

Devon Structure Plan 2001 to 2016

Pre-Examination in Public Changes to the Deposit Draft

Devonto2016

Pre-Examination in Public Changes to the Deposit Draft



January 2003

**Devon Structure Plan 2001 to 2016
Pre-Examination in Public Changes to the Deposit Draft (January 2003)**

Published on behalf of Devon County Council, Plymouth City Council, Torbay Council and Dartmoor National Park Authority by:

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Pre-Examination in Public Changes
January 2003

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Foreword

The Devon Structure Plan 2001-2016 is being prepared on behalf of the strategic planning authorities in Devon (Devon County Council, Plymouth City Council, Torbay Council and Dartmoor National Park Authority). The deposit draft of the Plan published in July 2002 set out the strategic policies and proposals for the development and use of land to take Devon forward to 2016.

Following consideration of the public comments to that plan, some adjustments are now being proposed to the wording of the policies and proposals to meet particular objections, to take account of new information and to correct errors and clarify policy interpretation. The changed policies and proposals are set out in the schedule in Section 4 of this report.

*You now have an opportunity to comment on the changed policies in section 4 of this document. There is a form at the back of the document to help you respond. The form can also be found on the Structure Plan website: www.devon.gov.uk/structureplan/. **The deadline for comments is the 13th March 2003.** The comments received will be taken into account by the Panel as part of an Examination in Public later this year.*

Eileen Salloway

Councillor Eileen Salloway
Chairman, Joint Committee, Devon Structure Plan 2001-2016.

January 2003

The Members of the Joint Committee responsible for the preparation of the Devon Structure Plan 2001-2016 representing Devon County Council, Plymouth City Council, Torbay Council and Dartmoor National Park Authority are:

Cllr Eileen Salloway (Torbay Council) [Chairman] and Councillors Brian Greenslade, Roger Giles, Ted Mitchell and Jill Owen (Devon County Council), Councillors John Fox and Patrick Nicholson (Plymouth City Council) and Christine Marsh (Dartmoor National Park).



1. Introduction

General Introduction

1.1 The Deposit Draft of the Structure Plan was published on 4th July 2002 and placed “on deposit” for public comment until 6th September 2002. The Structure Plan Joint Committee considered the response to the Deposit Draft at its meeting on the 18th December 2002.

1.2 This document sets out the “Pre-Examination in Public (EIP) changes to the Deposit Plan” that Joint Committee proposes for public comment.

Opportunity to Comment

1.3 The proposed changes set out in this document will help shape the future of Devon. There is now an opportunity to express your views of support or disagreement with the changes. All representations and objections submitted will be treated as if they were duly made objections at the deposit stage. Objections and representations should only be made in respect of the “Pre – EIP Changes”, and it will not be necessary to re-submit representations previously made on the Deposit Plan. .

1.4 In determining what changes to make to the Deposit Plan the Joint Committee has considered all of the responses and representations received, but a number of policies remain unchanged. For the sake of completeness, however, all the deposit draft policies and proposals have been shown in the schedule. The unchanged policies and proposals shown in grey in the schedule, are not the subject of this consultation. All of the previous responses will however be considered by the Panel and will help to determine the matters for more detailed consideration at the Examination in Public, programmed to commence on the 10th June 2003.

1.5 Anyone who wishes to express views of support or objection to the “Pre-EIP Changes” should submit their comments on the form provided at the back of this document. **Completed forms should be returned by 17.00 hrs on Thursday 13th March 2003 to:**

**Devon to 2016
Lucombe House
County Hall,
Topsham Road
Exeter
EX2 4QW**

1.6 **For further information and additional forms:**
Visit Website at: www.devon.gov.uk/structureplan/
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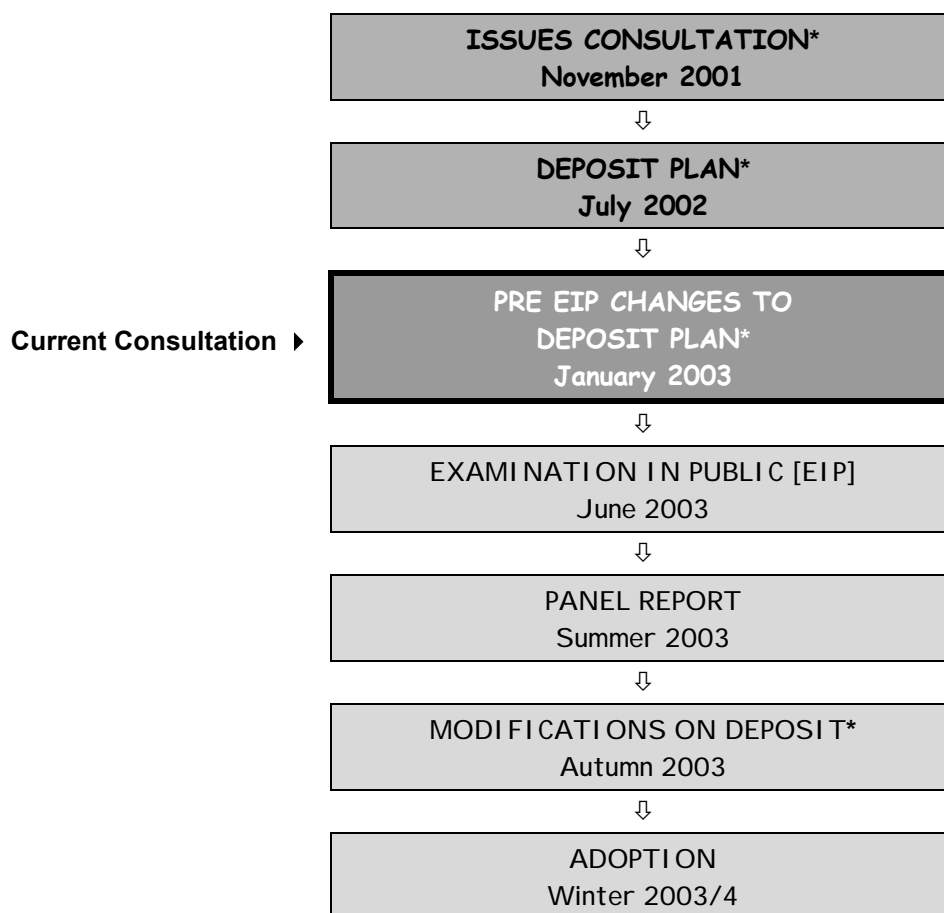
2. Background

Programme for preparation of Structure Plan

2.1 The Alteration of the Structure Plan to 2016 has been progressing since Autumn 2001.

- Nov 2001 'The **Issues Leaflet**' raised a number of questions and highlighted key choices to be considered in revising the Plan for public comment.
- July 2002 '**Devon Structure Plan 2001 to 2016 - Deposit Draft**' setting out draft policies and proposals for the period 2001 to 2016 was published for public comment.

2.2 This documents sets out Pre-EIP changes to the Deposit Draft Policies and Proposals. The anticipated programme for preparing the plan is summarised below :



* shows the stages where opportunities for the public to comment on the Plan occur.

3. Consideration of Comments made on the Deposit Draft

Analysis of Objections and Representations

Type of respondent

3.1 Just under 700 responses were received from a variety of individuals, organisations, interest groups, and local authorities, resulting in about 3,000 separate comments. This represents a slightly smaller response to that received at the deposit stage of the previous Structure Plan to 2011 when about 800 responses were received. A greater number of individual comments were also received at that time, but this can be explained by the fact the current Plan is undergoing an Alteration, rather than a full Review, and there are therefore fewer changes to the policy content of the Plan.

Type of response	No of respondents
Interest Groups	51
Parish Councils	63
Local Authorities	15
Individuals	421
Other	146
TOTAL	696

3.2 All of the District Councils made representations on the Deposit Plan, together with the Government Office for the South West, the Environment Agency, the Regional Development Agency and the Countryside Agency.

Scope of the Response

3.3 Analysis of the comments indicates that about:

- (a) 815 comments **supported** the content of the Plan;
- (b) 1,935 comments **objected** to elements in the content of the Plan;
- (c) 195 comments **objected to a lack of Policy**;
- (d) 100 comments **related to other matters**.

3.4 An analysis of the comments indicates those sections of the Alteration that have been subject to the greatest number of comments. Table 1 below shows that more than half of all comments received related to the Strategy Chapter which dealt with the approach to development in the period 2001 to 2016. It should be noted however that, in marked contrast to previous Structure Plan consultations, less than 100 of these comments (about 3% of all comments received) related to the overall level and distribution of development (Proposal ST17).

	Policies (Policy prefix) (a)	Support (b)	Objection (c)	Lack of Policy (d)	Total (b+c+d)
a)	Strategy Policies (ST)	300	1,400	40	1,740
b)	Conservation Policies (CO)	150	180	30	360
c)	Minerals Policies (MN)	25	25	0	50
d)	Waste Management (WM)	30	25	15	70
e)	Transport Policies (TR)	235	210	45	490
f)	Shopping Policies (SH)	25	30	5	60
g)	Tourism Policies (TO)	25	30	5	60
h)	Other	25	35	55	115
	TOTAL	815	1,935	195	2,945

Table 1 – Analysis of Responses to the Deposit Plan by Topic

3.5 Within the Conservation chapter the main areas of comment were related to renewable energy (Policy CO12) and flooding (Policy CO13). In respect of transport policies, there was a broad spread of comment received, with a significant number of responses relating to the strategic network proposals set out in Proposal TR17.

Principles for assessing changes to Policies and Proposals

3.6 The principles for determining the changes to the plan were :

- to meet particular objections which would improve the Plan and its effectiveness;
- to take account of appropriate new information that has become available;
- to correct errors and clarify policy interpretation.

3.7 Specific changes are not being suggested where it is considered that issues would best be resolved in the light of detailed debate at the Examination in Public and advice from the Panel. The main changes being suggested include:

- Substantive changes to specific policies** – e.g. to adjust the emphasis of the policy;
- Removal of unnecessary detail** e.g. to remove development control wording
- Improved wording to increase clarity and effectiveness.** e.g. to avoid ambiguity or misinterpretation.

4. Proposed Changes

Summary of the Changes

Changes to Policies and Proposals following Consultation on the Deposit Draft

4.1 The consultation process undertaken in respect of the Deposit Draft of the Devon Structure Plan Alteration attracted a wide range of comments and representations. All of the responses received have been taken into account and a number of changes are now being made to the Deposit Plan policies and proposals.

4.2 Many of these changes are of a relatively minor nature and are intended to make the policies clearer and more effective, but there are some more significant changes. The following paragraphs summarise the main changes being proposed, the reasons for those changes and their implications.

The Overall Strategy (ST Policies and Proposals)

Development Principles

4.3 In the light of comments received relating both to the need to avoid a development control emphasis within policy wordings, and the need to clarify detailed text, a number of minor wording changes are proposed to **Policies ST1 to ST4**.

4.4 In respect of **Policy ST5**, some representations argued that the intention of the policy was unclear. In this context it is considered important to emphasise that within the wider Areas of Economic Activity (AEAs), the Principal Urban Areas of Exeter, Plymouth and Torbay, will be the primary focus for development, and that the Sub Regional Centres of Barnstaple and Newton Abbot will also have a role in providing for balanced strategic development.

Principal Urban Areas

4.5 A number of representations sought greater clarity in terms of the definition of the **Principal Urban Areas (PUAs)**, both in terms of their current and proposed boundaries, and the nature, scale and land use mix within any proposed urban extensions. It was also suggested that it would be helpful to pull together all of the proposals affecting the PUAs into a single diagram so as to make the overall strategy for these areas more easily understood.

4.6 In this context it is proposed that the PUAs be defined in a more strategic way, on the basis of their existing and future "functional" areas. The extent of the PUAs as at 2016 will therefore include all existing and proposed developments which are considered to form an integral part of the PUA in functional terms – including the Strategic Employment Sites proposed within Proposal ST19 and the new communities provided for in Proposals ST8 and ST12. This approach is considered to be consistent with the thrust of the Regional Planning Guidance strategy, and will more accurately reflect the close relationship between the urban areas and related strategic development proposals.

4.7 It was also suggested in some representations that the Plan should be more specific about the scale and location of **major strategic developments** being proposed at the PUAs. The diagrams relating to the PUAs have therefore been modified in order to give this additional locational guidance.

4.8 In order to illustrate all of these changes more clearly, **Diagrams 6, 7 and 8** now replace former Maps 6, 7 and 8 – indicating the existing and future PUA boundaries and identifying the significant transportation and other development proposals affecting each of the PUA areas.

4.9 It should be noted that the overall level and distribution of housing development has not been changed from that in the Deposit Draft Plan, but, in the case of the Exeter PUA the balance of provision between the Exeter AEA and PUA has been adjusted in **Proposal ST11**, with an increased proportion of AEA development now identified as falling within the re-defined PUA. **Proposal ST7** has also been amended to more clearly reflect the role of the new community in East Devon as a functional part of the Exeter PUA.

New Community Proposals

4.10 As part of the response to the Deposit Plan, a significant number of objections were received to the new community proposals, particularly to the new community proposed in South Hams District. These objections were however mainly in the form of opposition in principle, and objectors did not offer any more appropriate, or more sustainable, alternatives to the proposals as set out in the Deposit Plan. The new communities will therefore play a key role in meeting the strategic development needs of the Exeter and Plymouth areas in the period to 2016.

Affordable Housing

4.11 In respect of affordable housing, the scope of **Policy ST18** has been extended to include reference to need to provide a mix of housing type and greater choice.

Employment Land Provision

4.12 A number of representations emphasised that it would be important not to constrain the scope for economic investment within those parts of Devon best placed to attract and accommodate it, particularly within the four AEAs. In response to these concerns additional **employment land provision** is therefore now proposed at the Exeter and Plymouth PUAs, and in the Barnstaple / Bideford AEA. It is considered that the major part of this additional provision should be reflected in the scale of development attributed to **Strategic Employment Sites**. In the case of the Exeter PUA, a number of representations also expressed the view that there was potential to attract additional investment for a specialised Strategic Employment Site in the form of a **science / technology park**. The proposed changes now recognise this potential.

4.13 Additional employment land provision is therefore now included within **Proposal ST17**, relating to overall development distribution, in the PUA **Proposals ST7, ST11 and ST14**, and in **Proposal ST19** relating to the proposed Strategic Employment Sites. It is also accepted that in respect of **Policy ST20** it may not always be appropriate to retain existing employment allocations for that use – where the need for that use no longer exists. In some specific cases such sites may, for example, more appropriately be used for residential development in order to reduce the need for green field development.

Conservation (CO Policies)

4.14 There was a considerable level of general support for the proposed Conservation policies as set out in the Deposit Plan and the limited number of changes now set out primarily represent minor adjustments to detailed wording for clarification. The scope of **Policy CO6** has however been extended to encompass the wider aspects of good design and layout.

4.15 In respect of **renewable energy**, a number of representations were received in relation to **Policy CO12** and as a result additional references have been added to off shore development - and the more general need for development of new generation facilities to respect landscape character.

Minerals and Waste Policies (MN and WM Policies)

4.16 The opportunity has been taken to make some minor adjustment to the wording of the minerals policies and to rationalise the policy approach in respect of waste management. A single **waste management** policy is now included, **Policy WM1**, which encompasses the content of the four policies previously included in the Deposit Plan.

Transport (TR Policies)

4.17 A number of changes are proposed to the transport policies in order to clarify or simplify strategic guidance, and in some cases to better reflect national policy advice e.g. in respect of parking provision, and the emphasis on reducing the need to travel.

4.18 The opportunity has also been taken to rationalise and combine the policies relating to road based and rail based **public transport - Policy TR9** - and the policies relating to the **strategic road network**, the impact of development on it and the provision of roadside service areas – **Policy TR10**.

4.19 The main changes to the transport section of the Plan, however, relate to the **investment priorities** identified for the period to 2016 as set out in **Proposal TR17**. Additional proposals have now been added – including a more comprehensive list of highway improvements relating to the strategic road network, additional priorities for enhancement of the rail network and proposals for the development of Exeter and Plymouth Airports. In addition, some representations sought greater clarity in respect of the future provision of **Park and Ride facilities**, and the Proposal now identifies the broad priority areas for such new or improved facilities.

Shopping (SH Policies)

4.20 Some representations indicated a potential misinterpretation of the policy relating to large scale food stores, and the opportunity has therefore been taken to simplify the policies relating to shopping development, by extending the scope of **Policy SH1** - enabling the deletion of Policy SH5.

Changes to Policies and Proposals

4.21 The changes proposed to the policies and proposals are set out in full in the following schedule.

Column (1) shows the additions and deletions being suggested to the Deposit Draft Policy,,
Column (2) briefly summaries the reasons for the change, a summary of representations received, and an indication of responses relevant to the proposed change.

4.22 Of the 79 policies in the Deposit Draft,

- a) Substantive changes are proposed for 10 Policies, these are identified with a solid circle (●) in the following schedule, and
- b) Minor/technical changes are proposed to 41 Policies, these are identified with an open circle (○) in the following schedule.

The effect of the changes results in a total of 73 Policies.

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● = Substantive Change ○ = Minor / Technical Change

● = Substantive Change ○ = Minor / Technical Change

Change to Deposit Draft – additions <u>underlined</u> / deletions striketrough	<u>Reason for change and Summary of Representations</u>
I : SUSTAINABLE DEVELOPMENT STRATEGY GENERAL PRINCIPLES	
Sustainable Development	
<p>Policy ST1 (new Policy)</p> <p>In planning for the future of Devon, Local Planning Authorities and other agencies should ensure that sustainable development objectives are achieved by:</p> <p>1) assessing the impact of proposals against national and regional indicators of sustainable development – to make positive improvements to quality of life</p> <p>2)1) conserving resources - through the efficient use of land, waste minimisation, conservation of mineral resources, energy conservation and the use of renewable resources, and the effective management of water</p> <p>3)2) protecting environmental assets – including landscape, the natural, built and historic environment - and ensuring that development proposals are well designed and sympathetic to Devon’s distinctive character</p> <p>4)3) meeting the needs of the community, including housing, employment, social and cultural needs, in terms of their range and scale - provided for in locations most accessible to those who need to use them</p> <p>5)4) developing a <u>sustainable 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 – including pedestrian, cycle, road, rail, air, waterway and sea networks for work, shopping, leisure, and services -.</u></p> <p>5) <u>assessing the impact of proposals against national and regional indicators of sustainable development - to make positive improvements to quality of life</u></p>	<p>○ Amend Policy – to re-order the sub paragraphs so as to place (1) at the end of the list, and clarify the sustainable objectives of transport policy. Assessment should be the final stage in the process having sought to achieve the main objectives .</p> <p>Amendment to the Policy reflects an objection from GOSW (DD361) and the need to express objectives in a consistent format.</p> <p>Representations : Total of 48 representations – 32 in support of the Policy, 15 objecting to the Policy and 3 asking for additional content.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>The Sequential Approach</p> <p>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 <u>policies or proposals</u> set out within this Plan, priority should also be given to the identification of sites in accordance with the following sequence:</p> <ol style="list-style-type: none"> 1st previously developed land in urban areas <u>existing built up areas</u> 2nd other sites within the existing built up area 3rd extensions to existing settlements 4th new sustainable communities/settlements. <p>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.</p>	<p>○ Amend Policy – to clarify the distinction between new communities (which could take the form of urban extensions – including development within the functional area of a Principal Urban Area) and new settlements which would be free standing towns within the settlement hierarchy. Also, to include recognition that other policies in the Plan also guide certain types of development. The first level in the development sequence has also been reworded to recognise that sustainable previously developed sites may be found in all sizes of settlement.</p> <p>Amendment to the Policy reflects objection from Wilson Connolly and Hallam Land Management (DD248) and the need to clarify the scope and interpretation of the sequential approach</p> <p>Representations: Total of 265 representations – 21 in support of the Policy, 242 objecting to the Policy and 2 asking for additional content. Those objecting to the policy were primarily concerned about proposals in the Alteration being, in their view, excluded from the sequential test.</p>
<p>Self Sufficiency of Devon’s Communities</p> <p>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 <u>In providing for development</u>, 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.</p>	<p>○ Amend Policy – to make the policy more strategic and avoid giving it a development control emphasis.</p> <p>Amendment to the Policy reflects objection from GOSW (DD361)</p> <p>Representations: Total of 41 representations – 25 in support of the Policy, 14 objecting to the Policy and 2 seeking additional content.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Infrastructure Provision</p> <p>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 <u>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 an environmentally a sustainably acceptable way.</u> 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.</p>	<p>○ Amend Policy – to simplify the policy and avoid giving it a development control emphasis and to clarify that development should seek to meet the wider sustainability objectives of the plan.</p> <p>Amendment to the Policy reflects objection from GOSW (DD361)</p> <p>Representations: Total of 52 representations – 24 in support of the Policy, 24 objecting to the Policy and 4 seeking additional content.</p>
THE DEVELOPMENT STRATEGY	
<p>Development Priority 2001 to 2016</p> <p>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 <u>In doing so, the Principal Urban Areas of Plymouth, Exeter, and Torbay will be the primary focus for strategic development, together with while the Sub Regional Centres of Newton Abbot and Barnstaple— should provide for balanced development to meet sub regional needs.</u> 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.</p>	<p>○ Amend Policy – to clarify the respective roles of the PUAs and sub regional centres as part of the Policy.</p> <p>Amendment to the Policy reflects objection from GOSW (DD361).</p> <p>Representations : Total of 64 representations – 15 in support of the Policy, 44 objecting to the Policy and 5 seeking additional content.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Plymouth Area of Economic Activity</p> <p>Policy ST6 (Policy S1a revised) Within the Plymouth AEA priority should be given to:</p> <ol style="list-style-type: none"> developing and diversifying the economy by offering a range of economic investment opportunities – including a choice of large scale Strategic Development Sites providing for a scale of additional housing necessary to meet the area’s own needs and support its regional economic role improving road, rail and public transport networks, including links to the area’s hinterland within western Devon and south eastern Cornwall. <p>In doing so the Plymouth PUA should:</p> <ol style="list-style-type: none"> act as the primary focus for major economic investment and regeneration in the western part of Devon enhance its role as the main commercial centre within the Western Sub Region of the South West provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, and 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. <p>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.</p>	<p>No change</p> <p>Representations : Total of 24 representations – 9 in support of the Policy, 12 objecting to the Policy and 3 seeking additional content.</p>
<p>Plymouth Area of Economic Activity Housing and Employment Provision</p> <p>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 <u>185 ha</u> of employment land. Of these totals about 12,500 <u>13,000</u> dwellings and 160 <u>180</u> 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 <u>Diagram 6</u>.</p>	<p>● Amend Proposal –</p> <p>(i) to more properly reflect the distribution of development within the PUA. Amendment to the Policy reflects objection from Redrow Homes (DD244) illustrates potential for misinterpretation.</p> <p>(ii) to recognise the need to provide adequate scope for strategic economic investment in the Plymouth area – particularly in respect of Strategic Employment site opportunities. Propose an additional 20 ha of employment provision within the PUA.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
	<p>Amendment to the Policy reflects objection from the SW RDA (DD2013), Plymouth City Council (DD), Devon and Cornwall Business Council (DD606)</p> <ul style="list-style-type: none"> ● Amend Map 6 – in order to give clearer guidance on the location of: urban extensions, the strategic employment sites, and strategic infrastructure and the existing and proposed extent of the PUA. <p>Amendment to the Policy reflects objection from GOSW (DD361).</p> <p>Representations: Total of 259 representations – 6 in support of the Policy, 251 objecting to the Policy and 2 seeking additional content. Most of the objections to the Proposal related to a concern from residents of the Brixton / Elburton area of South Hams that the boundary of the PUA should not be defined in the Structure Plan, that it was too prescriptive and that was not logically defined. There was also a concern from others that the PUA map was unclear.</p>
<p>South Hams New Community Proposal</p>	
<p>Proposal ST8 (Proposal N1 revised)</p> <p><u>In the period 2001 to 2016, the new community within South Hams District should function as an urban extension forming part of the Plymouth PUA and include provision for at least 3,500 dwellings together with associated employment land and a range of community and other associated facilities.</u></p> <p>The new community should:</p> <ol style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> ● Amend Proposal – <p>(i) to recognise that the new community within South Hams would represent an urban extension in terms of the sequential approach, although it can still retain the characteristics of a new community in terms of Policies ST23, ST24 and ST25.</p> <p>(ii) to restore text from the former Proposal N1 which had been omitted from the Deposit Plan</p> <p>(iii) to remove the reference to separation within criterion 3 which would unnecessarily restrict the potential for the new community to function as an urban extension. Criterion 1 will allow for the setting of the development relative to the existing built up area to be properly addressed, and Policy ST25 provides further guidance on this.</p> <p>Amendment to the Policy reflects representation from GOSW (DD361) and the need to clarify the implications of the proposal and its relationship to the sequential approach.</p> <p>Representations: Total of 381 representations – including 3 in support of the Policy, 371 objecting to the Policy. Most objections expressed a concern of residents in the Brixton / Elburton area of the South Hams that development should have been located within Plymouth or through other urban extensions.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions striketrough	<u>Reason for change and Summary of Representations</u>
WESTERN SUB-REGION OF DEVON	
Barnstaple / Bideford Area of Economic Activity	
<p>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.</p>	<p>No change</p> <p>Representations: Total of 18 representations – 6 in support of the Policy, 12 objecting to the Policy.</p>
CENTRAL SUB-REGION OF DEVON	
Exeter Area of Economic Activity	
<p>Policy ST10 (Policy S1a revised) Within the Exeter AEA priority should be given to:</p> <ol style="list-style-type: none"> 1) <u>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,</u> 2) <u>providing for a significant scale of additional housing necessary to meet the area’s own needs and support its regional economic role,</u> 3) <u>improving road, rail and public transport networks, including access to Exeter International Airport, and links to the area’s hinterland, and,</u> 4) <u>providing for a strategic tourism / recreation development in a location accessible to the motorway and main public transport networks.</u> <p>In doing so the Exeter PUA should:</p> <ol style="list-style-type: none"> 1) <u>act as the primary focus for major economic investment in the eastern part of Devon</u> 2) <u>enhance its role as the main commercial centre for eastern Devon and the central sub region of the SW</u> 3) <u>provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, and</u> 	<p>● Amend Policy – to recognise the potential for specialised a strategic tourist / recreational use in the Exeter area well related to the major transportation networks.</p> <p>Amendment to the Policy reflects representation from Devon County Council (DD641)</p> <p>Representations: Total of 22 representations – including 7 in support of the Policy, and 14 objecting to the Policy.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>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.</p>	
<p>Exeter Area of Economic Activity Housing and Employment Provision</p>	
<p>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 <u>150 ha</u> of employment land. Of these totals about 7,000<u>10,850</u> dwellings and 85<u>145</u> ha of employment land should be located within<u>at</u> the Exeter PUA as defined on Map<u>Diagram</u> 7.</p>	<p>● Amend Proposal – by increasing the provision for employment land development within the PUA so as to provide scope for the development of a science / technology park. An additional 25 ha is proposed within the PUA. It is further proposed that the development figures for the Exeter PUA be increased to reflect the inclusion of strategic development locations to the east of the City within the PUA area defined on Diagram 7.</p> <p>Amendment to the Policy reflects objection from Rockeagle (DD106), Church Commissioners (DD211), Devon and Cornwall Business Council (DD606), SW RDA (DD2013) and Exeter Business Forum (DD2048)</p> <p>● Amend Map 7 – in order to give clearer guidance on the location of: the new community, the strategic employment sites, strategic infrastructure and the existing and proposed extent of the PUA.</p> <p>Amendment to the Policy reflects objection from GOSW (DD361).</p> <p>Representations: Total of 40 representations – 3 in support of the Policy, 37 objecting to the Policy.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p data-bbox="85 233 1090 272">East Devon New Community Proposal</p> <p data-bbox="73 292 577 323">Proposal ST12 (Proposal N2 revised)</p> <p data-bbox="73 336 1102 456">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 <u>function as part of the Exeter PUA and include provision for at least 3,000 dwellings, associated employment land and a range of community and other associated facilities.</u></p> <p data-bbox="73 464 667 491">The new community should be located where it will:</p> <ol data-bbox="73 499 1102 906" style="list-style-type: none"> 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. 	<p data-bbox="1122 233 2132 272"></p> <p data-bbox="1122 300 2143 363">● Amend Proposal – to reflect the inclusion of the new community within the boundary of the Exeter PUA at 2016.</p> <p data-bbox="1122 384 1935 411">Amendment to the Policy reflects objection from GOSW (DD361).</p> <p data-bbox="1122 483 2143 547">Representations: Total of 53 representations – including 10 in support of the Policy, and 38 objecting to the Policy</p>
<p data-bbox="85 970 1090 1010">Torbay / Newton Abbot Area of Economic Activity</p> <p data-bbox="73 1029 539 1061">Policy ST13 (Policy S1a Revised)</p> <p data-bbox="73 1074 853 1101">Within the Torbay / Newton Abbot AEA priority should be given to:</p> <ol data-bbox="73 1109 1102 1461" style="list-style-type: none"> 1) <u>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</u> 2) <u>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</u> 3) <u>providing additional housing at a level sufficient to meet local needs and supporting growth and regeneration</u> 4) <u>improving the road, rail and public transport networks and links to the wider hinterland</u> 5) <u>enhancing the strategic transport routes to other parts of Devon, the Region, the rest</u> 	<p data-bbox="1122 970 2132 1010"></p> <p data-bbox="1122 1034 2143 1233">○ Amend Policy – so as to clarify the relative roles of Torbay and Newton Abbot. (i) identifying Torbay (as the PUA) as the primary focus for development within this part of Devon (ii) clearly identify Newton Abbot as the main focal point for development within Teignbridge.</p> <p data-bbox="1122 1249 2143 1313">Amendment to the Policy reflects objection from Teignbridge District Council (DD200), SW RDA (DD2013) and Newton Abbot Town Council (DD307)</p> <p data-bbox="1122 1385 2143 1449">Representations: Total of 27 representations – including 9 in support of the Policy, and 16 objecting to the Policy.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions striketrough	<u>Reason for change and Summary of Representations</u>
<p>of the UK and Europe, taking advantage of the opportunities resulting from the proposed Kingskerswell Bypass.</p> <p>In so doing <u>so</u>, the Torbay PUA should:</p> <ol style="list-style-type: none"> 1) act as a <u>the</u> primary focus for <u>development</u>, 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. <p>In contributing to the needs of the AEA, Newton Abbot should:</p> <ol style="list-style-type: none"> 1) maintain and develop its role as a Sub-Regional Centre, to complement the role of the Torbay PUA 2) be a <u>the</u> primary focal point for the provision of new development <u>within Teignbridge</u>, <u>including</u> 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. 	
<p>Torbay / Newton Abbot Area of Economic Activity Housing and Employment Provision</p>	
<p>Proposal ST14 (New Proposal)</p> <p>In the period 2001 to 2016, the Torbay / Newton Abbot AEA should accommodate about 7,400 dwellings and 85ha<u>90 ha</u> 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 <u>Diagram 8</u>.</p>	<p>○ Amend Proposal - to provide scope for accommodating additional employment development at Newton Abbot</p> <p>Amendment to the Policy reflects representation from SW RDA (DD2013).</p> <p>○ Amend Map 8 – in order to give clearer guidance on the role of urban extensions, the strategic employment sites, and the priorities for strategic infrastructure and the existing and proposed extent of the PUA.</p> <p>Amendment to the Policy reflects representation from GOSW (DD361).</p> <p>Representations: Total of 10 representations – including 1 in support of the Policy, and 8 objecting to the Policy.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions striketrough	<u>Reason for change and Summary of Representations</u>
<p>Area Centres</p>	
<p>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:</p> <ol style="list-style-type: none"> 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. 	<p>No change</p> <p>Representations: Total of 16 representations – 9 in support of the Policy, objecting to the Policy</p>
<p>Local Centres and Rural Areas</p>	
<p>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:</p> <ol style="list-style-type: none"> 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. <p>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.</p>	<p>No change</p> <p>Representations: Total of 30 representations – including 11 in support of the Policy, and 16 objecting to the Policy.</p>

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DEVELOPMENT PROVISION IN DEVON 2001 - 2016																																																													
Housing and Employment Land Provision																																																													
<p>Proposal ST17 (Proposals H1 and E3 revised)</p> <p>To provide for the development of about 64,500 dwellings and 660 hectares<u>720 ha</u> of employment land in the period 2001 to 2016, to be distributed as follows:</p> <table border="1" data-bbox="78 443 1086 1260"> <thead> <tr> <th>Local Planning Authority</th> <th>Dwellings</th> <th>Employment Land (ha)</th> </tr> </thead> <tbody> <tr> <td>East Devon</td> <td>8,450</td> <td>75 <u>100</u></td> </tr> <tr> <td><i>Exeter AEA</i></td> <td>4,000</td> <td>40 <u>65</u></td> </tr> <tr> <td><i>Elsewhere</i></td> <td>4,450</td> <td>35</td> </tr> <tr> <td>Exeter</td> <td>6,700</td> <td>85</td> </tr> <tr> <td>Mid Devon</td> <td>5,850</td> <td>60</td> </tr> <tr> <td>North Devon</td> <td>4,700</td> <td>60 <u>70</u></td> </tr> <tr> <td>Plymouth</td> <td>8,500</td> <td>80</td> </tr> <tr> <td>South Hams</td> <td>8,850</td> <td>105 <u>125</u></td> </tr> <tr> <td><i>Plymouth AEA</i></td> <td>5,000</td> <td>85 <u>105</u></td> </tr> <tr> <td><i>Elsewhere</i></td> <td>3,850</td> <td>20</td> </tr> <tr> <td>Teignbridge</td> <td>7,500</td> <td>50 <u>55</u></td> </tr> <tr> <td><i>Torbay/Newton Ab't AEA</i></td> <td>3,100</td> <td>25 <u>30</u></td> </tr> <tr> <td><i>Exeter AEA</i></td> <td>300</td> <td>-</td> </tr> <tr> <td><i>Elsewhere</i></td> <td>4,100<u>4,400</u></td> <td>25</td> </tr> <tr> <td>Torbay</td> <td>4,300</td> <td>60</td> </tr> <tr> <td>Torridge</td> <td>5,300</td> <td>55</td> </tr> <tr> <td>West Devon</td> <td>3,450</td> <td>30</td> </tr> <tr> <td>Dartmoor National Park</td> <td>900</td> <td>*</td> </tr> <tr> <td>DEVON TOTAL</td> <td>64,500</td> <td>660 <u>720</u></td> </tr> </tbody> </table> <p>* Some small scale local employment may be appropriate within the National Park to meet local social and economic needs</p>	Local Planning Authority	Dwellings	Employment Land (ha)	East Devon	8,450	75 <u>100</u>	<i>Exeter AEA</i>	4,000	40 <u>65</u>	<i>Elsewhere</i>	4,450	35	Exeter	6,700	85	Mid Devon	5,850	60	North Devon	4,700	60 <u>70</u>	Plymouth	8,500	80	South Hams	8,850	105 <u>125</u>	<i>Plymouth AEA</i>	5,000	85 <u>105</u>	<i>Elsewhere</i>	3,850	20	Teignbridge	7,500	50 <u>55</u>	<i>Torbay/Newton Ab't AEA</i>	3,100	25 <u>30</u>	<i>Exeter AEA</i>	300	-	<i>Elsewhere</i>	4,100 <u>4,400</u>	25	Torbay	4,300	60	Torridge	5,300	55	West Devon	3,450	30	Dartmoor National Park	900	*	DEVON TOTAL	64,500	660 <u>720</u>	<p>● Amend Proposal</p> <p>(i) to reflect the increased provision for employment development at the Exeter PUA, Plymouth PUA, Newton Abbot identified above in Policies ST7, ST11 and ST14</p> <p>(ii) to reflect the need for additional strategic employment opportunity at Barnstaple in the context of its role as a Sub Regional Centre and focus for growth within northern Devon.</p> <p>(iii) to clarify of the distribution of housing provision within the Exeter AEA identified in Policy ST11 as regards the provision within Teignbridge District.</p> <p>Amendments to the Policy reflects representation from North Devon District (DD236), and the SW RDA (DD2013).</p> <p>Representations: Total of 103 representations – including 9 in support of the Proposal, and 86 objecting to the Proposal.</p>
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<p data-bbox="85 231 369 268">Affordable Housing</p> <p data-bbox="71 288 504 325">Policy ST18 (Policy H6 revised)</p> <p data-bbox="71 331 1102 453">In providing for housing development in accordance with Proposal ST17, <u>Local Plans should ensure that adequate provision is made for affordable housing, based on an up to date assessment of need, and should secure an overall range and mix of housing which best meets the needs of the area .</u></p>	<p data-bbox="1120 296 2141 395">○ Amend Policy – to ensure that assessments are up to date and relevant, and to broaden the scope of the policy to refer to the overall mix and choice of housing available. .</p> <p data-bbox="1120 411 2141 480">Amendment to the Policy reflects representation from the HBF (DD272), St Loyes Foundation (DD271) the Lee Mill Partnership (DD274) and other developer interests.</p> <p data-bbox="1120 496 2141 635">Representations: Total of 69 representations – including 20 in support of the Policy, and 42 objecting to the Policy. Most representations were seeking clear definition within the Structure Plan, clarification of the approach to assessment and effective local targets for provision.</p>
<p data-bbox="85 657 481 694">Strategic Development Sites</p> <p data-bbox="71 715 504 751">Proposal ST19 (New Proposal)</p> <p data-bbox="71 758 1102 938">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.</p> <p data-bbox="71 944 1102 1034">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.</p> <p data-bbox="71 1040 1102 1109">In the period 2001 to 2016 the following Strategic Development Sites should be identified and safeguarded for major investment proposals:</p> <p data-bbox="71 1115 465 1136"><u>SITES OF REGIONAL SIGNIFICANCE</u></p> <p data-bbox="71 1142 212 1169"><u>Exeter AEA</u></p> <ul data-bbox="71 1176 788 1246" style="list-style-type: none"> • <u>East Devon/Exeter : Matford Park Science Park (25 ha *)</u> • East Devon : Skypark_ (30 ha) <p data-bbox="71 1252 250 1279"><u>Plymouth AEA</u></p> <ul data-bbox="71 1286 689 1356" style="list-style-type: none"> • Plymouth : International Business Park_ (40 ha) • <u>South Hams : Langage_ (100 ha *)</u> <p data-bbox="71 1362 517 1390"><u>SITES OF SUB REGIONAL SIGNIFICANCE</u></p> <p data-bbox="71 1396 409 1423"><u>Torbay / Newton Abbot AEA</u></p> <ul data-bbox="71 1430 542 1466" style="list-style-type: none"> • Torbay : Long Road South (12 ha) 	<p data-bbox="1120 721 1473 751">● Amend Policy in order to –</p> <ul data-bbox="1120 767 2141 1002" style="list-style-type: none"> (i) distinguish between sites of regional importance and those of sub regional importance (ii) include reference to the proposed science / technology park at Exeter in place of the Matford Park site which is not considered to be a strategic site as defined by the Regional Planning Guidance (see ST 11 above) (iii) include the scale of development anticipated at each location <p data-bbox="1120 1018 2141 1086">Amendment to the Policy reflects representation from GOSW (DD361) and the SW RDA (DD2013)</p> <p data-bbox="1120 1150 2141 1219">Representations: Total of 31 representations – including 7 in support of the Policy, and 23 objecting to the Policy.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Barnstaple / Bideford AEA</p> <ul style="list-style-type: none"> • North Devon : Roundswell (25 ha) <p>* detailed location subject to Local Plan assessment</p>	
<p>Safeguarding Employment Land</p>	
<p>Policy ST 20 (former Policy E4)</p> <p>Employment land and premises should be reserved for that <u>employment uses, except where such development is no longer sustainable or is not required to meet the area's current or longer term needs.</u> 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.</p>	<p>○ Amend Policy – to recognise that some employment land may no longer be suitable for that use and should be re-assessed in terms of its potential for other development allocation – especially housing. Also remove development control emphasis from the policy.</p> <p>Amendment to the Policy reflects representations from Nathaniel Lichfield and Ptnrs (DD595), Barratt Homes (DD591), CPRE (DD603) and several individuals, opposing view from Teignbridge District Council (DD200)</p> <p>Representations: Total of 25 representations – including 5 in support of the Policy, and 20 objecting to the Policy.</p>
<p>REGENERATION</p>	
<p>Regeneration Priority</p>	
<p>Policy ST21 (Policy C10 revised)</p> <p>In considering initiatives for economic and social regeneration priority should be given to:</p> <ol style="list-style-type: none"> 1) those parts of the PUAs and the Sub Regional Centres which suffer from social exclusion and economic deprivation 2) <u>the tourist resorts of Ilfracombe, Teignmouth, Dawlish, Seaton and Westward Ho!</u> which have experienced significant decline in economic vitality and viability, including Ilfracombe, Teignmouth, Dawlish and Westward Ho! 3) those <u>the Area Centres of Okehampton, Axminster, Holsworthy, Kingsbridge and Dartmouth which are</u> remote from the Areas of Economic Activity, which and are characterised by low incomes and a limited range of job opportunities.:- 	<p>○ Amend Policy – to specify the towns (shown on the Key Diagram) which should be afforded priority.</p> <p>Amendment to the Policy reflects representations from Regional Assembly (DD642) and East Devon District Council (DD164).</p> <p>Representations : Total of 24 representations – including 12 in support of the Policy, and 10 objecting to the Policy</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Rural Regeneration Areas</p>	
<p>Policy ST22 (New Policy) The Key Diagram identifies a Priority Area for Rural Regeneration within which:</p> <ol style="list-style-type: none"> 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. 	<p>No change</p> <p>Representations : Total of 37 representations – including 13 in support of the Policy, and 20 objecting to the Policy</p>
IMPLEMENTING STRATEGIC PROPOSALS	
<p>Concept of New Community Development</p>	
<p>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:</p> <ol style="list-style-type: none"> 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. 	<p>No change</p> <p>Representations : Total of 34 representations – including 10 in support of the Policy, and 19 objecting to the Policy</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions striketrough	<u>Reason for change and Summary of Representations</u>
<p>New Community Implementation</p>	
<p>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:</p> <ol style="list-style-type: none"> 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. 	<p>No change Representations : Total of 15 representations – including 9 in support of the Policy, and 6 objecting to the Policy</p>
<p>New Community Landscape Setting</p>	
<p>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.</p>	<p>No change Representations : Total of 20 representations – including 10 in support of the Policy, and 10 objecting to the Policy</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
II : CONSERVING DEVON’S ENVIRONMENT AND RESOURCES	
Landscape Character and Local Distinctiveness	
<p>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 <u>Local Planning Authorities</u> 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 <u>in Local Plans</u> for each area. Policies and proposals within each part of Devon should be informed by and be sympathetic to its landscape character and quality.</p>	<p>○ Amend Policy – to clarify the policy applies to all character areas and the requirements for undertaking more detailed assessments of landscape character. Amendments to Policy represent Representations from North Devon District Council (DD/236/5), Torridge District Council (DD128/13). Representations : Total of 28 representations – including 10 in support of the Policy, and 18 objecting to the Policy</p>
National Parks	
<p>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.</p>	<p>No Change Representations : Total of 19 representations – including 10 in support of the Policy, and 9 objecting to the Policy</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions striketrough	<u>Reason for change and Summary of Representations</u>
<p>Areas of Outstanding Natural Beauty</p>	
<p>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.</p>	<p>No Change Representations : Total of 16 representations – including 11 in support of the Policy, and 2 objecting to the Policy</p>
<p>Areas of Great Landscape Value</p>	
<p>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.</p>	<p>No Change Representations : Total of 25 representations – including 12 in support of the Policy, and 13 objecting to the Policy</p>
<p>Coastal Preservation Area</p>	
<p>Policy CO5 (former Policy C7) Within the Coastal Preservation Area, development, other than that of a minor nature, will not be permitted<u>provided for</u> 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<u>provided for</u> when it would not detract from the unspoilt character and appearance of the coastal area.</p>	<p>○ Amend Policy – to reflect need for Policy to be couched in terms of a strategic rather than a development control policy. Amendments to Policy reflect representation from Government Office South West (DD/361/35) Representations : Total of 13 representations – including 6 in support of the Policy, and 7 objecting to the Policy</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Quality of New Development</p>	
<p>Policy CO6 (former Policy C9 <u>revised</u>) The identity, distinctive character and townscape features of existing settlements, and urban <u>and rural</u> areas should be conserved and enhanced. In planning for new development <u>the Local Planning Authority should maintain and improve, the quality of Devon’s urban environment should be maintained and improved by requiring attention to good design and layout that respects the character of the site and its surroundings and by providing for urban</u> regeneration and conservation, townscape enhancement, traffic management and the retention and provision of open space.</p>	<p>○ Amend Policy – to clarify and reflect the importance of good urban design in both urban and rural areas.</p> <p>Amendment to Policy reflect comments from the Devon Association of Parish Councils (DD/2041/1), and the Ramblers Association –North Devon Group (DD185/5) and specialist officer advice.</p> <p>Representations: Total of 11 representations received, 7 supporting the Policy and 4 objecting to the Policy mainly changes that would weaken the thrust of the policy.</p>
HISTORIC HERITAGE	
<p>Historic Settlements and Buildings</p>	
<p>Policy CO7 (former Policy C11 <u>revised</u>) 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, <u>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.</u></p>	<p>○ Amend Policy – to have regard to historic character of the landscape that contributes to its history in physical form and to its visual appeal and comply with PPG15.</p> <p>Amendments to the policy reflect objections from specialist officer advice.</p> <p>Representations: Total of 12 representations received, 7 supporting the Policy and 5 objecting to the Policy mainly regarding justifying about the degree of for different types of buildings or areas.</p>
<p>Archaeology</p>	
<p>Policy CO8 (former Policy C12 <u>revised</u>) <u>Internationally, Nationally and regionally important archaeological sites and their settings, whether Ancient Scheduled Monuments or unscheduled, will be preserved. Other important sites and their settings should be preserved wherever possible, and in</u> considering proposals for development which would have an adverse impact on other archaeological sites or deposits<u>them</u>, 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.</p>	<p>○ Amend Policy – to recognise the difference levels of importance and clarify the intentions of the policy.</p> <p>Amendments to Policy reflect - RPG, PPG15, and PPG16, the objection from the Devon Archaeology Society and officer advice.</p> <p>Representations : Total of 13 representations – including 6 in support of the Policy, and 7 objecting to the Policy</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
NATURE CONSERVATION	
Biodiversity and Earth Science Diversity	
<p>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.</p>	<p>No Change Representations: Total of 19 representation received, 4 in support of the Policy, and 15 objecting to the Policy. The main concern relates to the status of the Biodiversity Targets and the suggestion that they should be included in the Policy.</p>
Protection of Nature Conservation Sites and Species	
<p>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.</p>	<p>No Change Representations: Total of 23 representation received, 7 in support of the Policy, and 16 objecting to the Policy. The main objections were related to the need for absolute protection of sites and species and the suggestion that there should be one policy for each aspect.</p>
POLLUTION AND CONSERVATION OF RESOURCES	
Conserving Energy Resources	
<p>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.</p>	<p>No Change Representations: Total of 16 representation received, 6 in support of the Policy, and 10 objections to the Policy. The main concerns related to the policy being unduly onerous on the developer but many of the objectors are also suggesting the policy should be strengthened to ensure that lifetime energy conservation and uses are fully taken into account.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Renewable Energy Developments</p> <p>Policy CO12 (Policy C23 revised)</p> <p>Renewable energy developments <u>Provision should be made for renewable energy developments, including offshore developments, to contribute towards the regional target of 11-15% of overall energy generation</u> electricity production from renewable sources by 2010 will be supported, <u>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.</u></p> <p>‘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.</p> <p>In the period to 2016 priority will be given to:</p> <p>1) the provision of significant windfarm generation capacity within the areas of search identified on the Key Diagram</p> <p>2) <u>1) 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</u></p> <p>3) <u>2) small scale community renewable energy facilities, including solar power, hydro and tidal flow, biogas, and individual wind turbines</u></p> <p>4) <u>3) consideration of the potential for combined heat and power or other renewable generation facilities as an integral part of major new developments</u></p> <p>5) <u>4) energy generation from waste</u></p> <p>5) <u>wind to energy generation, particularly within the areas of search identified on the Key Diagram where no significant overriding circumstances exist.</u></p> <p>‘Windfarm’ developments <u>Wind to energy 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.. Elsewhere land based developments should respect landscape character and distinctiveness.</u></p>	<p>○ Amend Policy – to include reference to renewable energy offshore development, clarify that the regional targets relate to electricity production from renewable resources and to clarify priorities for consideration of wind to energy developments.</p> <p>Amendments to Policy reflect representations from Exmoor National Park (DD/643/3), GOSW (DD/361/40), Devon County Council (DD/641/4).</p> <p>Representations: Total of 55 representation received, 25 in support of the Policy, and 30 objections to the Policy. The main concerns related to the identification of the Area of Search for windfarms, effects on landscape, effects of MOD security, the Area of Rural Regeneration, the need to recognise off shore wind power generation, and the need to have regard of other forms of renewable energy and the conservation of energy, and the establishment of renewable energy targets.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p data-bbox="85 233 1090 272">Protecting Water Resources and Flood Defence</p> <p data-bbox="73 292 528 323">Policy CO13 (Policy C24 revised)</p> <p data-bbox="73 336 1095 395">All new development should be subject to a comprehensive <u>an appropriate</u> drainage assessment, and wherever possible <u>appropriate</u> incorporate sustainable drainage systems.</p> <p data-bbox="73 403 770 432">Proposals for development should not be provided for where:</p> <ol data-bbox="73 440 1095 852" style="list-style-type: none"> 1) such development would lead to an unacceptable <u>a deterioration</u> 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 <u>a risk</u> 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 <u>having regard to the sequential assessment of flood risk as set out in Government Guidance, or</u> 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. 	<p data-bbox="1122 233 2136 272"></p> <p data-bbox="1122 300 2136 395">○ Amend Policy – To clarify the intentions of the policy and the need to incorporate appropriate sustainable drainage systems and the sequential characterisation of flood risk.</p> <p data-bbox="1122 416 2136 616">Amendment to the Policy reflect representations e.g. from Devon County Agricultural Association (DD/598/6), Devon Stone Federation (DD/250/1), English Nature (DD/564/28), Friends of the Earth (North Devon) (DD/243/4), G.Boundy Builders Ltd (DD/597/10), GOSW (DD/361/41), Persimmon Homes SW Ltd (DD/595/23), Plymouth City Council (DD/625/6), Teignbridge District Council (DD/200/16), Torridge District Council (DD/128/21), Wilson Leisure Ltd (DD/596/5)</p> <p data-bbox="1122 683 2136 746">Representations: Total of 38 representation received, 16 supporting the Policy, and 22 objecting to the Policy.</p>
<p data-bbox="85 919 1090 959">Conserving Agricultural Land</p> <p data-bbox="73 978 656 1010">Policy CO14 (formerly Policy C27 revised)</p> <p data-bbox="73 1023 1095 1198">The use of <u>agricultural land, particularly</u> 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.</p>	<p data-bbox="1122 919 2136 959"></p> <p data-bbox="1122 986 2136 1050">○ Amend Policy - to comply with PPG7 as amended on the 21st March 2002 and amend text as appropriate.</p> <p data-bbox="1122 1070 2136 1134">Amendment to the policy reflects objection from GOSW (DD/361/42), Mid Devon District Council (DD/234/3), Mid Devon Green Party (DD/87/7)</p> <p data-bbox="1122 1153 2136 1278">Representations: Total of 18 representation received, 7 in support of the Policy, and 11 objecting to the Policy. The main concerns either the lack of protection or the over protection of agricultural land and the need to the need for protection of areas of high environmental value, even if of low agricultural quality.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Air Quality</p>	
<p>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.</p>	<p>No Change Representations: Total of 9 representation received, 3 in support of the Policy, and 6 objecting to the Policy. One suggested that the policy should be deleted, others suggested that development should be strengthened to resist any development that causes a significant deterioration in air quality</p>
<p>Noise Pollution</p>	
<p>Policy CO16 (former Policy C30 <u>revised</u>) Development should not be located where it would result in a significant increase in the level of noise pollution <u>in affecting</u> 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.</p>	<p>○ Amend Policy – to clarify the wording of the policy. Amendment to the policy reflects objection from Kaolin and Ball Clay Association UK (DD/2016/2) Representations: Total of 5 representation received, 3 in support of the Policy, and 2 objecting to the Policy.</p>
<p>MINERALS</p>	
<p>Safeguarding Mineral Resources</p>	
<p>Policy MN1 (former Policy E14) Mineral deposits which are, or may become, of economic importance will be safeguarded from unnecessary sterilisation by surface development.</p>	<p>No Change Representations: Total of 8 representation received, 5 in support of the Policy, and 3 objecting to the Policy. Two suggesting the need for the policy to be strengthened and one suggesting the Mineral Policies should be deleted.</p>
<p>Environmental Effects of Mineral Working</p>	
<p>Policy MN2 (former Policy E15 <u>revised</u>) 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 <u>and take into account relevant landscape character issues.</u></p>	<p>○ Amend Policy -to clarify that reclamation should take account relevant landscape character issues. Amendment to the policy reflects specialist officer advice. Representations: Total of 2 representation supporting the Policy.</p>

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<p>Mineral Development in National Parks and Areas of Outstanding Natural Beauty</p>	
<p>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.</p>	<p>No Change Representations: Total of 7 representation received, 3 in support of the Policy, and 4 objecting to the Policy.</p>
<p>Mineral Working Areas</p>	
<p>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.</p>	<p>No Change Representations: Total of 5 representation received, 5 in support of the Policy, and 2 objecting to the Policy concerning overriding sites and the need to take account of Inspectors report on the Mineral Local Plan for additional sites.</p>
<p>Aggregate Minerals</p>	
<p>Policy MN5 (Policy E18 revised) Provision should be made for an adequate supply of minerals, <u>throughout the plan period</u>, 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.</p>	<p>○ Amend Policy – to clarify that the 7-year landbank for the extraction of sand and gravel and 15-year landbank for extraction of crushed rock applies throughout the plan period. (i.e. <u>not</u> 22 years (15 years plus 7 years) in the case of sand and gravel, and not 30 years (15 years plus 7 years) in the case of extraction of rock.) (A suggestion to maintain a 10 year aggregate landbank to reflect Inspectors advice following the Mineral Local Plan Inquiry is the subject of consideration by the Devon Mineral Local Plan Working Party – the outcome of their considerations may effect the content of the Policy.).</p> <p>Amendment to the policy reflects specialist officer advice.</p> <p>Representations: Total of 6 representation received, 1 in support of the Policy, and 5 objecting to the Policy mainly in respect of recognising the need to maintain a 10 year aggregate landbank.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p data-bbox="85 233 1090 272">Secondary and Recycled Materials</p> <p data-bbox="73 292 618 323">Policy MN6 (former Policy E19 revised)</p> <p data-bbox="73 336 1097 547">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. <u>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.</u></p>	<p data-bbox="1122 233 2134 272"></p> <p data-bbox="1122 300 2145 363">○ Amend Policy – to clarify the opportunity to use secondary mineral waste as a means of reducing the need for material from traditional sources of aggregates.</p> <p data-bbox="1122 384 2145 416">Amendment to the policy reflects objection from CPRE Devon Branch (DD/603/31)</p> <p data-bbox="1122 483 2145 611">Representations: Total of 3 representation received, 2 in support of the Policy, and 1 objecting to the Policy suggesting the need to rewrite the policy including the need to recognise the roll of secondary mineral waste material in reducing the need for aggregates from primary sources.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
WASTE	
Waste Management Hierarchy	
<p>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.</p> <p>Policy WM1 (Policy C18, C19, C20, C21 revised) <u>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:</u> 1. <u>Reduction</u> 2. <u>Re-use</u> 3. <u>Composting and Material Recycling</u> 4. <u>Energy Recovery</u> 5. <u>Final Disposal (including landfill).</u> <u>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.</u> <u>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.</u></p>	<p>● Amend Policy - to incorporate other waste management policies now proposed for deletion. Landfill is identified as part of the management hierarchy and all management proposals will be subject to environmental impact assessment when considering their most sustainable location.</p> <p>Amendment to Policy reflects representation from Plymouth City Council (DD/625/16), CPRE Devon Branch (DD/603/32), Devon Association of Renewable Energy (DD/279/11), East Devon District Council (DD/164/8), Environment Agency (DD/370/8), GOSW (DD/361/48), National Trust (DD/560/42), Plymouth City Council (DD/625/17), Mid Devon Green Party (DD/87/15), Plymouth City Council (DD/625/18), Sandford Parish Council (DD239/10)</p> <p>Representations: Total of 18 representation received, 11 supporting the Policy, and 8 objecting to the Policy, the main concerns related to the implications regarding the disbenefits of energy recovery and that the principle to recover energy from materials is not too ridged.</p>
Waste Management Facilities	
<p>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.</p>	<p>○ Delete Policy - and incorporate into revised Policy WM1</p> <p>Representations: Total of 18 representation received, 10 supporting the Policy, and 8 objecting to the Policy, including advocating the inclusion of a target and the need to recognise waste transfer stations.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Waste to Energy and Landfill</p>	
<p>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.</p>	<p>○ Delete Policy -and incorporate into revised Policy WM1. Representations: Total of 18 representation received, 7 supporting the Policy, and 11 objecting to the Policy most of which are reflected in the amendments.</p>
<p>Management of Waste Generated by Development</p>	
<p>Policy WM4 (former Policy C21) Where unavoidable waste would be generated by the implementation of a major development, provision should be made for that waste to be utilised beneficially wherever possible.</p>	<p>○ Delete Policy -and incorporate into revised Policy WM1. Representations: Total of 4 representation received, 1 supporting the Policy,.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
III : TRANSPORT	
Devon Travel Strategy	
<p>Policy TR1 (Policy T1 revised) The movement of people and goods in <u>within and through</u> 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 <u>need to travel and its environmental impact of travel</u> and minimises the use of resources. In doing so the strategic priorities will be to:</p> <ol style="list-style-type: none"> 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 <p>Identify an integrated approach to transport investment in each part of Devon.</p>	<p>○ Amend Policy –</p> <p>(i) to clarify that the policy applies to through movement as well as internal travel Amendment to the Policy reflects representation from Rockbeare Parish (DD58) and GOSW (DD361)</p> <p>(ii) to refer to the objective of reducing the need to travel Amendment to the Policy reflects representation from GOSW (DD361)</p> <p>Representations : Total of 30 representations – including 15 in support of the Policy, and 11 objecting to the Policy .</p>
INCREASE EFFICIENCY IN TRAVEL	
Co-ordinating Land Use / Travel Planning	
<p>Policy TR2 (New Policy) Patterns of land use, in terms of its mix, location, density and layout should <u>reduce the need to travel and</u> 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 <u>only</u> be located where it can be effectively and conveniently accessed by public transport.</p>	<p>○ Amend Policy –</p> <p>(i) to recognise the key objective to reduce travel need Amendment to the Policy reflects representation from GOSW (DD361)</p> <p>(ii) to avoid inappropriate development of such uses in inaccessible locations Amendment to the Policy reflects representation from GOSW (DD361)</p> <p>Representations : Total of 21 representations – including 12 in support of the Policy, and 9 objecting to the Policy .</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p data-bbox="85 233 454 268">Managing Travel Demand</p> <p data-bbox="69 292 405 323">Policy TR3 (New Policy)</p> <p data-bbox="69 336 1095 392">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.</p> <p data-bbox="69 403 714 432">The management of travel demand will be promoted by:</p> <ol data-bbox="69 440 1095 692" style="list-style-type: none"> 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 alternatives <u>sustainable modes, and</u> 3) <u>requiring new encouraging businesses and other establishments to implement travel plans which identify specific measures to minimise private car use promote sustainable modes of travel, and encouraging existing businesses to introduce similar plans.</u> 	<p data-bbox="1122 300 2148 395">○ Amend Policy – to avoid giving an anti car emphasis, and to recognise that travel plans will be required from major new development and encouraged in respect of existing land uses.</p> <p data-bbox="1122 416 1767 445">Representation from Plymouth City Council (DD625)</p> <p data-bbox="1122 517 2148 579">Representations : Total of 17 representations – including 7 in support of the Policy, and 9 objecting to the Policy.</p>
<p data-bbox="85 759 685 794">Parking Strategy, Standards and Proposals</p> <p data-bbox="69 818 506 850">Policy TR4 (Policy T14 revised)</p> <p data-bbox="69 863 1095 919">Parking strategies to be included within Local Plans and Local Transport Plans will contribute to the effective management of travel demand by:</p> <ol data-bbox="69 927 1095 1155" style="list-style-type: none"> 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 <u>to be at or below current regional guidance, with lower standards applying in town and city centres.</u> 	<p data-bbox="1122 823 2148 885">○ Amend Policy – to indicate that tighter controls on parking should be applied within town centres where the use of alternative modes needs to be encouraged</p> <p data-bbox="1122 906 2148 968">Amendment to the Policy reflects representation from GOSW (DD361) and East Devon District Council (DD164)</p> <p data-bbox="1122 1040 2148 1102">Representations: Total of 23 representations – including 7 in support of the Policy, and 12 objecting to the Policy.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
PROMOTING EFFECTIVE AND SUSTAINABLE MODES OF TRAVEL	
Hierarchy of Modes	
<p>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:</p> <ol style="list-style-type: none"> 1) Walking 2) Cycling 3) Public Transport 4) Private Vehicles. <p>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.</p>	<p>No change</p> <p>Representations : Total of 24 representations – including 17 in support of the Policy, and 7 objecting to the Policy.</p>
ESTABLISHING TRAVEL NETWORKS THAT PROMOTE MODAL CHOICE	
Network Integration	
<p>Policy TR6 (New Policy) New or improved interchanges should be provided in order to facilitate efficient transfer between modes of travel and to promote<u>maximise</u> 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, <u>including community transport initiatives</u>.</p>	<p>○ Amend Policy – to strengthen policy to avoid token actions being taken.</p> <p>Amendment to the Policy reflects representation from Friends of the Earth (North Devon Group) (DD/243/23)</p> <p>○ Amend Policy – to include specific reference to community transport initiatives</p> <p>Amendment to the Policy reflects representation from Ivybridge Town Council (DD/102/10)</p> <p>Representations : Total of 21 representations – including 17 in support of the Policy, and 4 objecting to the Policy .</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Walking and Cycling</p> <p>Policy TR7 (Policy S3 revised) Walking and cycling will be improved by:</p> <ol style="list-style-type: none"> 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) <u>improving pedestrian and cycle links between settlements and adjacent rural areas,</u> <u>and</u> 2)3) <u>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.</u> 	<p>○ Amend Policy – to provide for improved cycle and pedestrian accessibility to settlements from the surrounding rural areas.</p> <p>Amendment to the Policy reflects representation from Honiton Town Council (DD39), Mid Devon Green Party (DD87/20), Sandford Parish Council (DD239/21), Teign Estuary Partnership Officer (DD/200/23), Wembury Amenity Society (DD38/3)</p> <p>Representations: Total of 35 representations – including 14 in support of the Policy, and 15 objecting to the Policy.</p>
<p>Bus Transport</p> <p>Policy TR8 (Policy T6 revised) The use of local bus and long distance coach services will be promoted by:</p> <ol style="list-style-type: none"> 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. 	<p>○ Delete policy – and combine with Policy TR9</p> <p>Amendment to the Policy reflects representation from GOSW (DD361/56)</p> <p>Representations: Total of 27 representations – including 12 in support of the Policy, and 12 objecting to the Policy.</p>
<p>Rail Public Transport</p> <p>Policy TR9 (Policy T7 Revised) Rail travel <u>The use of public transport in Devon, including bus, rail and long distance coach,</u> will be promoted by:</p> <ol style="list-style-type: none"> 1) locating major development where it can <u>maximise accessibility to access</u> the strategic or <u>and local railpublic transport network,</u> 2) <u>integrating rail-public transport services more effectively with other public transport service provision</u> 3) <u>improving accessibility to rail-public transport networks services</u> by supporting new rail and bus station development and enhanced service frequency wherever possible, and 4) <u>improving the quality of rail-travel by supporting the enhancement of facilities,</u> 	<p>○ Amend Policy – so as to incorporate the key elements of Policy TR8 and avoid misinterpretation</p> <p>Amendment to the Policy reflects representation from GOSW (DD361/56), and from Persimmon Homes SW (DD595)</p> <p>Representations : Total of 36 representations – including 26 in support of the Policy, and 8 objecting to the Policy .</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>infrastructure and user information, and 5) <u>managing the highway network so as to give greater priority to road based public transport services</u></p>	
<p>Strategic Road Network</p>	
<p>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 environmentof traffic, <u>reduce congestion, improve safety, promote environmental and economic enhancement and maximise operational efficiency.</u> 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 (<u>AEAs</u>) 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. <u>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.</u> <u>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.</u></p>	<p>○ Amend Policy – to incorporate sections of TR12 relating to Roadside Service Areas (see TR12 for reasons for change) and to safeguard network effectiveness and safety in the context of new development. Amendments also reduce unnecessary duplication within the policy wording. Amendment to the Policy reflects representation from GOSW (DD361), Teignbridge District Council (DD200)</p> <p>Representations : Total of 25 representations – including 11 in support of the Policy, and 9 objecting to the Policy .</p>
<p>Safeguarding Transport Networks</p>	
<p>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.</p>	<p>No change But may need to define key routes for safeguarding to which the policy applies.</p> <p>Representations : Total of 18 representations – including 12 in support of the Policy, and 6 objecting to the Policy.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p data-bbox="85 229 1088 268">Roadside Service Areas</p> <p data-bbox="69 288 528 320">Policy TR12 (Former Policy T15)</p> <p data-bbox="69 331 1097 389">Provision should be made for roadside service areas which provide the full range of facilities required by motorists where:</p> <ol data-bbox="69 400 1097 671" style="list-style-type: none"> 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. 6. 	<p data-bbox="1122 229 2130 268"></p> <p data-bbox="1122 296 2141 427">○ Delete Policy – to clarify the strategic priority for the provision of new and improved Roadside Service Areas on Trunk Route and National Primary Route sections of the SRN and avoid unnecessary development control criteria. Incorporate revised wording at the end of Policy TR10 and delete Policy TR12.</p> <p data-bbox="1122 448 2141 512">Amendment to the Policy reflects representation from GOSW (DD361), Teignbridge District Council (DD200)</p> <p data-bbox="1122 580 2141 644">Representations : Total of 5 representations – including 2 in support of the Policy, and 3 objecting to the Policy.</p>
<p data-bbox="85 703 1088 742">Ports</p> <p data-bbox="69 762 517 794">Policy TR13 (former Policy T20)</p> <p data-bbox="69 805 1097 863">Port facilities and their associated infrastructure should be maintained and developed in order to ensure that the following ports fulfil their strategic function:</p> <ol data-bbox="69 874 1097 1038" style="list-style-type: none"> 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. 	<p data-bbox="1122 703 2130 742"></p> <p data-bbox="1122 770 1249 802">No change</p> <p data-bbox="1122 871 2141 935">Representations : Total of 9 representations – including 4 in support of the Policy, and 5 objecting to the Policy .</p>
<p data-bbox="85 1067 1088 1106">Airports</p> <p data-bbox="69 1126 663 1158">Policy TR14 (Policies T22 and T23 revised)</p> <p data-bbox="69 1169 1097 1233">Exeter and Plymouth Airports are Accessibility Points in the European Airport Network. The role of Exeter and Plymouth Airports should be expanded by:</p> <ol data-bbox="69 1244 1097 1437" style="list-style-type: none"> 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. 	<p data-bbox="1122 1067 2130 1106"></p> <p data-bbox="1122 1134 1249 1166">No change</p> <p data-bbox="1122 1187 2141 1251">Representations : Total of 22 representations – including 7in support of the Policy, and 12 objecting to the Policy .</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>The Freight Distribution Network</p>	
<p>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:</p> <ol style="list-style-type: none"> 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 <u>area</u> and <u>the Exeter areas including, where appropriate, a freight distribution centre.</u> 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. 	<p>○ Amend Policy – to refer to the need for a freight distribution centre in the Exeter area as identified in the SWARMMS report, and the potential for such a facility at Plymouth</p> <p>Amendment to the Policy reflects representation from the SW RDA (DD2013).</p> <p>Representations: Total of 24 representations – including 13 in support of the Policy, and 11 objecting to the Policy.</p>
<p>TRANSPORT INVESTMENT IN DEVON’S URBAN AND RURAL AREAS</p>	
<p>Travel Investment Priorities</p>	
<p>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. <u>Urban Areas (PUAs and Sub Regional Centres)</u> Transport investment within the AEAs <u>PUAs and Sub Regional Centres</u> 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 <u>urban areas</u> 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.</p> <p style="text-align: right;">PTO</p>	<p>○ Amend Policy – - to clarify the approach to transport within the urban areas rather than to the wider AEAs which also include Area Centres and rural areas.</p> <p>Representations : Total of 23 representations – including 13 in support of the Policy, and 10 objecting to the Policy .</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions striketrough	<u>Reason for change and Summary of Representations</u>
<p>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.</p> <p>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.</p>	
<p>Strategic Network Investment Proposals</p>	
<p>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</p> <ul style="list-style-type: none"> • <u>A30/A303 - Marsh to Honiton and A35 Honiton Eastern Bypass (see note 1 below)</u> • <u>A386 – Plymouth, <u>corridor improvement including George Junction (by 2006)</u></u> • <u>A39/A361 - Barnstaple Western Bypass and Down Stream Bridge (by 2006)</u> • <u>A380 - Kingskerswell Bypass (by 2011)</u> • <u>A380 / A3022 Torbay Ring Road - Tweenaway Junction (by 2006)</u> • <u>A377 – Crediton (see note 2 below)</u> • <u>A379 / A374 – Plymouth, Laira Bridge area improvements</u> • <u>A380 – Haldon Chalets junction improvement</u> • <u>A30 (east) / M5 - improved Junction 29 approach capacity</u> • <u>A30 Merrymeet improvement</u> • <u>A30 Fingle Glen improvement</u> • <u>A30 Exeter Airport Junction link road</u> <p>B. Rail Network Investment Improvements in track and signalling to provide increased capacity so as to enable more frequent services and reduce journey times <u>on the following lines</u> :</p> <ul style="list-style-type: none"> • <u>Great Western Main Line (Taunton – Exeter – Plymouth)</u> • <u>Waterloo – Salisbury – Exeter <u>line</u></u> 	<ul style="list-style-type: none"> ● Amend Policy - to include additional schemes on the strategic transport network, including the A30, and M5 junction access at Exeter ● Amend Policy – to include reference to the need to improve services on the main line to Paignton, including a new station at Edginswell in Torquay, provision for the further development of the National Cycle Network, and improved bus / rail interchange facilities at Torquay. Include recognition of the need to improve rail links between Cattedown and the proposed Inter Modal Freight facility at Plymouth. ● Amend Policy – to include specific investment priorities at Exeter and Plymouth Airports. <p>Amendments to the Policy reflects representation from Devon CC (DD641), GOSW (DD361), Devon Conservation Forum (DD180) and the Community Council (DD251)</p> <ul style="list-style-type: none"> ● Amend Policy - to identify specific priorities for Park and Ride facility provision to 2016. <p>Amendment to the Policy reflects representation from GOSW (DD361/55)</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<ul style="list-style-type: none"> • <u>Newton Abbot – Paignton line</u> • Exeter – Barnstaple branch line • Exeter – Exmouth branch line • <u>Cattedown – Inter Modal Freight Facility improvement, Plymouth</u> <p>Reinstatement of former railway route:</p> <ul style="list-style-type: none"> • Bere Alston – Tavistock <p>New Stations at:</p> <ul style="list-style-type: none"> • Tavistock • the new community within East Devon • <u>Edginswell (Torbay)</u> <p>Further rail infrastructure may be considered in the light of the SWARMMS study, and Local Transport Plans, including the possibility of :</p> <ul style="list-style-type: none"> • Light Rapid Transit in the Plymouth area • Re-opened stations at : <ul style="list-style-type: none"> - Cullompton - Kingskerswell - South Brent <p><u>C. Investment in other public transport infrastructure</u></p> <ul style="list-style-type: none"> • Improved bus / rail interchanges at major rail stations - including Exeter St David’s, Newton Abbot, Totnes, Plymouth, Barnstaple, Tiverton Parkway, <u>Torquay</u>–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. • <u>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.</u> <p><u>D. Investment in Airport Facilities</u></p> <ul style="list-style-type: none"> • <u>additional terminal capacity at Exeter Airport</u> • <u>runway extension at Plymouth Airport</u> <p style="text-align: right;">PTO</p>	<p>Representations : Total of 84 representations – including 32 in support of the Policy, and 43 objecting to the Policy .</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p><u>E. National Cycle Network</u></p> <ul style="list-style-type: none"> <u>Plymouth to the Dorset border</u> <p>Note 1 : subject to the outcome of <u>in accordance with the decision of the SW Regional Assembly following the SWARMMS Study</u></p> <p>Note 2 : subject to further study <u>Transport Options to be determined by 2006</u></p>	
IV : SHOPPING, TOURISM, RECREATION AND LEISURE	
SHOPPING	
Shopping Facilities (Sequential Approach)	
<p>Policy SH1 (former Policy E20)</p> <p><u>Where a need for additional retail facilities can be identified</u> To meet the shopping needs of all Devon's residents and visitors by ensuring that new retail development such facilities is 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:</p> <ol style="list-style-type: none"> 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 <u>it would be readily and conveniently accessible by public transport, cyclists and pedestrians, and</u> 5) be sited so as to reduce the need to travel by car, <u>and</u> 6) <u>be well related to, but not adversely affect, residential areas.</u> 	<p>○ Amend Policy - to clarify need for retail development to comply with PPG6 (update statement dated Feb 99).</p> <p>Amendment to Policy reflect comments from the Cyclist Touring Club (DD/559/9), B&Q Plc (RPS) (DD/144/2), Grantchester Retail Parks (DD626/1).</p> <p>Representations: Total of 16 representations received, 8 supporting the Policy and 8 objecting to the Policy mainly regarding the need to clarify the need to provide for cyclist and pedestrians and for the policy to comply with PPG6 in respect of demonstrating need.</p>

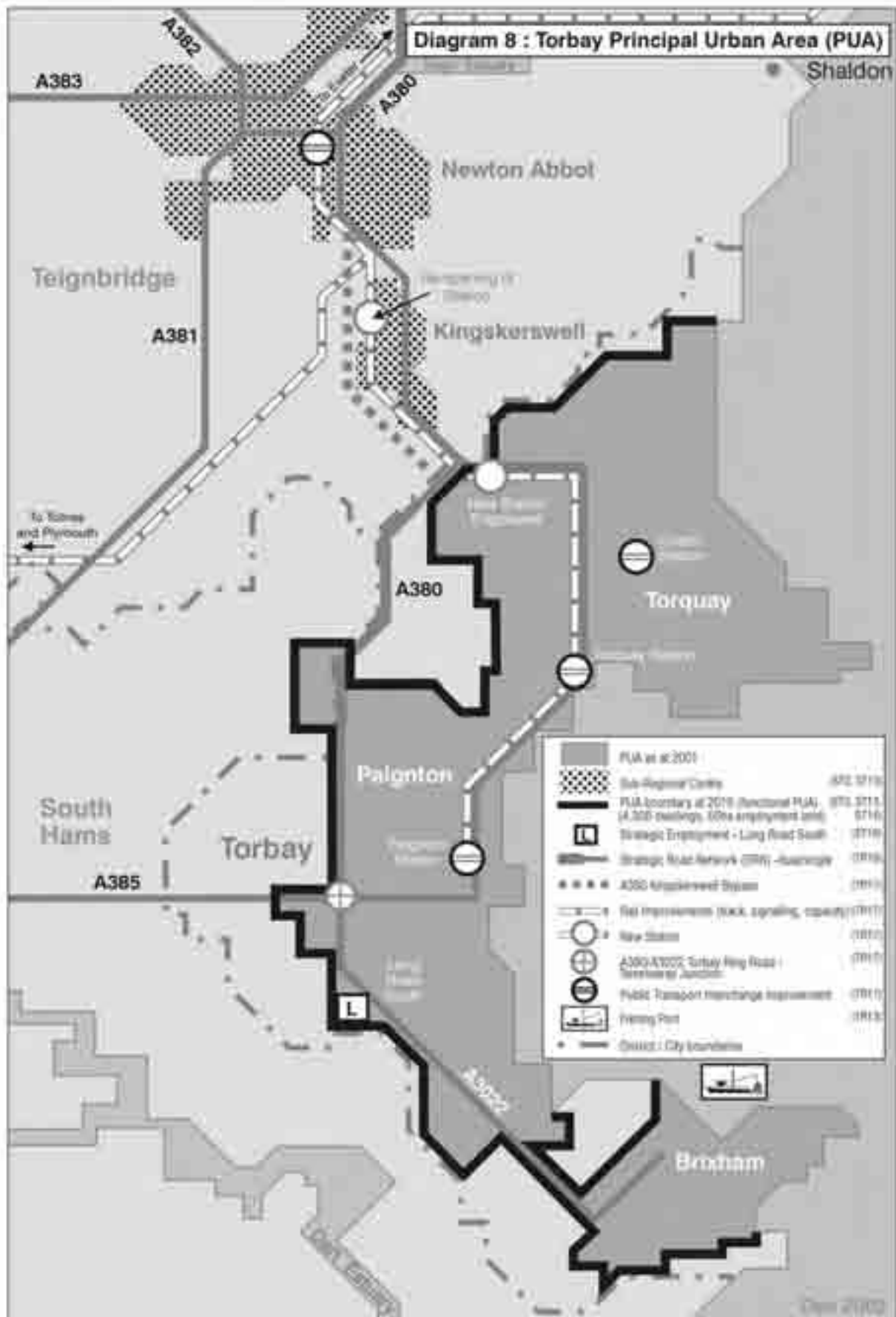
Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Shopping Facilities and Settlement Hierarchy</p>	
<p>Policy SH2 (former Policy E21) A range of shopping facilities should be maintained within the central areas of 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.</p>	<p>No Change Representations: Total of 2 representations received, 1 supporting the Policy and 1 objecting to the Policy suggesting policy should restrict conversions to shops and houses.</p>
<p>Retail Warehousing</p>	
<p>Policy SH3 (former Policy E23 <u>revised</u>) Retail warehouses should be located on the fringes of the central areas of the Principal Urban Areas, Sub-Regional and Area Centres <u>where there is a demonstrated need and where suitable sites can be identified.</u> Elsewhere within these Centres <u>settlements</u> provision for such development will only be made where:</p> <ol style="list-style-type: none"> 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. <p>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).</p>	<p>○ Amend Policy - to clarify that retail warehouses should only be located on the fringes of central areas where there is a demonstrated need for such development, (i.e. to comply with PPG6 (update statement dated Feb 99)).</p> <p>Amendment to Policy reflect comments from the B&Q Plc (DD/144/1)</p> <p>Representations: Total of 9 representations received, 1 supporting the Policy and 8 objecting to the Policy mainly regarding the suggestions to locate new retail development within existing out of centre locations should town centre or edge of centre sites be available.</p>
<p>Shopping Facilities in Rural Settlements</p>	
<p>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.</p>	<p>No Change Representations: Total of 12 representations received, 9 supporting the Policy and 3 objecting to the Policy regarding stores serving more than a local community not being permitted in local centres or other rural areas.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p>Large Food Stores</p> <p>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:</p> <p>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.</p>	<p>● Delete Policy - On the basis that its provisions are encompassed by other Policies. The specific proposals should not take precedence over the sequential approach required by SH1 as amended.</p> <p>Representations: Total of 14 representations received, 4 supporting the Policy and 10 objecting to the Policy requesting clarification of policy and suggestion that policy be expanded to cover Area Centres.</p>
TOURISM AND RECREATION	
<p>Tourism Development in Resorts</p> <p>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.</p>	<p>No Change</p> <p>Representations: Total of 5 representations received, 2 supporting the Policy and 3 objecting to the Policy suggesting it should be made more permissive.</p>
<p>Tourism Development in Other Settlements</p> <p>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.</p>	<p>No Change</p> <p>Representations: Total of 4 representations objecting to the Policy suggesting it is too restrictive and do not facilitate rural regeneration and that the PUA boundaries should be adjusted to allow for major tourism development.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p data-bbox="85 233 595 268">Tourist Development in Rural Areas</p> <p data-bbox="69 292 595 323">Policy TO3 (former Policy E6 <u>revised</u>)</p> <p data-bbox="69 333 1095 392">Outside the settlements referred to in Policies TO1 and TO2, the following types of tourist development will be acceptable:</p> <ol data-bbox="69 400 1095 855" style="list-style-type: none"> 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. <u>accommodation and/or facilities that directly related to, and compatible in scale and character with, existing recreational development, which would be compatible in scale and character to that development and the surrounding area,</u> 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. 	<div data-bbox="1122 225 2134 272" style="border: 1px solid black; height: 30px; width: 100%;"></div> <p data-bbox="1115 296 2141 360">○ Amend Policy - to clarify the scope of criterion 3 in respect of accommodation and facilities related to existing recreational development.</p> <p data-bbox="1115 379 2141 443">Amendment to Policy reflect comments from the Council for National Parks (DD/43/6), Dartmouth Golf and Country Club Ltd (DD/608/1)</p> <p data-bbox="1115 462 2141 526">Representations: Total of 17 representations received, 3 supporting the Policy and 14 objecting to the Policy.</p>
<p data-bbox="85 922 562 957">Touring Parks and Camping Sites</p> <p data-bbox="69 981 499 1013">Policy TO4 (Former Policy E7)</p> <p data-bbox="69 1023 1095 1174">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).</p>	<div data-bbox="1122 914 2134 962" style="border: 1px solid black; height: 30px; width: 100%;"></div> <p data-bbox="1115 986 1261 1018">No Change</p> <p data-bbox="1115 1037 2141 1133">Representations: Total of 12 representations received, 6 supporting the Policy and 6 objecting to the Policy in the context of need, flooding, policy being too restrictive, and lack of provision for Static Caravans.</p>

Change to Deposit Draft – additions <u>underlined</u> / deletions strikethrough	<u>Reason for change and Summary of Representations</u>
<p data-bbox="85 231 1093 268">Major Recreation Facilities (and Golf Courses)</p> <p data-bbox="69 288 506 320">Policy TO5 (former Policy E10)</p> <p data-bbox="69 331 1097 576">The development of major recreational facilities will only be provided for outside the <u>Dartmoor National Parks, Areas of Outstanding Natural Beauty, Coastal Preservation Areas and Areas of Great Landscape Value</u>. 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.</p>	<p data-bbox="1122 231 2134 268"></p> <p data-bbox="1122 296 2141 360">○ Amend Policy – to reflect the fact that Exmoor does not fall within the Devon Structure Plan area.</p> <p data-bbox="1122 379 2141 443">Amendment to Policy reflect comments from the Exmoor National Park Authority (DD/643/4)</p> <p data-bbox="1122 462 2141 560">Representations: Total of 9 representations received, 5 supporting the Policy and 4 objecting to Policy. Sport England (DD/561/16) to the blanket ban on sport – contrary to PPG 17 and Circular 12/96</p>
<p data-bbox="85 660 1093 697">Public Rights of Way <u>Long Distance Recreational Footpaths and cycle routes</u></p> <p data-bbox="69 718 506 750">Policy TO6 (former Policy E13)</p> <p data-bbox="69 761 1097 911">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.</p>	<p data-bbox="1122 660 2134 697"></p> <p data-bbox="1122 726 1249 758">No change</p> <p data-bbox="1122 777 2141 841">Representations: Total of 11 representations received, 6 supporting the Policy and 5 objecting to the Policy</p>

Diagram 8: Torbay Principal Urban Area
 (Revised Map 8 in Deposit Draft)



5. Sustainability Appraisal

Appraisal

5.1 The concept of Sustainable Development is important for land use planning and it is crucial that the concept is integrated into the Devon Structure Plan. To ensure that this happens, a Sustainability Appraisal is carried out at every stage of the plan making process.

5.2 The first Sustainability Appraisal of the Devon Structure Plan 2001 to 2016 Deposit Draft is set out in a separate document, which was published in July 2002. The main elements of the appraisal comprise:

- 1) The **Scoping of relevant Government Guidance**. This was carried out to ensure that the plan covers all current Government guidance on Development plan content.
- 2) The **Assessment of the proposed policies against the aims of the Structure Plan**.
- 3) The **Appraisal of the new and revised policies and proposals to establish their effects in sustainability terms**

5.3 This chapter sets out the **Sustainability Appraisal of the Pre-EIP Changes** to the Devon Structure Plan 2001 to 2016 Deposit Draft policies and proposals. It is particularly important to ensure that any amended policies contribute positively towards sustainable development.

5.4 The main sustainability objectives against which the Structure Plan policies have been judged are summarised below.

- a) **Prudent Use of Natural Resources**
 - To reduce consumption of undeveloped land and protect the best and most versatile agricultural land
 - To promote re-use and recycling of waste, and reduce mineral consumption
 - To ensure efficient use of water and energy resources
 - To maintain and enhance biodiversity resources
- b) **Effective Protection of the Environment**
 - To maintain and enhance the attractiveness of rural and urban areas
 - To improve and maintain good water and air quality and to manage potential effects of climate change
 - To maintain and enhance the historic environment and assets of the county
 - Promote a pattern of land use that will reduce the need to travel
- c) **Maintenance of high and stable levels of economic growth and employment**
 - To encourage and accommodate the process of economic change and diversification
 - To encourage and accommodate the expansion of population, employment and housing related to infrastructure
 - To support and maintain the rural economy

d) **Social progress which recognises the needs of everyone**

- To reduce disparities in income, access to jobs, facilities and services within the county
- To protect and improve the quality of life and health of all residents
- To foster sustainable communities and living environment

5.5 A full list of sustainability objectives and criteria used against which new and revised policies have been judged and other detailed information is set out in Devon Structure Plan 2001 to 2016 Deposit Draft Sustainability Appraisal published in July 2002.

Appraisal Findings and Schedule of Comments

5.6 The appraisal findings are set out in the schedule on pages 63 to 66.

- The first column indicates the Policy reference and name. For the sake of completeness the policies and proposals that have not been changed from that in the deposit draft are shown in grey in the schedule and are not the subject of this consultation.
- The second column indicates the extent to which the adjustments to the policy or proposal achieve the objectives of sustainable development. The following symbols have been used to demonstrate the impact.
 - ✓✓ = Amendments to the policy/proposal strongly supports sustainable development
 - ✓ = Amendments to the policy/proposal contribute positively towards sustainable development
 - ◆ = Policy has been removed/merged with another policy
- The third column contains comments relating to the Sustainability Appraisal of the Pre - EIP Changes to the policies and proposals.

5.7 It is evident that the key points raised in the Sustainability Appraisal published July 2002, have been considered at this stage in the preparation of the Structure Plan. This demonstrates that Sustainability Appraisals are a useful tool in helping to improve the sustainability performance of plans.

5.8 The Sustainability Appraisal can be seen as balancing the positive/negative effects of development as progress towards one objective may impact adversely on progress towards others. The appraisal has demonstrated that the concept of sustainability does underlie all of the policies and proposals in the structure plan. However, it is evident that the impact will vary depending on how the policy/proposal is interpreted and implemented. It is therefore suggested that when planning and making decisions for the future, every effort is made to apply the principles of sustainability as set out in the Devon Structure Plan.

5.9 The Sustainability Appraisal of the adjustments to the policies and proposals of the Devon Structure Plan 2001 to 2016 Deposit Draft confirms that the concept of sustainability remains the key principle underlying the plan. Following this consultation stage in the preparation of the plan further appraisal work will be carried out.

Policy	Impact	Comments relating to the Sustainability Appraisal
I -A Sustainable Strategy for Devon		
ST1	Sustainable Development	✓✓ Policy emphasises Sustainable Development objectives
ST2	The Sequential Approach	✓✓ The policy clarifies the sequential approach to development and the distinction between new communities and new settlements.
ST3	Self Sufficiency of Devon's Communities	✓ The policy emphasises the strategic approach to development and the need to have regard to the sequential approach.
ST4	Infrastructure Provision	✓✓ Policy clarifies that development should seek to meet wider sustainability objectives of the plan.
ST5	Development Priority 2001 to 2016	✓ Policy clarifies the roles of PUAs and sub regional centres, and the need to have regard to the sequential approach to development.
ST6	Plymouth Area of Economic Activity	✓ Policy sets out the role of the Plymouth AEA in terms of the economy, housing and transport
ST7	Plymouth AEA Housing and Employment Provision	✓ The policy emphasises that the bulk of new development is to be accommodated in the PUA.
ST8	South Hams New Community Proposal	✓✓ The policy has regard to the sequential approach to development
ST9	Barnstaple/Bideford Area of Economic Activity	✓ Policy sets out the role of the AEA
ST10	Exeter Area of Economic Activity	✓ The policy now includes the potential for a strategic tourist/recreational use within the AEA. Policy has regard to the transportation impact.
ST11	Exeter AEA Housing and Employment Provision	✓ The policy now increases provision for strategic development of employment land.
ST12	East Devon New Community Proposal	✓✓ The policy has regard to the sequential approach to development
ST13	Torbay/Newton Abbot Area of Economic Activity	✓ The policy clarifies the focus of development within Torbay and Newton Abbot.
ST14	Torbay/Newton Abbot AEA Housing and Employment Provision	✓ The proposal increases provision for strategic development of employment land.
ST15	Area Centres	✓ Policy sets out the role of Area Centres
ST16	Local Centres and Rural Areas	✓ Policy sets out the role of Local Centres and Rural Areas
ST17	Housing and Employment Land Provision	✓✓ The proposal increases provision for strategic development of employment land. The policy has regard to the sequential approach.
ST18	Affordable Housing	✓ The policy broadens and clarifies the scope of affordable housing
ST19	Strategic Development Sites	✓ Policy clarifies sites of regional/sub regional importance
ST20	Safeguarding Employment Land	✓✓ Changes to the policy reflect the need to conserve resources (efficient use of land) (Policy ST1)
ST21	Regeneration Priority	✓ Policy now specifies towns for regeneration priority
ST22	Rural Regeneration Areas	✓ Policy sets out the priority for rural regeneration areas
ST23	Concept of New Community Development	✓ Policy sets out the concept of new communities
ST24	New Community Implementation	✓ Policy sets out the concept of new community implementation
ST25	New Community Landscape Setting	✓ Policy sets out requirements for protection of the setting of new communities

The policies and proposals that have not been changed from that in the deposit draft are shown in grey in the schedule and are not the subject of this consultation.

Policy	Impact	Comments relating to the Sustainability Appraisal
II - Conservation of Devon's Environment and Resources		
<u>Conservation</u>		
CO1	Landscape Character and Local Distinctiveness	✓ Policy now applies to all Landscape Character areas and the requirements for undertaking more detailed assessments of landscape character
CO2	National Parks	✓ Policy seeks to conserve and enhance the Dartmoor National Park
CO3	Areas of Outstanding Natural Beauty	✓ Policy seeks to conserve and enhance Areas of Outstanding Natural Beauty
CO4	Areas of Great Landscape Value	✓ Policy seeks to conserve and enhance Areas of Great Landscape Beauty
CO5	Coastal Preservation Area	✓ Policy now reflects the strategic aspects of the Coastal Preservation Area
CO6	Quality of New Development	✓ Policy now clarifies the importance of good urban design
CO7	Historic Settlements and Buildings	✓ Policy now has regard to historic character of the landscape
CO8	Archaeology	✓ Policy now applies to all archaeological sites and settings (nationally, regionally, locally important sites)
CO9	Biodiversity and Earth Science Diversity	✓ Policy sets out the requirements for sustaining the natural environment
CO10	Protection of Nature Conservation Sites and Species	✓ Policy seeks to ensure protection of sites of national and international importance
CO11	Conserving Energy Resources	✓ Policy seeks to minimise energy consumption
CO12	Renewable Energy Developments	✓✓ Policy now clarifies targets for renewable energy
CO13	Protecting Water Resources and Flood Defence	✓ Policy now clarifies the need for sustainable urban drainage systems and sequential characterisation of flood risk
CO14	Conserving Agricultural Land	✓ Policy seeks to protect all agricultural land taking into account PPG 7.
CO15	Air Quality	✓ Policy seeks to protect land use and amenity
CO16	Noise Pollution	✓ Policy now has more appropriate wording regarding noise issues
<u>Minerals</u>		
MN1	Safeguarding Mineral Resources	✓ Policy seeks to safeguard mineral development from unnecessary sterilisation
MN2	Environmental Effects of Mineral Working	✓ Policy now clarifies that reclamation should take account relevant landscape character issues.
MN3	Mineral Development in National Parks and Areas of Outstanding Natural Beauty	✓ Policy sets out requirements for examination of proposals for mineral development
MN4	Mineral Working Areas	✓ Policy sets out requirements for the development of Mineral Working Areas
MN5	Aggregate Minerals	✓✓ Policy clarifies the provision of an adequate supply of minerals throughout the plan period.
MN6	Secondary and Recycled Materials	✓✓ Policy now clarifies the opportunity to use secondary mineral waste as a means of reducing the need for material from traditional sources of aggregates
<u>Waste</u>		
WM1	Waste Management Hierarchy	✓✓ Waste management facilities are identified as a hierarchy and in accordance with BPEO. Policy now clarifies that all management proposals will be subject to an environmental impact assessment when considering their most suitable location.
WM2	Waste Management Facilities	◆ Policy is now incorporated into Policy WM1
WM3	Waste to Energy and Landfill	◆ Policy is now incorporated into Policy WM1
WM4	Management of Waste Generated by Dev't	◆ Policy is now incorporated into Policy WM1

Policy	Impact	Comments relating to the Sustainability Appraisal
III – Transport		
TR1	Devon Travel Strategy	✓ Policy considers the through movement as well as internal travel within Devon
TR2	Co-ordination of Land-Use/Travel Planning	✓✓ Policy supports a key objective to reduce travel need
TR3	Managing Travel Demand	✓✓ Policy seeks to manage travel demand through sustainable modes and setting out the requirements for travel plans.
TR4	Parking Strategy, Standards & Proposals	✓✓ Policy sets out the requirements for tighter controls on parking within town centres
TR5	Hierarchy of Modes	✓ Policy seeks to promote sustainable modes of travel
TR6	Network Integration	✓ Policy seeks to maximise the use of more sustainable modes of travel. Policy also promotes the effective co-ordination and integration of service provision, including community transport initiatives.
TR7	Walking and Cycling	✓✓ Policy now provides for improved cycle and pedestrian accessibility. This should encourage more sustainable travel patterns.
TR8	Bus Transport (delete / combine TR9)	◆ Policy deleted. Refer to Policy TR9
TR9	Rail (now Public Transport/combine TR8)	✓✓ Policy seeks to promote the use of public transport in Devon. Policy now clarifies elements of accessibility, integration, quality and management
TR10	Strategic Road Network (plus TR12)	✓ Policy sets out the priority to maintain and develop the Devon strategic road network
TR11	Safeguarding Transport Networks	✓ Policy seeks to protect future transportation use
TR12	Roadside Service Areas (delete & combine with TR10)	◆ Policy is incorporated into TR10
TR13	Ports	✓ Policy sets out the role of ports
TR14	Airports	✓ Policy sets out the role of airports
TR15	The Freight Distribution Network	✓ Policy now identifies the need for an additional freight distribution centre at Exeter and Plymouth where appropriate in order to achieve a sustainable network.
TR16	Travel Investment Priorities	✓✓ Policy clarifies the travel investment priorities within the urban areas. This should encourage more sustainable travel patterns.
TR17	Strategic Network Investment Proposals	✓✓ Policy includes additional investment priorities on the strategic transport network. This should encourage more sustainable travel patterns.

The policies and proposals that have not been changed from that in the deposit draft are shown in grey in the schedule and are not the subject of this consultation.

Policy	Impact	Comments relating to the Sustainability Appraisal
IV - Shopping, Tourism, Recreation and Leisure		
<u>Shopping</u>		
SH1	Shopping Facilities (Sequential Approach)	✓ Policy clarifies the need for retail development to comply with PPG6.
SH2	Shopping Facilities and Settlement Hierarchy	✓ Policy sets out requirements for the development of appropriate facilities
SH3	Retail Warehousing	✓ Policy now clarifies the principles of suitable location of retail warehousing to comply with PPG 6.
SH4	Shopping Facilities in Rural Settlements	✓ Policy has consideration for rural settlements
SH5	Large Food Stores (delete Policy)	✓ Regard must be had to the sequential approach (Policy SH1)
<u>Tourism, Recreation and Leisure</u>		
TO1	Tourism Development in Resorts	✓ Policy sets out requirements for appropriate development
TO2	Tourism Development in Other Settlements	✓ Policy sets out requirements for appropriate development
TO3	Tourist Development in Rural Areas	✓ Policy clarifies the criteria for provision of appropriate accommodation relating to recreational development
TO4	Touring Parks and Camping Sites	✓ Policy sets out requirements for appropriate development
TO5	Major Recreational Facilities (and Golf Courses)	✓ Policy sets out requirements for appropriate development
TO6	Public Rights of Way	✓ Policy seeks to protect footpath and cycle route networks

The policies and proposals that have not been changed from that in the deposit draft are shown in grey in the schedule and are not the subject of this consultation.

6. Appendices

<u>Appendix 1</u>	Index of Policies and Proposals
<u>Appendix 2</u>	Local Planning Authority Addresses

Comment Form for Objections or Representations

Appendix 1: Index of Policies and Proposals

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E

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H

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tourism accommodation and facilities	TO2
walking and routes.....	TR7
retail warehouses	SH3
shopping facilities and settlement hierarchy.....	SH2
T	
Tavistock	
rail station re-opening.....	TR17
Teignbridge District	
employment land provision	ST17
housing provision	ST17
Teignmouth	
port (commercial)	TR13

Torbay	public transport.....	TR5
A380/A3022 Torbay Ring Road -Tweenaway Junction	Roadside Service Areas	TR15
.....	walking	TR5, TR7
employment land provision.....	Transport (Rail).....	See Rail Network
housing provision		
Strategic Development Sites		
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Principal Urban Area	urban regeneration	CO6
Torridge	V	
employment land provision.....	Visitor Attractions.....	TO3
housing provision		
Touring parks	W	
Tourism	Walking	
accommodation and facilities in resorts	network of strategic routes and provision	TR7
identification of main tourist areas.....	long distance footpath.....	TO6
large scale accommodation and facilities	Waste Disposal	
outside settlement and resorts	generated by major development	WM4
touring parks	landfill/landraising	WM3
visitor attractions and activities.....	Waste Management	
Transport	best practical environmental options	WM1
car parking management	hierarchy	WM1
cycling.....	Waste Management Facilities	WM2
Devon Road Network	Waste to Energy Incineration	WM3
freight development	Water Resources	
Hierarchy of Modes	protection of.....	CO13
Strategic Road Network.....	West Devon District	
improvements to the Strategic Road Network.....	employment land provision	ST17
intergrated transport strategy	housing provision	ST17
park and ride	Windfarms.....	CO12
private vehicles		
promotion of public transport		

Appendix 2 : Local Planning Authority Addresses

Structure/Unitary Planning Authority	District Planning Authority	
Devon County Council Environment Directorate Lucombe House County Hall EXETER EX2 4QW Tel: 01392 382275 Fax: 01392 382135 email: structureplan@devon.gov.uk Website: www.devon.gov.uk	East Devon District Council Environment Directorate Council Offices Knowle SIDMOUTH EX10 8HL Tel: 01395 516551 Fax: 01395 517509 email: localplan@eastdevon.gov.uk Website: www.eastdevon.gov.uk	South Hams District Council Forward Planning Follaton House Plymouth Road TOTNES TQ9 5NE Tel: 01803 861234 Fax: 01803 861166 email: Local.Plan@south-hams-dc.gov.uk Website: www.south-hams-dc.gov.uk
Plymouth City Council Department Development Civic Centre PLYMOUTH PL1 2EW Tel: 01752 305473 Fax: 01752 304231 email: structure.plan@plymouth.gov.uk Website: www.plymouth.gov.uk	Exeter City Council Forward Planning Economy and Dev't Directorate Civic Centre EXETER EX1 1JN Tel: 01392 277888 Fax: 01392 265165 email: local.plan@exeter.gov.uk Website: www.exeter.gov.uk	Teignbridge District Council Directorate of Planning and Environment Forde House, Brunel Road NEWTON ABBOT TQ12 4XX Tel: 01626 361101 Fax: 01626 215760 email: planning@teignbridge.gov.uk Website: www.teignbridge.gov.uk
Torbay Council Strategic Services Directorate Town Hall Castle Circus TORQUAY TQ1 3PQ Tel: 01803 208888 Fax: 01803 208882 email: strategic@torbay.gov.uk Website: www.torbay.gov.uk	Mid Devon District Council Planning and Technical Services Ailsa House Tidcombe Lane TIVERTON EX16 4DZ Tel: 01884 255255 Fax: 01884 255584 email: fplan@middevon.gov.uk Website: www.middevon.gov.uk	Torridge District Council Planning and Technical Services Riverbank House BIDEFORD EX39 2QG Tel: 01237 428700 Fax: 01237 424971 / 478849 email: local.plans@torridge.gov.uk Website: www.torridge.gov.uk
Dartmoor National Park Authority Parke Haytor Road Bovey Tracey NEWTON ABBOT TQ13 9JQ Tel: 01626 832093 Fax 01626 834684 email: <a href="mailto:ForwardPlanning@dartmoor-
npa.gov.uk">ForwardPlanning@dartmoor- npa.gov.uk Website: www.dartmoor-npa.gov.uk	North Devon District Council Senior Policy Planner Civic Centre BARNSTAPLE EX31 1EA Tel: 01271 388392 Fax: 01271 323638 email: localplan@northdevon.gov.uk Website: www.northdevon.gov.uk	West Devon Borough Council Planning and Development Oaklands Drive OKEHAMPTON EX20 1LH Tel: 01822 813600 Fax: 01822 813635 email: localplan@westdevon.gov.uk Website: www.wdbc.gov.uk
Exmoor National Park Authority Exmoor House DULVERTON Somerset TA22 9HL Tel: 01398 323665 Fax 01398 323150 email: <a href="mailto:plan@exmoor-
nationalpark.gov.uk">plan@exmoor- nationalpark.gov.uk Website: <a href="http://www.exmoor-
nationalpark.gov.uk">www.exmoor- nationalpark.gov.uk		

For Office Use only:
Reg. No: DD/
Other Action:

Pre Examination in Public Changes to Deposit Draft (Jan 2003)

Comment Form for Objections or Representations

Please use this form to set out your objection/s to, or representation/s in support of, the changes to the Deposit Draft Policies and Proposals (please photocopy as necessary) or complete the online Comment Form on: www.devon.gov.uk/structureplan.
It is important to note that the information you provide will be recorded for Structure Plan purposes only and that copies of your objection or representation will be made available for public inspection.
Please complete **each part in black pen or typeface. The deadline for comments is 5.00 p.m. on Thurs 13th March 2003.**

Part 1.	Name and Address (to which correspondence would be sent)	If form is submitted on behalf of another Organisation etc please indicate
Name (Title, Initials, Surname)		Name of the organisation you or your company represent:
Company Name		
Building Name		Your Position (e.g. Agent, Secretary, Clerk):
House no. & Street		
Location / Area		
Postal Town		Postcode:
Telephone/Fax:		
Email Address		

Part 2. If there is a Inquiry (Examination in Public), would you wish to participate in the discussions if invited to do so?
(please tick as appropriate) Yes No

Part 3. Please state the Policy or Proposal reference, indicate if you support or object, and the reason for your representation and the change, if any, that you suggest

Policy or Proposal Ref (e.g. ST1)	Support or Object	Reason for representation and change, if any, that you suggest <i>(Please note, that at this stage, comments will only be accepted in respect of the policies and proposals which have been changed, and not to the policies in pale grey which at this stage remain unaltered. It is <u>not</u> necessary to resubmit representations previously made on the Deposit Draft during July/August/September 2002)</i>	Official Use
			pto

Part 4: Signature	Part 5: Date

For Office Use only:
Reg. No: DD/

Policy or Proposal Ref (e.g. ST1)	Support or Object	Reason for representation and change, if any, that you suggest <i>(Please note, that at this stage, comments will only be accepted in respect of the policies and proposals which have been changed, and not to the policies in pale grey which at this stage remain unaltered. It is <u>not</u> necessary to resubmit representations previously made on the Deposit Draft during July/August/September 2002)</i>	Official Use

Part 4: Signature		Part 5: Date	
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All completed forms should be returned by **5.00 p.m. on Thursday 13th March 2003** to:

**Devon to 2016, Lucombe House, County Hall,
Topsham Road, EXETER EX2 4QW**

For further Information and additional forms: Visit Website at: www.devon.gov.uk/structureplan
Email: structureplan@devon.gov.uk or Tel: 01392-382275 (Fax: 01392-382135)

Published on behalf of the Structure Plan
Joint Committee consisting of representatives
of Devon County Council, Plymouth City
Council, Torbay Council and
Dartmoor National Park Authority by:

Devon County Council
Lucombe House
County Hall
Topsham Road
Exeter EX2 4QW