

Devon Structure Plan 2001 to 2016 WRITTEN STATEMENT (Deposit Draft)

Devon to 2016

Policies and Proposals

The Document sets out the draft strategic planning policy 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 areas.

The Policies and Proposals are published for **public comment by the 6th September 2002**. In due course when adopted in about 2003/4 will provide the basis for decisions to be made by the Structure Plan Authorities, and District Councils when preparing local plans, planning for future physical, social and economic infrastructure needs and dealing with planning applications.

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DEVON STRUCTURE PLAN 2001 TO 2016 POLICIES AND PROPOSALS

The reference in brackets relates to a change from the current Structure Plan First Review.

I : SUSTAINABLE DEVELOPMENT STRATEGY

GENERAL PRINCIPLES

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:

- 1) assessing the impact of proposals against national and regional indicators of sustainable development - to make positive improvements to quality of life
- 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 transport system - including pedestrian, cycle, road, rail, air, waterway and sea networks for work, shopping, leisure, and services - that is accessible, sustainable, integrated, efficient and safe, in both urban and rural areas.

The Sequential Approach

Policy ST2 (Policy S3 revised)

All development should be provided for in patterns and locations which best meet sustainable development objectives – including minimising the loss of greenfield sites to built development, reducing the need to travel and making the best use of land and other resources.

Where the location of development is not specifically guided by proposals set out within this Plan, priority should also be given to the identification of sites in accordance with the following sequence:

- 1st previously developed land in urban areas
- 2nd other sites within the existing built up area
- 3rd extensions to existing settlements
- 4th new sustainable communities/settlements.

Development should be accessible to public transport and all sites developed at the optimum density consistent with the character and appearance of their wider location. Proposals must conserve and enhance the quality of life of those living and working in the locality and not be detrimental to the urban or rural environment.

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 preparing Local Plans and considering development proposals, 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.

Planning Authorities should not provide for development unless the infrastructure which is directly required to service it is in place or can be provided in phase with development in an environmentally 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 bulk of new development should be accommodated in the Areas of Economic Activity as illustrated on the Key Diagram - particularly in the Principal Urban Areas of Plymouth, Exeter, and Torbay, together with the Sub Regional Centres of Newton Abbot and Barnstaple.

Other market and coastal towns 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 rural areas (villages and countryside) development should be limited to that required to meet local needs and promote rural regeneration, where this can be accommodated without generating unnecessary travel.

WESTERN SUB-REGION OF DEVON**Plymouth Area of Economic Activity****Policy ST6 (Policy S1a revised)**

Within the Plymouth AEA 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 Development Sites
- 2) providing for a scale of additional housing necessary to meet the area's own needs and support its regional economic role
- 3) improving road, rail and public transport networks, including links to the area's hinterland within western Devon and south eastern Cornwall.

In doing so the Plymouth PUA 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, and
- 4) enhance its 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.

Ivybridge should meet its own development needs, enhancing self sufficiency and maintaining its separate identity, while contributing towards meeting the wider needs of the AEA.

**Plymouth Area of Economic Activity
Housing and Employment Provision****Proposal ST7 (New Proposal)**

In the period 2001 to 2016, it is proposed that the Devon part of the Plymouth AEA should accommodate about 13,500 dwellings and 165 ha of employment land. Of these totals about 12,500 dwellings and 160 ha of employment land should be located within the Devon part of the Plymouth PUA (including the proposed new community within South Hams) as defined on Map 6.

South Hams New Community Proposal**Proposal ST8 (Proposal N1 revised)**

In the period 2001 to 2016, the new community within South Hams District should include provision for at least 3,500 dwellings together with 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 Plymouth, in the first phase of its development, by an effective high capacity public transport system
- 5) be accessible to the Strategic Road Network and the local highway system
- 6) avoid areas of known mineral deposits of national importance, and
- 7) be capable of accommodating further development beyond the current plan period

Barnstaple / Bideford Area of Economic Activity**Policy ST9 (Policy S1a revised)**

The Barnstaple / Bideford AEA should act as the main focus for meeting the development needs of the northern part of Devon and should provide for a balance of economic investment and additional housing.

In doing so, Barnstaple 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. In the period 2001 to 2016 the bulk of new housing and employment provision within the AEA should be located at Barnstaple, and provision should be made 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 the AEA.

CENTRAL SUB-REGION OF DEVON

Exeter Area of Economic Activity

Policy ST10 (Policy S1a revised)

Within the Exeter AEA 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 Development Sites
- 2) providing for a significant scale of additional housing necessary to meet the area's own needs and support its regional economic role
- 3) improving road, rail and public transport networks, including access to Exeter International Airport, and links to the area's hinterland.

In doing so the Exeter PUA 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, and
- 4) enhance its 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.

Exeter Area of Economic Activity Housing and Employment Provision

Proposal ST11 (New Proposal)

In the period 2001 to 2016, the Exeter AEA, including the new community in East Devon District, should accommodate about 11,000 dwellings and 125 ha of employment land. Of these totals about 7,000 dwellings and 85 ha of employment land should be located within the Exeter PUA as defined on Map 7.

East Devon New Community Proposal

Proposal ST12 (Proposal N2 revised)

In the period 2001 to 2016 the new community in East Devon District, within the Exeter Area of Economic Activity as shown on 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 be located where it will:

- 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 in the first phase of its 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.

Torbay / Newton Abbot Area of Economic Activity

Policy ST13 (Policy S1a Revised)

Within the Torbay / Newton Abbot AEA priority should be given to:

- 1) maintaining the separate identity of the main settlements and promoting their 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 so doing, the Torbay PUA should:

- 1) act as a primary focus for economic investment and regeneration in the southern part of Devon, including the provision of a strategic development 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.

In contributing to the needs of the AEA, Newton Abbot should:

- 1) maintain and develop its role as a Sub-Regional Centre, to complement the role of the Torbay PUA
- 2) be a focal point for the provision of new development, sustainable transport links, and an increased range of higher order services and facilities

- 3) enhance its self-sufficiency by giving priority to new economic development so as to reduce its dependence on jobs and services outside the AEA.

Torbay / Newton Abbot Area of Economic Activity Housing and Employment Provision

Proposal ST14 (New Proposal)

In the period 2001 to 2016, the Torbay / Newton Abbot AEA should accommodate about 7,400 dwellings and 85ha of employment land, of which about 4,300 dwellings and 60ha of employment land should be located within the Torbay PUA as defined on Map 8.

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. 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.

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, development in rural areas should be located in existing villages - where it could help meet local social or economic needs and be of a limited scale in keeping with the rural character of the surrounding area.

In the open countryside development should be strictly controlled.

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 64,500 dwellings and 660 hectares of employment land in the period 2001 to 2016, to be distributed as follows:

Local Planning Authority	Dwellings	Employment Land (ha)
East Devon	8,450	75
<i>Exeter AEA</i>	<i>4,000</i>	<i>40</i>
<i>Elsewhere</i>	<i>4,450</i>	<i>35</i>
Exeter	6,700	85
Mid Devon	5,850	60
North Devon	4,700	60
Plymouth	8,500	80
South Hams	8,850	105
<i>Plymouth AEA</i>	<i>5,000</i>	<i>85</i>
<i>Elsewhere</i>	<i>3,850</i>	<i>20</i>
Teignbridge	7,500	50
<i>Torbay/Newton Ab't AEA</i>	<i>3,100</i>	<i>25</i>
<i>Elsewhere</i>	<i>4,400</i>	<i>25</i>
Torbay	4,300	60
Torridge	5,300	55
West Devon	3,450	30
Dartmoor National Park	900	*
DEVON TOTAL	64,500	660

* 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 assessment of need.

Strategic Development Sites

Proposal ST19 (New Proposal)

Strategic Development Sites for employment are proposed within the Plymouth, Exeter and Torbay / Newton Abbot AEAs, and additional strategic provision is also identified in the Barnstaple / Bideford AEA. These Sites should be of a sufficient scale to accommodate major economic development proposals. 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.

Such sites should provide for a minimum developable area of 10 ha but in the Plymouth and Exeter AEAs larger scale sites should be brought forward in order to accommodate developments of regional significance.

In the period 2001 to 2016 the following Strategic Development Sites should be identified and safeguarded for major investment proposals:

Exeter AEA

- Exeter : Matford Park
- East Devon : Skypark

Plymouth AEA

- Plymouth : International Business Park
- South Hams : Langage

Torbay / Newton Abbot AEA

- Torbay : Long Road South

Barnstaple / Bideford AEA

- North Devon : Roundswell

Safeguarding Employment Land

Policy ST 20 (former Policy E4)

Employment land and premises should be reserved for that use. Development of employment land or premises for other uses, including retail purposes, will not be permitted where there would be a significant adverse effect on employment opportunities or where it would significantly reduce the supply of industrial, warehouse and business land and premises available in the locality.

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 PUA's and the Sub Regional Centres which suffer from social exclusion and economic deprivation
- 2) tourist resorts which have experienced significant decline in economic vitality and viability, including Ilfracombe, Teignmouth, Dawlish and Westward Ho!
- 3) those Area Centres remote from the Areas of Economic Activity, which are characterised by low incomes and a limited range of job opportunities.

Rural Regeneration Areas

Policy ST22 (New Policy)

The Key Diagram identifies a Priority Area for Rural Regeneration within which:

- 1) priority will be given to investment in sustainable transport, communications and other infrastructure so as to overcome remoteness, focussing on the potential of Area and Local Centres to act as public transport hubs
- 2) new development will be provided for where it would help to sustain the role of the Area and Local Centres and maintain the vitality and viability of town centres
- 3) the role of the SW Forest and other initiatives should be developed in such a way as to deliver integrated social, economic and environmental objectives
- 4) there should be active promotion of green tourism development, including small scale tourism and employment activities associated with sustainable transport corridors, such as the National Cycle Network, the Tarka Trail, Tarka Line, Tamar Trail, the Okehampton rail line, the Wessex Way and the Two Moors Way
- 5) the potential to create new employment in the Area and Local Centres, and through the appropriate conversion of existing rural buildings outside settlements, should be fully realised.

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 promotes energy conservation
- 5) provision for public and private open space, structural landscaping and features that promote 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 THE
BUILT ENVIRONMENT****Landscape Character and Local
Distinctiveness****Policy CO1 (Policy C2 revised)**

The distinctive qualities and features of Devon's broad Landscape Character Areas illustrated in Map 9, should be sustained and enhanced.

Within the context of this broad characterisation, Local Plans 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 for each area.

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

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 scale and 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.

Coastal Preservation Area

Policy CO5 (former Policy C7)

Within the Coastal Preservation Area, development, other than that of a minor nature, will not be permitted 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 permitted when it would not detract from the unspoilt character and appearance of the coastal area.

Quality of New Development

Policy CO6 (former Policy C9)

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

HISTORIC HERITAGE

Historic Settlements and Buildings

Policy CO7 (former Policy C11)

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

Archaeology

Policy CO8 (former Policy C12)

Nationally important archaeological sites and their settings, whether Ancient Monuments or unscheduled, will be preserved. In considering proposals for development which would have an adverse impact on other archaeological sites or deposits, 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.

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.

cont.....

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.

POLLUTION AND CONSERVATION OF RESOURCES

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)

Renewable energy developments to contribute towards the regional target of 11-15% of overall energy generation by 2010 will be supported, 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.

'Windfarm' developments will not be appropriate where they would adversely affect the National Parks, Areas of Outstanding Natural Beauty, Coastal Preservation Areas and Areas of Great Landscape Value, and priority should be given to the use of sites outside these designated areas.

In the period to 2016 priority will be given to:

- 1) the provision of significant windfarm generation capacity within the areas of search identified on the Key Diagram
- 2) biomass and energy crop based generation - at the Area and / or Local Centres within the Priority Area for Rural Regeneration identified on the Key Diagram
- 3) small scale community renewable energy facilities, including solar power, hydro and tidal flow, biogas, and individual wind turbines
- 4) consideration of the potential for combined heat and power or other renewable generation facilities as an integral part of major new developments
- 5) energy generation from waste.

Protecting Water Resources and Flood Defence

Policy CO13 (Policy C24 revised)

All new development should be subject to a comprehensive drainage assessment, and wherever possible incorporate sustainable drainage systems.

Proposals for development should not be provided for where:

- 1) such development would lead to an unacceptable deterioration in the quality, quantity, or natural flow of underground, surface and coastal waters
- 2) adequate water resources do not already exist, or where their provision is considered likely to pose an unacceptable risk to existing abstractions, water quality, fisheries, nature conservation, amenity or inland navigation interests or any facet of the natural water environment
- 3) there would be a direct risk from flooding (including tidal inundation), or where it would be likely to increase the risk of flooding elsewhere to an unacceptable level, or
- 4) it is likely to have an unacceptable adverse effect on fisheries, nature conservation, landscape and recreation in river corridors, coastal margins, other water areas or any facet of the natural water environment.

Conserving Agricultural Land

Policy CO14 (formerly Policy C27)

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

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 (former Policy C30)

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

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 (former Policy E15)

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.

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 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 (former Policy E19)

The beneficial use or recycling of mineral waste will be encouraged, and proposals for such development will be acceptable provided that any adverse environmental impacts can be reduced to an acceptable level.

WASTE

Waste Management Hierarchy

Policy WM1 (former Policy C18)

In making provision for waste management facilities regard should be had to the principles of the 'best practicable environmental option' and also to the hierarchy of:

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

Waste Management Facilities

Policy WM2 (former Policy C19)

Waste management facilities shall:

- 1) where appropriate, include provision for the recovery of value from the waste by recycling, composting or energy generation
- 2) be located close to major centres of population, and
- 3) minimise transport of waste by road.

Waste to Energy and Landfill

Policy WM3 (former Policy C20)

Where appropriate, to provide for waste to energy incineration for the management of waste which is not recycled/composted subject to consideration of the location and potential environmental implications of any such facility.

There will, however, be a continuing need for disposal by landfill/landraising and provision should be made for it to be carried out in a properly controlled and environmentally acceptable way. Criteria for the selection of landfill/landraising sites should be set out in appropriate Local Plans.

Management of Waste Generated by Development

Policy WM4 (former Policy C21)

Where unavoidable waste would be generated by the implementation of a major development proposal, provision should be made for that waste to be utilised beneficially wherever possible.

III : TRANSPORT**TRANSPORTATION****Devon Travel Strategy****Policy TR1 (Policy T1 revised)**

The movement of people and goods in 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 environmental impact of travel 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.

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 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 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 efficient alternative modes, and
- 3) encouraging businesses and other establishments to implement travel plans which identify specific measures to minimise private car use.

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 at or below current regional guidance.

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 been fully realised in meeting overall travel needs.

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 promote 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.

Walking and Cycling

Policy TR7 (Policy S3 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, and
- 2) 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)

The use of local bus and long distance coach services will be promoted by:

- 1) increasing the quality, frequency and extent of the existing network of services
- 2) improving the facilities and infrastructure which support bus and coach services
- 3) managing the highway network so as to give greater priority to bus and coach services, and
- 4) ensuring that development proposals maximise the potential for accessibility by bus.

Rail

Policy TR9 (Policy T7 Revised)

Rail travel in Devon will be promoted by:

- 1) locating major development where it can access the strategic or local rail network
- 2) integrating rail services more effectively with other public transport service provision
- 3) improving accessibility to rail services by supporting new station development and enhanced service frequency wherever possible, and
- 4) improving the quality of rail travel by supporting the enhancement of facilities, and user information.

Strategic Road Network

Policy TR10 (Policy ST10 and ST11 revised)

Devon's road network will be maintained and enhanced in such a way as to minimise the impact on the environment, improve safety, promote environmental 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 Areas of Economic Activity
- 3) between the 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. The SRN will be enhanced so as to reduce congestion, improve road safety and minimise the environmental impact of traffic on communities that straddle the network.

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)

Provision should be made for roadside service areas which provide the full range of facilities required by motorists where:

1. it would make a positive contribution towards safety on the highway network
2. the need for the facility has been demonstrated
3. there is no material loss of amenity to nearby residents
4. the impact on the landscape and on the natural and historic environment is minimised
5. the visual impact, including that arising from the introduction of new sources of lighting, is minimised, and
6. it does not prejudice future transport infrastructure.

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.

The 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 and Exeter areas
- 3) providing for local freight handling and trans-shipment facilities where appropriate
- 4) developing comprehensive freight management strategies within the Areas of Economic Activity 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

Transport investment within the AEAs 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 AEAs 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 Areas of Economic Activity. 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 TR 17 (Proposal T12 revised)

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

A. Improvements to the Strategic Road Network

- A30/A303 - Marsh to Honiton and A35 Honiton Eastern Bypass (see note 1 below)
- A386 – Plymouth, 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)

B. Rail Network Investment

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

- Great Western Main Line (Taunton – Exeter – Plymouth)
- Waterloo – Salisbury – Exeter
- Exeter – Barnstaple branch line
- Exeter – Exmouth branch line

Reinstatement of former railway route:

- Bere Alston – Tavistock

New Stations at:

- Tavistock
- the new community within East Devon

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 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.

Note 1 : subject to the outcome of the SWARMMS Study

Note 2 : subject to further study

IV : SHOPPING, TOURISM, RECREATION AND LEISURE**SHOPPING****Shopping Facilities (Sequential Approach)****Policy SH1 (former Policy E20)**

To meet the shopping needs of all Devon's residents and visitors by ensuring that new retail development is 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 accessible to those without private transport, and
- 5) be sited so as to reduce the need to travel by car.

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 (former Policy E23)**

Retail warehouses should be located on the fringes of the central areas of the Principal Urban Areas, Sub-Regional and Area Centres where suitable sites can be identified. Elsewhere within these Centres 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)**

Convenience goods stores which would serve more than the immediate locality, including all those of more than 1,500 sq.m. net, should be located within town centres, or in those areas immediately adjacent to them. Within PUAs and Sub Regional Centres, however, such stores may also be appropriate outside of the town centre or its fringe where they would be consistent with Policy SH1 and:

- 1) form part of an existing or planned district shopping centre
- 2) be well related to, but not adversely affect, residential areas, and
- 3) be readily and conveniently accessed by public transport, cyclists and pedestrians.

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 (former Policy E6)

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) that directly related to, and compatible in scale and character with, existing recreational development
- 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 National Parks, 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.

Public Rights of Way

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.

