable Energy Developments

Policy CO12 (Policy C23 revised)

Provision should be made for renewable energy developments, including offshore developments, ~~to contribute towards 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.

Amend explanatory text

to refer to
a) the importance of renewable energy in the wider national and international context,

b) highlight the importance of joint working between local authorities and the need to produce a countywide action plan for renewable energy,

c) the justification for the area of search for on-shore wind to energy developments,

d) the consideration of other sites outside the area of search for on-shore wind to energy development if they prove to be suitable

e) the need for local planning authorities, except Dartmoor National Park, to define areas of search for other renewable energy developments

f) to indicate that the Area of Search for wind based energy production includes the central part of Torridge District (extending into adjacent parts of West Devon and North Devon) and the central / south eastern part of North Devon District (extending into Mid Devon), with a separate, more limited, area to the south of Ilfracombe within North Devon District, and

g) to clarify that in assessing wind farm proposals consideration will also need to avoid conflict with Policies CO2 (NP) and CO3 (AONB).

Modify the Area of Search on the Key Diagram

Protecting Water Resources and Flood Defence

Policy CO13 (Policy C24 revised)

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 ~~as set out in Government Guidance~~, 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.

Conserving Agricultural Land

Policy CO14 (Policy C27 revised)

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.

Air Quality

Policy CO15 (former Policy C29)

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.

Noise Pollution

Policy CO16 (Policy C30 revised)

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

Safeguarding Mineral Resources

Policy MN1 (former Policy E14)

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

Environmental Effects of Mineral Working

Policy MN2 (Policy E15 revised)

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.

Mineral Development in National Parks and Areas of Outstanding Natural Beauty

Policy MN3 (former Policy E16)

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.

Mineral Working Areas

Policy MN4 (former Policy E17)

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.

Aggregate Minerals

Policy MN5 (Policy E18 revised)

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.

Secondary and Recycled Materials

Policy MN6 (Policy E19 revised)

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

Waste Management

Policy WM1 (Policy C18, C19, C20, C21 revised)

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.

Waste Management Facilities

Policy WM3 (former Policy C19) deleted

Waste to Energy and Landfill

Policy WM3 (former Policy C20) deleted

Management of Waste Generated by Development

Policy WM4 (former Policy C21) deleted

III : TRANSPORT

Devon Travel Strategy

Policy TR1 (Policy T1 revised)

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, and
- 5) Identify an integrated approach to transport investment in each part of Devon.
- 6) Minimise the impact of transport on the environment

been fully realised in meeting overall travel needs.

Increase Efficiency in Travel

Co-ordinating Land Use / Travel Planning

Policy TR2 (New Policy)

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.

Managing Travel Demand

Policy TR3 (New Policy)

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.

Parking Strategy, Standards and Proposals

Policy TR4 (Policy T14 revised)

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

Hierarchy of Modes

Policy TR5 (Policy T2 revised)

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

Establishing Travel Networks that Promote Modal Choice

Network Integration

Policy TR6 (New Policy)

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.

Walking and Cycling

Policy TR7 (Policy T3 revised)

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.

Bus Transport

~~Policy TR8 (Policy T6 revised)~~ deleted (combined with TR9)

Public Transport

Policy TR9 (Policy T7 and 7 revised)

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
- 6) managing the highway network so as to give greater priority to road based public transport services

Strategic Road Network

Policy TR10 (Policy T10, T11 and T15 revised)

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 ~~main~~-Principal Urban Areas and Sub Regional Centres and

3) ~~between the 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.

Safeguarding Transport Networks

Policy TR11 (New Policy)

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.

Roadside Service Areas

Policy TR12 (former Policy T15) deleted (combined with TR10)

Ports

Policy TR13 (former Policy T20)

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.

Airports

Policy TR14 (Policies T22 and T23 revised)

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, and
- 4) improving public transport access.

Freight Distribution Network

Policy TR15 (Policy T16 revised)

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, and

5) implementing a structured programme of freight quality partnership action plans.

Transport INVESTMENT IN Devon's Urban and Rural Areas

Travel Investment Priorities

Policy TR16 (New Policy)

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.

Strategic Network Investment Proposals

Proposal TR17 (Proposal T12 revised)

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

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

Amend text to:

Clarify the purpose of the schemes

IV : SHOPPING, TOURISM, RECREATION AND LEISURE

Shopping**Shopping Facilities (Sequential Approach)****Policy SH1 (former Policy E20)**

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.

Shopping Facilities and Settlement Hierarchy**Policy SH2 (former Policy E21)**

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.

Retail Warehousing**Policy SH3 (Policy E23 revised)**

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).

Shopping Facilities in Rural Settlements**Policy SH4 (former Policy E24)**

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.

Large Food Stores**Policy SH5 (Policy E25 revised) deleted****Tourism and Recreation****Tourism Development in Resorts****Policy TO1 (former Policy E5)**

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.

Tourism Development in Other Settlements

Policy TO2 (former Policy E5a)

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.

Tourist Development in Rural Areas

Policy TO3 (Policy E6 revised)

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.

Touring Parks and Camping Sites

Policy TO4 (Former Policy E7)

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).

Major Recreation Facilities (and Golf Courses)

Policy TO5 (former Policy E10)

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.

Long Distance Recreational Footpaths and cycle routes

Policy TO6 (former Policy E13)

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 (New Policy)

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.

Key Diagram

Key Diagram - Insets

POLICY INDEX**A**

A30 (east) / A303 - improved Junction 29 approach capacity	TR17
.....	TR17
A30 Fingle Glen improvement	TR17
A30 Merrymeet improvement	TR17
A30/A303 - Marsh to Honiton	TR17
A377 – Crediton	TR17
A379 / A374 – Plymouth, Laira Bridge corridor improvements	TR17
.....	TR17
A380 – Haldon Chalets junction improvement	TR17
A380 - Kingskerswell Bypass	TR17
A380 / A3022 Torbay Ring Road - Tweenaway Junction	TR17
A386 – Plymouth, corridor improvement including George Junction	TR17
.....	TR17
A39/A361 - Barnstaple Western Bypass and Down Stream Bridge	TR17
Affordable Housing	ST3, ST16, ST18, ST23
Agricultural Land (safeguarding)	ST8, ST12, CO14
Aims - monitoring of	MON1
Air Quality	CO15
Airports	
Investment in facilities	TR17
Strategy	TR14
Archaeology	CO8
Area Centres	
Bus Interchange improvements	TR17
Function, Hierarchy and Identification by LPA	ST15
Regeneration Priority	ST21
Retail warehousing	SH3
Shopping	SH2
Strategy	ST5, ST15
Tourism development (large scale)	TO2
Travel Investment Priorities	TR16
Strategic Road Network	TR10
Area of search for wind based energy production	CO12
Areas of Great Landscape Value	
Conservation and enhancement	CO4
Development	CO4
Major recreation facilities (not provided for)	TO5
Areas of Outstanding Natural Beauty	TO5
Conservation and enhancement	CO3
Development in	CO3
Golf courses (not provided for)	TO5
Major recreation facilities (not provided for)	TO5
Touring Parks (not provided for)	TO4
Mineral Development	MN3

B**Barnstaple**

Barnstaple Western Bypass and Down Stream Bridge	TR17
Bus / rail interchange	TR17
Park and Ride Facilities	TR17
Strategic Employment Site	ST19
Strategy	ST9
Sub Regional Centre	ST5, ST9
Travel Investment Priorities	TR16

Bere Alston – Tavistock

Reinstatement of railway route	TR17
--------------------------------	------

Bideford	
Port (commercial)	TR13
Strategic provision	ST9
Biodiversity and Earth Science resource	CO9
Bridleways	
Maintenance and development	TO6
Brixham	
Port (fishing)	TR13
Strategy	ST13
Bus / coach station interchanges improvements	TR17
Bus / Rail interchanges	TR17
Bus Stations	
New and improved interchange priority	TR6
Buses (Hierarchy of Modes)	TR5

C

Camping sites	TO4
Canals/redundant	TO6
Cars (Hierarchy of Mode)	TR5
Cattedown – Inter Modal Freight rail improvement	TR17
Clyst Honiton link	TR17
Coastal Preservation Areas	
Development	CO5
Golf courses (not provided for)	TO5
Major recreation facilities (not provided for)	TO5
Touring Parks (not provided for)	TO4
Community Transport Initiatives	TR6
Composting and Material Recycling	WM1
Conservation and Enhancement	
Areas of Great Landscape Value	CO4
Areas of Outstanding Natural Beauty	CO3
National Parks	CO2
Countryside Strategy	ST5
Crediton	
A377 - Transport Option	TR17
Cullompton	
Reopen Station	TR17
Cycle Network	TR17
Long distance cycle routes	TO6
Maintenance and development	TO6
Network Priority	TR16
Cycling (Hierarchy of Modes)	TR5

D**Dartmoor National Park**

Conservation and enhancement	CO2
Golf courses (not provided for)	TO5
Housing and Employment Land Provision	ST17
Major recreation facilities (not provided for)	TO5
Mineral Development	MN3
Touring Parks (not provided for)	TO4
Dawlish Regeneration Priority	ST21
Design	
Energy saving features	CO11
Self sufficient communities	ST3
Developer contributions	ST4

Development	
Access to road network.....	TR10
Affordable housing.....	ST18
Air quality.....	CO15
Archaeology.....	CO8
Areas of Great Landscape Value.....	CO4
Areas of Outstanding Natural Beauty.....	CO3
Coastal Preservation Areas.....	CO5
Cycle provision.....	TR7
Dartmoor National Park.....	CO2
Energy saving features.....	CO11
Historic environment.....	CO7
Nature conservation.....	CO10
Noise.....	CO16
Pedestrian provision.....	TR7
Quality of Development.....	CO6
Safeguarding agricultural land.....	CO14
Safeguarding Mineral resources.....	MN1
Self sufficient communities.....	ST3
Travel.....	TR1, TR2
Water resource and flood defence.....	CO13
Devon Housing and employment land provision.....	ST17
E	
Earth Science Resource.....	CO9
East Devon Housing and employment Provision.....	ST17
East Devon New Community	
Concept of Development.....	ST23
Housing and employment provision etc.....	ST12
Landscape Setting.....	ST25
New Community Implementation.....	ST24
Edginswell (Torbay) New Station.....	TR17
Employment Land	
Reassessment of employment land.....	ST20
Safeguarding.....	ST20
Employment Land Provision.....	ST7, ST11, ST17, ST19
Energy Recovery.....	WM1
Energy Resource Conservation.....	CO11
Environmental Impact Assessment	
New Communities.....	ST23
Exeter.....	ST10
A30 - Junction 29 improvements.....	TR17
Airport.....	TR14
Bus / coach interchange improvements.....	TR17
Exeter St David - bus / rail interchange.....	TR17
Freight Distribution Centre.....	TR15
Housing and Employment Provision.....	ST17
Park and Ride Facilities.....	TR17
Public Transport Link to new community.....	TR17
Strategic Intermodal Freight facility.....	TR15
Travel Investment Priorities.....	TR16
Exeter – Barnstaple branch rail line.....	TR17
Exeter – Exmouth branch line.....	TR17
Exeter Airport	
Additional Terminal Capacity.....	TR17
Safeguarding operation from development etc.....	ST12
Exeter Principal Urban Area	
Housing and employment land.....	ST11
Strategic Employment Sites.....	ST19
Strategy.....	ST10
Exeter St David's	
Bus / Rail Interchange.....	TR17
F	
Flood Defence.....	CO13
Footpath	
Long distance footpaths.....	TO6
Maintenance and development.....	TO6
Freight	
Freight management strategies.....	TR15
Freight Quality Partnership Action Plans.....	TR15
Transport Strategy.....	TR15
G	
Golf courses.....	TO5
Great Western Main Rail Line.....	TR17
H	
Heavy Goods Vehicles.....	TR16
Historic Environment.....	CO7
Historic Features (visitor attractions).....	TO3
Holiday and touring parks.....	TO3
Housing	
Affordable.....	ST18
Areas of Great Landscape Value.....	CO4
Areas of Outstanding Natural Beauty.....	CO3
Coastal Preservation Areas.....	CO5
Development in rural areas.....	ST5, CO5
Mix and Type.....	ST18a
National Park.....	CO2
New Community provision.....	ST8, ST12
Provision.....	ST17
Strategy.....	ST5
I	
Ilfracombe Regeneration Priority.....	ST21
Infrastructure Provision.....	ST4
Inter Modal Freight Facility	
Cattedown rail network investment.....	TR17
Exeter.....	TR15
Plymouth.....	TR15
K	
Kingskerswell	
Kingskerswell Bypass.....	TR17
Reopen Kingkerswell Station.....	TR17
L	
Landfill.....	WM1
Landscape Character Zones.....	CO1
Langage Strategic Employment Site.....	ST7, ST19
Light Rapid Transit.....	TR17
Local Centres	
Identification of.....	ST16
Shopping.....	SH2, SH4
Strategy.....	ST5, ST16
Tourist development.....	TO3

Local Plans		Parking	
Area Centre (identification of).....	ST15	Management of travel demand.....	TR3
Areas of Great Landscape Value Boundaries	CO4	Standards.....	TR4
Employment Land reassessment	ST20	Strategy	TR4
Local Centres (identification of).....	ST16	Pedestrian Network Priority	TR16
Local Nature conservation	CO10	Plymouth	
New community (identification of).....	ST24	A386 George Junction corridor improvement	TR17
New community settings.....	ST25	Airport.....	TR14
Parking Strategy.....	TR4	Airport Runway extension	TR17
Tourist development	TO1	Bus / coach interchange improvements.....	TR17
Local Transport Plans		Bus / rail interchange	TR17
Parking Strategy.....	TR4	Employment provision	ST17
Long Road South Strategic Employment Site	ST19	Housing provision	ST7, ST17
M		Inter Modal Rail improvement Cattedown.....	TR17
Mid Devon District Council		International Business Park.....	ST19
Housing and employment provision	ST17	Laira Bridge Corridor Improvements.....	TR17
Minerals		Light Rapit Transit	TR17
Aggregate Minerals.....	MN5	Park and Ride Facilities	TR17
Development in National Parks and AONBs.....	MN3	Port (commercial and fishing).....	TR13
Environmental effects of Mineral Working.....	MN2	Principal Urban Area.....	ST5, ST6
Mineral Working Areas	MN4	Public Transport Link to new community.....	TR17
Safeguarding resources	MN1	Strategic Employment Sites	ST19
Secondary and recyle materials.....	MN6	Strategic Intermodal Freight facility	TR15
Mix and type of housing	ST18a	Travel Investment Priorities	TR16
Monitoring	MON1	Plymouth to the Dorset National Cycle Network.....	TR17
N		Ports (Maintainance and development).....	TR13
National Cycle Network	TR17	Principal Urban Area	
Nature Conservation Sites and Species.....	CO10	Exeter	ST5
New Community		Housing provision	ST7
Concept of new community development	ST23	Plymouth	ST5, ST6
East Devon New Community	ST12	Regeneration Priority	ST21
Implementation	ST24	Retail Warehousing.....	SH3
Landscaping.....	ST25	Shopping	SH2
New Station within East Devon.....	ST12, TR17	Torbay	ST5
Sherford in South Hams District.....	ST8	Tourism development (large scale).....	TO2
New Stations.....	TR17	Travel Investment Priority	TR16
Newton Abbot		Private Vehicles (Hierarchy of Modes).....	TR5
Bus / rail interchange	TR17	Public Transport	
Park and Ride Facilities	TR17	Hierarchy of Modes)	TR5
Sub Regional Centre	ST5, ST13a	Innovative Public Transport systems	TR16
Travel Investment Priorities.....	TR16	Investment proposals.....	TR17
Newton Abbot – Paignton rail line	TR17	Land use / travel planning	TR2
Newton Abbot Sub Regional Centre Strategy	ST13a	Link between New Community & Exeter.....	ST12, TR17
Noise.....	CO16	Link between Sherford and Plymouth.....	TR17
North Devon Housing and employment provision	ST17	Network Priority	TR16
O		Strategy	TR1
Objectives (Sustainable Development Objectives).....	ST1	Q	
Open space.....	CO6	Quality of Development (good design and layout)	CO6
P		R	
Paignton		Rail Network Investment	TR17
Bus / rail interchange	TR17	Rail stations New and improved facilities.....	TR6
Strategy	ST13	Railway Track Retention of disused track etc.....	TR11
Park and Ride		Railways/redundant.....	TR11, TO6
Facilities.....	TR17	Recreation Facilities	
New and improved interchange priority	TR6	Major facilities	TO5
Priority	TR16		
Sherford	ST8		

Regeneration	CO6
Area Centres	ST15
Local Centres	ST5
Outside Local Centres	ST16
Plymouth	ST6
Priority	ST21
Torbay	ST13
Renewable Energy Developments	CO12
Retail warehouses	SH3
Road Network	
Investment Proposal	TR17
Maintainance and development	TR10
Retention of safeguarded road routes	TR11
Roadside Service Areas	TR10
Roundswell Strategic Emloyment Site	ST19
Rural Areas Travel Investment Priorities	TR16
S	
Scheduled Monuments	CO8
Science Park East Devon	ST11, ST19
Seaton Regeneration Priority	ST21
Secondary and Recycled Materials	MN6
Self sufficiency of communities	ST3
Sherford	
Concept of Development	ST23
Housing Provision etc	ST8
Landscape Setting	ST25
New Community Implementation	ST24
Shopping	
Facilities and settlement hierarchy	SH2
Retail Warehousing	SH3
Rural settlements	SH4
Sequential approach	SH1
Skypark East Devon	ST11, ST19
South Brent - Reopen Station	TR17
South Hams Housing and Employment Provision	ST17
Strategic Employment Sites	ST6, ST7, ST9, ST11, ST19
Strategic inter-modal facilities	TR15
Strategic Road Network (SRN)	
Location of freight generation development	TR15
Maintenance and development priority	TR10
Sub Regional Centres	
Barnstaple	ST5, ST9
Newton Abbot	ST5, ST13a
Regeneration Priority	ST21
Retail Warehousing	SH3
Shopping	SH2
Strategic Development (Employment) Sites	ST19
Tourism development (large scale)	TO2
Travel Investment Priorities	TR16
Sustainable Development Objectives	ST1
Sustainable Travel	TR1, TR2, TR3
Freight distribution	TR15
Hierarchy of modes	TR5
New and improved interchanges	TR6
Transport Assessment	TR5
Walking and Cycling	TR7

T

Tavistock	
New Station	TR17
Reinstatement of Bere Alston to Tavistock railway route	TR17
Teignbridge Housing and Employment Provision	ST17
Teignmouth	
Port (commercial)	TR13
Regeneration Priority	ST21
Tiverton Parkway	
Bus / rail interchange	TR17
Torbay	
Bus / coach interchange improvements	TR17
Bus / rail interchange	TR17
Housing and Employment Provision	ST17
Park and Ride Facilities (Barton)	TR17
Principal Urban Area	ST5
Strategic Employment Land Provision	ST19
Strategy	ST13
Torbay Ring Road - Tweenaway Junction	TR17
Travel Investment Priorities	TR16
Torrige Housing and Employment Provision	ST17
Totnes Bus / Rail Interchange	TR17
Touring Parks and Camping Sites	TO4
Tourism Development	
Large scale tourism development	TO2
Other settlements	TO2
Resorts	TO1
Rural areas	TO3
Traffic Management Schemes - Management of Travel	
Demand	TR3
Transport	See Travel
Transport Assessment	TR5
Transport Networks - Safeguarding	TR11
Travel	
Co-ordination Land use / travel planning	TR2
Demand Management	TR3
Hierachy of modes	TR5
Links to airports	TR14
New and improved interchanges	TR6
Parking Strategy	TR4
Strategy	TR1
Travel Investment Priorities	TR16, TR17
Travel Network Investment Proposals	TR17
Travel Plans - Management of travel demand	TR3
V	
Visitor attractions	TO3
W	
Walking	
Hierarchy of Modes	TR5
Strategic routes and facilities	TR7
Waste Management Facilities	WM1
Water Resources - Protection of	CO13
Waterloo – Salisbury – Exeter rail line	TR17
West Devon Housing and Employment Provision	ST17
Westward Ho! - Regeneration Priority	ST21
Wind based energy (windfarms)	CO12