

# Devon Structure Plan 2001 to 2016

Proposed Modifications to Deposit Draft Policies and Proposals

# Devonto2016

Proposed Modifications to  
Deposit Draft Policies and Proposals



February 2004

**Devon Structure Plan 2001 to 2016**

**Proposed Modifications to Deposit Draft Policies and Proposals (February 2004)**

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Proposed Modifications to Deposit Draft Policies and Proposals**

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# 1. INTRODUCTION

## General Introduction

1.1 This Document sets out the proposed modifications to the Deposit Draft policies and proposals published in July 2002. The modifications are a result of the comments received on the Deposit Draft, the Pre Examination in Public Changes to the Deposit Draft and the recommendations of the Panel, following their consideration of the issues discussed at the Examination in Public (EIP) held in June and July 2003. The Report of the Panel containing their recommendations was published in November 2003.

1.2 The Structure Plan is the responsibility of four Structure Plan Authorities in Devon. Members of Devon County Council, Plymouth City Council, Torbay Council and Dartmoor National Park Authority have jointly considered the Panel's Recommendations and other aspects of the Plan not specifically addressed at the EIP. The Modifications set out within this document represent the results of this consideration.

## Opportunity to Comment

1.3 The proposed modifications set out in this document will help to shape the future of Devon. There is now an opportunity to comment on the modifications proposed or to the fact that the authorities have not proposed a modification recommended by the Panel. Objections and representations should specify the matters to which they relate and the grounds on which they are made. They may be accompanied by a request to be notified of the withdrawal, adoption or rejection of the proposals. At this stage objections cannot be made to the original Deposit Plan.

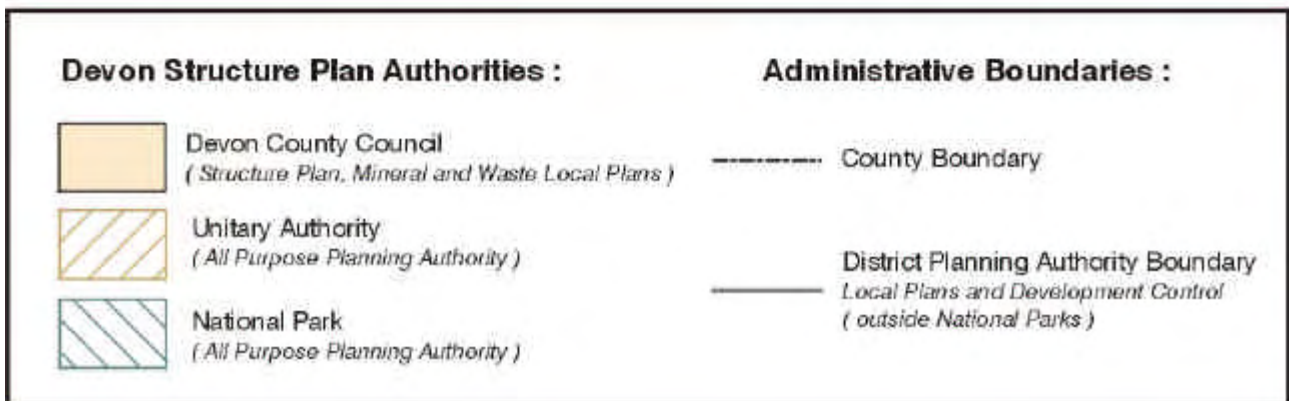
1.4 Anyone who wishes to object to a proposed modification, or to the fact that the authorities have not proposed a modification recommended by the Panel, should complete a copy of the Form provided at the back of this document. Completed Forms should be sent to:

**Devon to 2016,  
Lucombe House,  
County Hall,  
Topsham Road,  
EXETER. EX1 1AZ**

All objections and representations must be received  
**by 5 p.m. on Thursday 25<sup>th</sup> March 2004.**

1.5 The constituent authorities will consider all the representations received before the Plan is adopted.





Map 1: Planning Authority Boundaries in Devon

## Background

1.6 The alteration of the Structure Plan has been progressing since 2001.

- Nov 2001 **'Issues Consultation'** was published to canvas public comment the importance of issues and the form of future development.
- July 2002 **Devon County Structure 2001 to 2016 Deposit Draft'** was published to canvas public comment on the proposed policies and proposals to be included in the Structure Plan. As a result of the comments received a number of changes to the policies and proposals were published as Pre Examination in Public Changes to the Deposit Draft.
- January 2003 **Pre Examination in Public Changes to the Deposit Draft** was placed on public deposit to allow a further opportunity for comments to be made about the content of the Plan. The Joint Committee having considered all the objections and representations, felt that further information and discussion was necessary on a selected number of matters at an Examination in Public.
- June / July 2003 **Examination in Public** - An independent Panel appointed by the Secretary of State for the Environment, chaired by Professor Stephen Crow undertook examination in Public (EIP). More than 100 individuals, authorities and organisations participated in the Examination.
- November 2003 **EIP - Report of the Panel** was published. The Panel made a number of recommendations as to how they considered the Plan should be modified.

**1.9 New legislation** regarding the preparation of development plans is expected to be enacted in the summer of 2004, but the Devon Structure Plan Authorities have been urged to progress the Structure Plan to adoption so as to secure clear strategic guidance until the new planning system becomes fully operative. The revised Devon Structure Plan will be formally "saved" for a minimum of three years from the date of final adoption.

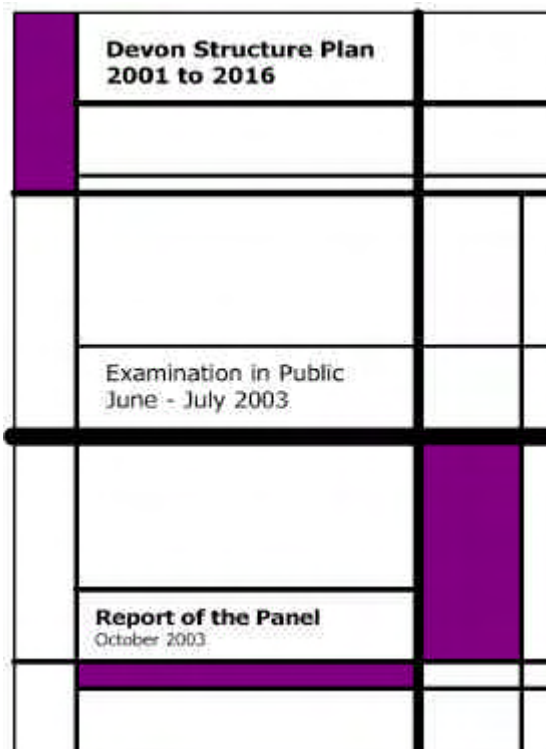


## 2. SUMMARY OF EIP PANEL RECOMMENDATIONS

2.1 The findings of a seven week long public inquiry into the Devon Structure Plan, chaired by Professor Stephen Crow, were published in November 2003. This section summaries the main conclusions and recommendations from the 'Examination in Public (EiP) Report of the Panel',. The Report set out the Panel's views on a number of issues and made about 50 main recommendations. These recommendations are summarised below.

### The Spatial Strategy and Development Provision and distribution (Chapters 3 & 4)

2.2 The Panel considered that the **overall development strategy** set out in the Plan – concentrating development at the main urban areas was appropriate. In particular they concluded that the proposals for the Plymouth sub region and the Exeter sub area were broadly appropriate and in line with RPG 10. They have however proposed that the **Areas of Economic Activity** be deleted from the Plan on the basis that the underlying strategic objectives of that designation can be met through the concept of **Principal Urban Areas** and **Sub Regional Centres**. In this context the Panel have retained specific guidance on development provision for the areas “in or adjoining” both Plymouth and Exeter, and have included a specific development figure for Newton Abbot. In doing so they have therefore broadly secured the degree of development focus previously achieved through the AEA approach.



2.3 The Panel have proposed a slightly modified **distribution of development** in the principal urban areas and their respective surrounding areas.

2.4 The Panel have given clear support for the two **new community proposals** in the plan - at Plymouth and Exeter, both in principle and in terms of their location. They have specifically recommended that the Structure Plan identify the locations of the two new communities on the Key Diagram.

2.5 A further recommendation included in the Report is for the deletion of District level **employment land provision** in the Plan, on the basis that there appeared to be a degree of over provision. The Panel suggest that existing employment land provision needs to be re-assessed in accordance with national and regional policy. This issue was not directly addressed at the EIP.

2.6 The Panel have recommended that additional guidance on the need for **affordable housing** be included in the Plan but have stressed that the provision for affordable housing should not be allowed to undermine the spatial strategy of the plan.

2.7 They have also recommended the deletion of the Policy ST22 and the **Priority Area for Rural Regeneration** as it was seen to duplicate other policies in the Plan.

### Transport (Chapter 5)

2.8 The Panel considered that the **transport strategy** broadly supports the spatial strategy. While they have endorsed the list of transport infrastructure schemes set out in Proposal TR17 as part of the Pre EIP Changes document, they have however recommended that the **A30/A303 Marsh to Honiton Link and the A35 Honiton Eastern Bypass** be deleted, as they are not currently programmed to start within the lifetime of the Plan.

2.9 The Panel Report indicates that the cost of providing a new **airport at Sherford** seemed to rule against it being selected as a chosen approach, and it observes that the Panel did not allow this consideration to influence their consideration of the proposed new community at Sherford.

### Landscape and Renewable Energy (Chapter 6)

2.10 The Panel have offered support for the plan's 'two pronged approach' to **landscape character** and **landscape designation**, but have suggested that clearer guidance should be given to explaining the relationship between the two approaches and the way that Biodiversity Action Plans link to the work carried out on Landscape Character Zones. In doing so they have recognised that Areas of Great Landscape Value continue to have a role in the Plan in affording protection against inappropriate development.

2.11 They have recommended that provision should be made for **renewable energy** development and that the Area of Search for Windfarm Generation Capacity should be retained, but extended to include the area north of Barnstaple and south of Ilfracombe not covered by landscape designations.

### Plymouth Sub Region (Plymouth / South Hams / West Devon) development proposals (Chapters 7 and 8)

2.12 The Panel have recommended that the **housing provision in Plymouth** be increased to 10,000 dwellings (from 8,500) to allow for the redistribution of 1,000 dwellings from Cornwall as a consequence of rejecting the proposal for a strategic employment site at Broadmoor Farm, Saltash, and 500 from the South Hams District total. As a consequence the overall Devon housing figure is increased to 65,500.

2.13 They have confirmed the proposal of a **new settlement at Sherford**, but have recommended modifying the Plan to increase the target figure to 4,000 dwellings (from 3,500 dwellings) in the period to 2016, make provision for the phasing of a park and ride site, and ensure the provision from the outset for the development of high quality public transport.

2.14 The Panel also see no reason to doubt the assertion there is potential for further expansion of the new settlement beyond 2016. The Panel explicitly rejected sites at **North Woolwell** (north of Plymouth), **Boringdon** and **Newnham** (east of Plymouth) and **Lee Mill** (between Plymouth and Ivybridge) as alternatives to the development of Sherford, and with regard to **land north of the A379 including Plymstock Quarry** (termed at 'the White Hole') found no good reason to change the distribution of the current allocations. They did not support developer led proposals for additional strategic development at **Ivybridge**.

2.15 The Panel have also recommended the retention of the strategic employment site at **Plymouth International Business Park**, but at **Langage** they have recommended reducing the scale of development to be 50 ha (i.e. not increase it by a further 20 ha as proposed in the pre EIP changes document). In view of the Panel's findings on the high level of employment land provision against need, in the Plymouth area, they made no recommendation to replace the **Broadmoor Farm** allocation (from Cornwall) within Devon.

### **Northern Devon area (North Devon / Torrridge) development proposals (Chapter 9)**

2.16 The Panel have confirmed that **Barnstaple** should be the main focus for economic development and additional housing and have recommended that Policy T9 be reworded to make this clear. They have also proposed the **redistribution of 500 houses from Torrridge to North Devon District**, resulting in a reduction of the Torrridge dwelling provision to 4,800 dwellings (from 5,300) to reflect the current level of commitments and an increase in the North Devon provision to 5,200 dwelling (from 4,700). They consider that this additional provision could be accommodated at Barnstaple. The Panel have also supported the identification of a strategic employment site at **Roundswell** (25 ha).

### **Eastern Devon area (Exeter / East Devon / Mid Devon) development proposals and East Devon New Community Proposal, (Chapters 10 & 11)**

2.17 In East Devon District the Panel have recommended the **reallocation of 500 dwellings from the Exeter area to “elsewhere” in East Devon** and in **Teignbridge District they have supported the allocation of 150 dwellings close to Exeter** and the **reallocation of 150 dwellings** to “elsewhere” in Teignbridge District. They have recommended a modification to the definition of the Principal Urban Area boundary of Exeter by excluding **Exminster**.

2.18 The Panel have **supported the proposal for a new settlement of at least 3,000 dwellings** on land between the former A30 and the Waterloo-Exeter rail line (in East Devon District) to be built by 2016 and have recognised that it should be capable of accommodating further development beyond the lifetime of this plan. They did not see any reason for the new community to conflict with the operation of Exeter Airport. In doing so, the Panel considered that the land to the north east of **Pinhoe** should not be a strategic allocation for development and while they have indicated it may be possible for some of the land to be developed on a much smaller scale, this would be a matter for Local Plans.

2.19 They support the need for a **‘science park’ in the Exeter** area but considered that its precise location should be a matter for determination through Local Plans. The identification of ‘Skypark’ 30 ha (at Exeter Airport) as a major strategic employment site is also supported.

2.20 The Panel have recommended that the location of the **tourism / recreation development**, suggested to the east of Exeter should not be included in the Structure Plan as it will be a matter for more detailed local plan policies.

2.21 The Panel have stressed that the **strategic transport requirements needed to accommodate the cumulative impact of the four major proposals east of Exeter** (i.e. the ‘new community’, ‘Skypark’, the ‘Inter modal Freight Facility’ and the ‘proposed expansion of Exeter International Airport’) be clearly set out in the Plan.

2.22 The Panel Report supported, in principle, the location of **the inter-modal facilities** for the transfer of freight on the Waterloo – Exeter Line (in East Devon District) and recommended limiting the use of any associated buildings to that freight transfer use.

### **South Devon area (Torbay / Teignbridge) development proposals (Chapter 12)**

2.23 The Report recommends that **Newton Abbot** should be identified as a Sub Regional Centre with a specific housing provision for 3,100 dwellings to be built by 2016. However, while acknowledging Newton Abbot’s geographical proximity to Torbay, the Panel have reinforced the need to limit the growth of Newton Abbot and its potential impact on the future development of Torbay and recommend that guidance for Torbay and Newton Abbot be addressed through separate policies.

2.24 The Panel have supported the proposals for the **Kingskerswell bypass** and recognises the strategic importance of the bypass in total, and not in part.

2.25 The Report has recommended **modifications to definition to the Principal Urban Area boundary for Torbay by excluding Marldon and Brixham**

### **Monitoring / Implementation and scope of Plan (Chapter13)**

2.26 The Panel have commented that the plan will be a useful and **valuable input to the development of regional spatial strategy** for the south west and an important precursor to the development of sub regional strategies. They have endorsed the plan's **approach to strategic monitoring** whilst attaching considerable importance to management and delivery mechanisms.

### **Other Matters**

2.27 The Panel Report has made **various detailed recommendations to improve and clarify the policies and the explanatory text of the plan**, drawing upon suggestions made both by participants and the Joint Structure Plan Authorities during the discussions.

2.28 **Appendices** to the Report include, Appendix A [Timetable, Matters and Participants], Appendix B [Examination Library Documents], Appendix C [Extract from the Cornwall Panel Report] and Appendix D [Summary of Panel Recommendations].

### **Recommendations of the Cornwall EIP Panel**

2.29 The Report of the Cornwall Structure Plan EIP was published on the same day as that for Devon. The key recommendations in respect of their implications for the Devon Structure Plan relate to **the level of development within Caradon District**, the **definition of the Plymouth PUA within Cornwall** and the **deletion of the Broadmoor Farm** strategic employment site.

2.30 The Cornwall Panel have concluded that the **Broadmoor Farm** proposal should be deleted from the Plan and that as a consequence the level of housing provision within Caradon should be significantly reduced. This recommendation needs to be seen in the context of the Devon Panel **recommendation to increase housing provision in Plymouth by 1,500 dwellings**. They have however conclude that there is no need to increase employment land provision at Plymouth to replace the Broadmoor Farm allocation.

2.31 The Cornwall Panel have recommended **that Torpoint and Saltash both be included within the Plymouth PUA boundary**

# 3. CONSIDERATION OF PANEL RECOMMENDATIONS AND OTHER REPRESENTATIONS

## Consideration of Panel Recommendations

3.1 The Structure Plan authorities are required to prepare a statement on the decisions they have taken on each of the EiP Panel Recommendations. This document sets out the Panel's Recommendations together with the modifications that the Devon Structure Plan Joint Committee proposes to make to the Deposit Draft.

3.2 The EiP Panel took the Deposit Draft Plan as their starting point, and their report therefore makes recommendations on both the Deposit Draft and on the Joint Authorities' "Pre Examination in Public Changes" where appropriate.

3.3 The Proposed Modifications take into account:

- the objections and representations received on the Deposit Plan,
- the Pre Examination in Public Changes to the Deposit Draft and
- the Recommendations of the EiP Panel.

3.4 Whilst in many cases the Recommendations have been accepted, it should be noted there are a number of circumstances where this is not the case or where they have been only partially accepted.

3.5 The Proposed Modifications also include changes to some policies which were not specifically discussed at the EiP. These are policies on which comments were received during the Deposit period and for which it is considered an amendment is appropriate. In most cases these modifications reflect changes proposed by the Structure Plan Authorities prior to the EiP.

3.6 The Schedule in Chapter 4 sets out in:

Column 1	Deposit Draft Policies and Proposals,
Column 2	The Panel's Recommendations,
Column 3	The Structure Plan Authorities' decisions and reasons for modification
Column 4	The Proposed Modification to the Deposit Draft Policies and Proposals.

## The Next Stage

3.6 **Consideration of Objections** - When the objection period has expired, the Structure Plan Authorities will consider all the duly made objections and decide whether to reopen the Examination in Public, propose further modifications, or agree that no further modifications materially affecting the content of the Plan need to be made. If no further modifications are proposed, they will give 28 days notice of their intention to adopt the plan.

**Availability of Documents**

3.6 The following documents are available to the public:

- a) **Devon Structure Plan 2001 to 2016 - Deposit Draft** (published July 2002) (out of print but available on the Structure Plan Website),
- b) **Statement on Publicity, Public Participation and Consultation** (published July 2002)
- c) **Sustainability Appraisal** (published July 2002)
- d) **Background Papers and Studies** (Paper 1 - Plymouth Sub Regional Study, Paper 2 - Studies in relation to Exeter and Torbay Principal Urban Area, Paper 3 Population Change and Development Needs) (published July 2002)
- e) **Pre Examination in Public Changes to the Deposit Draft** (published January 2003)
- f) **Background Papers for the Examination in Public** (published January 2003)
- g) **Examination in Public - Report of the Panel** (published November 2003)
- h) **The Proposed Modifications document** (published February 2004)

3.7 These documents are **available for inspection** at the **main County, Unitary, and District Council and Dartmoor National Park Planning Offices in Devon**. In addition reference copies have been placed in the main **public libraries** throughout Devon and can be viewed or downloaded from the **Devon Structure Plan website** : [www.devon.gov.uk/structureplan](http://www.devon.gov.uk/structureplan). Copies of the documents are also available for purchase from Devon County Council. (See information inside front cover of document).

## 4. PROPOSED MODIFICATIONS

### Summary of Changes

4.1 The Deposit Draft of the Structure Plan, published in July 2002, contained 79 Policies and Proposals.

4.2 Prior to the Examination in Public, the Structure Plan Joint Committee recommended substantive change to 10 Policies and Minor or Technical Changes to 41 Policies. The effect of the suggested changes resulted in the number of policies and proposals being reduced to 73. These proposed changes were published in January 2003 for public comment prior to the EiP.

4.3 The **EIP Panel subsequently recommended some 50 specific changes to Policies** and Proposals.

4.4 **In total modifications are now being proposed affecting 50 policies.** Of these:

- 33 wholly or partly concur with the Panels recommendations,
- 27 relate to Pre EiP changes, proposed prior to the EiP, and
- in 7 cases the Panels recommendations are rejected and no change was made to the Deposit Plan in respect of these issues.

Policy/Proposal Numbers	Recommendations	No. of Policies
ST2 (delete), ST6, ST7, ST10, ST12, ST14 (delete), ST18, ST18a, ST21, ST22 (delete), CO1, CO5, TR1, TR3, TR4, TR10, TR12 (delete), TR15, TR17, and MO1.	Accept Panel's Recommendation to amend, add new policy or delete policy.	20
ST5, ST8, ST9, ST11, ST13, ST15, ST16, ST17, ST19, ST20, CO4, CO12, and TR13.	Accept Panel's Recommendation in principle but with some revised wording.	13
(ST13, ST17, ST19, ST23, ST24, ST25, and TR17.)	Reject aspects of Panel's Recommendation.	(7)
ST1, ST3, ST4, CO6, CO7, CO8, CO13, CO14, CO16, MN2, MN5, MN6, WM1, WM2 (delete), WM3 (delete), WM4 (delete), TR2, TR6, TR7, TR8, TR9, TR16, SH1, SH3, SH5, TO3, and TO5.	Other modifications principally resulting from Pre EiP Changes.	27

4.5 There are **22 Policies that are unchanged** since the Deposit Draft (i.e. ST23, ST24, ST25, CO2, CO3, CO9, CO10, CO11, CO15, MN1, MN3, MN4, TR5, TR11, TR13, TR14, SH2, SH4, TO1, TO2, TO4, and TO6). These are shown in grey in the schedule that starts on page 13.

4.6 The changes to the policies and proposals include:

- a) **19 Substantive changes**, identified with a solid circle (●) and
- b) **41 Minor/technical changes** identified with an open circle (O).

The Proposed Modifications, together with unchanged policies from the Deposit Draft, results in **73 policies and proposals being proposed for inclusion in the Structure Plan for adoption.**

# Schedule of Proposed Modifications

4.7 The 'Proposed Modifications' schedule sets out the position in four columns;

Column 1	Deposit Draft Policies and Proposal (July 2002).
Column 2	The Panel's Recommendations
Column 3	The Structure Plan Authorities decisions and reason for modification, and
Column 4	<b>PROPOSED MODIFICATION to the Policy</b> (additions <u>underlined</u> / deletions <del>strikethrough</del> ).

4.8 The Policies in the schedule are set out in sequential order as follows:

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An Index to the Policies is included in Section 5 (Key Diagram) and Section 6 (Policy Index).

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Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>I : SUSTAINABLE DEVELOPMENT STRATEGY GENERAL PRINCIPLES</b>	<b>I : SUSTAINABLE DEVELOPMENT STRATEGY GENERAL PRINCIPLES</b>	<b>I : SUSTAINABLE DEVELOPMENT STRATEGY GENERAL PRINCIPLES</b>	<b>I : SUSTAINABLE DEVELOPMENT STRATEGY GENERAL PRINCIPLES</b>
Sustainable Development	Sustainable Development	Sustainable Development	Sustainable Development
<p>Policy ST1 (new Policy) In planning for the future of Devon, Local Planning Authorities and other agencies should ensure that sustainable development objectives are achieved by:</p> <ol style="list-style-type: none"> <li>1. assessing the impact of proposals against national and regional indicators of sustainable development - to make positive improvements to quality of life</li> <li>2. conserving resources - through the efficient use of land, waste minimisation, conservation of mineral resources, energy conservation and use of renewable resources and the effective management of water</li> <li>3. protecting environmental assets – including landscape, natural, built and historic environment - and ensuring that development proposals are well designed and sympathetic to Devon’s distinctive character</li> </ol> <p>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>developing a transport system – including pedestrian, cycle, road, rail, air, waterway and sea networks for work, shopping, leisure, and services - that is accessible, sustainable, integrated, efficient, and safe</p>	<p><u>Panel Recommendation</u> No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u> ○ Amend Policy in accordance with the Pre EIP Changes document</p> <p><u>Reason for Modification</u> Re-ordering the sub paragraphs so as to:</p> <ol style="list-style-type: none"> <li>i) place assessment at the end of the list,</li> <li>ii) clarify the sustainable objectives of transport policy and the need express the objectives in a consistent format, and</li> <li>iii) clarify that assessment should be the final stage in the process having sought to achieve the main objectives.</li> </ol>	<p>Policy ST1 (new Policy) In planning for the future of Devon, Local Planning Authorities and other agencies should ensure that sustainable development objectives are achieved by:</p> <ol style="list-style-type: none"> <li><del>1) assessing the impact of proposals against national and regional indicators of sustainable development — to make positive improvements to quality of life</del></li> <li>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</li> <li><del>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</del></li> <li><del>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</del></li> <li><del>5)4) developing a sustainable transport system —including pedestrian, cycle, road, rail, air, waterway and sea networks for work, shopping, leisure, and services— that is accessible,</del></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
in both urban and rural areas.			sustainable, integrated, efficient and safe, in both urban and rural areas - <u>including pedestrian, cycle, road, rail, air, waterway and sea networks for work, shopping, leisure, and services -</u> .  5) <u>assessing the impact of proposals against national and regional indicators of sustainable development - to make positive improvements to quality of life</u>
<b>The Sequential Approach</b>	<b>The Sequential Approach</b>	<b>The Sequential Approach</b>	<b>The Sequential Approach</b>
<p><b>Policy ST2 (Policy S3 revised)</b></p> <p>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.</p> <p>Where the location of development is not specifically guided by proposals set out within this Plan, priority should also be given to the identification of sites in accordance with the following sequence:</p> <p>1<sup>st</sup> previously developed land in urban areas</p> <p>2<sup>nd</sup> other sites within the existing built up area</p> <p>3<sup>rd</sup> extensions to existing</p>	<p><b><u>Recommendation 3.4</u></b></p> <p>Do not modify the plan in accordance with the pre-examination changes to policy ST2, but delete policy ST2 and incorporate the text, if required, into the explanatory text.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>● <b>Accept Panel Recommendation 3.4</b> to delete Policy ST2 but include additional explanatory text</p> <p><u>Reason for Modification</u></p> <p>To avoid unnecessary repetition of national and regional guidance.</p>	<p><b><u>Policy ST2 (Policy S3 revised)</u></b></p> <p><del>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.</del></p> <p><del>Where the location of development is not specifically guided by proposals set out within this Plan, priority should also be given to the identification of sites in accordance with the following sequence:</del></p> <p><del>1<sup>st</sup> previously developed land in urban areas</del></p> <p><del>2<sup>nd</sup> other sites within the existing built up area</del></p> <p><del>3<sup>rd</sup> extensions to existing</del></p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<p>settlements</p> <p>4<sup>th</sup> new sustainable communities / settlements.</p> <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><u>settlements</u></p> <p><del>4<sup>th</sup> new sustainable communities / settlements.</del></p> <p><u>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.</u></p> <p><b><u>Amendment to Explanatory Text</u></b></p> <p>To include reference to the sequential approach as set out in PPG3 and its application in the context of the Devon Plan.</p>
<p><b>Self Sufficiency of Devon's Communities</b></p>	<p><b>Self Sufficiency of Devon's Communities</b></p>	<p><b>Self Sufficiency of Devon's Communities</b></p>	<p><b>Self Sufficiency of Devon's Communities</b></p>
<p><b>Policy ST3 (Policy S5 revised)</b></p> <p>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.</p>	<p><b><u>Panel Recommendation</u></b></p> <p>No recommendation</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To make the policy more strategic and avoid giving it a development control emphasis.</p>	<p><b>Policy ST3 (Policy S5 revised)</b></p> <p>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.</p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<p>In preparing Local Plans and considering development proposals, Local Authorities should have regard to the need for community facilities and services, including education, recreation, open space, health and cultural facilities, local shopping facilities, transport infrastructure, employment, housing including affordable housing, and public utilities.</p>			<p><del>In preparing Local Plans and considering development proposals</del> <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><b>Infrastructure Provision</b></p>	<p><b>Infrastructure Provision</b></p>	<p><b>Infrastructure Provision</b></p>	<p><b>Infrastructure Provision</b></p>
<p><b>Policy ST4 (Policy S6 revised)</b> Local Authorities should identify the important infrastructure and facility requirements in relation to planned development, having regard to its cumulative impact, and take into account the overall capacity of existing and planned new infrastructure.  Planning Authorities should not provide for development unless the infrastructure which is directly required to service it is in place or can be provided in phase with development in an environmentally acceptable way. Developers will be expected to contribute to, or bear the full cost of, such new or improved infrastructure and facilities where it is appropriate for them to do so.</p>	<p><u>Panel Recommendation</u>  No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u>  ○ Amend Policy in accordance with the Pre EIP Changes Document  <u>Reason for Modification</u>  i) To simplify the policy and avoid giving it a development control emphasis and  ii) To clarify that development should seek to meet the wider sustainability objectives of the plan.</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. <del>Planning Authorities should not provide for development unless</del> <u>Provision for development should only be made where</u> the infrastructure which is directly required to service it is in place or can be provided in phase with development in <del>an environmentally</del> <u>a sustainably</u> acceptable way. Developers will be expected to contribute to, or bear the full cost of, such new or improved infrastructure and facilities where it is appropriate for them to do so.</p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
Development Priority 2001 to 2016	Development Priority 2001 to 2016	Development Priority 2001 to 2016	Development Priority 2001 to 2016
<p><b>Policy ST5 (Policy S1c revised)</b></p> <p>The bulk of new development should be accommodated in the Areas of Economic Activity as illustrated on the Key Diagram - particularly in the Principal Urban Areas of Plymouth, Exeter, and Torbay, together with the Sub Regional Centres of Newton Abbot and Barnstaple.</p> <p>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.</p> <p>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><b><u>Panel Recommendation</u></b></p> <p><b>Recommendation 3.1</b></p> <p>Modify the plan by deleting the areas of economic activity and amend any elements of the explanatory text and key diagram accordingly.</p> <p><b>Recommendation 3.2 (iv)</b></p> <p>Modify the explanatory text to make it clear that the delineation of the principal urban areas has no intrinsic policy significance.</p> <p><b>Recommendation 3.3 (part)</b></p> <ol style="list-style-type: none"> <li>1. Modify the plan by deleting references to 'market and coastal towns' in the explanatory text and only refer to 'area centres'.</li> <li>2. Delete Table 1 on page 32 of the plan.</li> <li>3. Modify policy ST5 in accordance with the pre-examination changes (subject to Recommendation 3.1) but substitute "area centres" for "market and coastal towns" and delete the final sentence about rural areas and replace it with a form of wording along the following lines: <p><b>"In local centres, development should be limited to a scale consistent to meet local needs, where this can be</b></p> </li></ol>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <ul style="list-style-type: none"> <li>● Accept recommendation 3.2 (iv)</li> </ul> <p><u>Reason for conditional acceptance</u></p> <p>On the basis that the definition of the PUA only relates to the existing continuous built up area there would be no direct policy implication relating to its detailed definition. The strategy to concentrate development at the main urban areas would be achieved by concentrating provision at the PUAs and sub regional centres. The text should make this clear.</p> <p><b><u>Structure Plan Authorities' Decision</u></b></p> <ul style="list-style-type: none"> <li>● Accept Panel Recommendations 3.1 and 3.3 (i), (ii) and (iii)</li> </ul> <p><u>Reason for Modification</u></p> <ol style="list-style-type: none"> <li>i) To clarify the respective roles of the Principal Urban Areas (PUAs) and sub regional centres as part of the Policy.</li> <li>ii) To remove reference to Areas of Economic Activity (AEAs), because the role of the AEA's in the distribution of development has been superseded by the designation of PUA's and sub regional centres</li> <li>iii) To clarify the reference to Area Centres and remove the list within</li> </ol>	<p><b>Policy ST5 (Policy S1c revised)</b></p> <p>The <del>bulk of new development should be accommodated in the Areas of Economic Activity as illustrated on the Key Diagram - particularly the</del> Principal Urban Areas of Plymouth, Exeter, and Torbay will be the primary focus for strategic development, <del>together with</del> while the Sub Regional Centres of Newton Abbot and Barnstaple. <del>— should provide</del> <b>be the focus</b> for balanced development to meet sub regional needs.</p> <p><del>Other market and coastal towns</del> <b>Area Centres</b> 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.</p> <p>In <del>rural areas (villages and countryside)</del> <b>Local Centres</b> 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><b><u>In the open countryside, development should be strictly controlled.</u></b></p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
	accommodated without generating unnecessary travel.”	<p>Table 1 to avoid implying any specific constraint on the role of Local Plans in designating such centres.</p> <p>iv) To clarify the policy relating to Local Centres and avoid unnecessary detail relating to rural development</p> <p>v) to include the policy relating to the open countryside previously within Policy ST16</p>	<p><b><u>Amendment to Explanatory Text</u></b></p> <p>Delete Table 1: Area Centres as defined in Local Plans</p> <p>Explain that the definition of Principal Urban Areas relates to the existing built up area and its definition on the Key Diagram has no direct policy implication.</p>
<p><b>Plymouth Area of Economic Activity</b></p>	<p><b>Plymouth Area of Economic Activity</b></p>	<p><b>Plymouth Area of Economic Activity</b></p>	<p><b>Plymouth <u>Principal Urban</u> Area of Economic Activity</b></p>
<p>Policy ST6 (Policy S1a revised) Within the Plymouth AEA priority should be given to:</p> <ol style="list-style-type: none"> <li>1) developing and diversifying the economy by offering a range of economic investment opportunities – including a choice of large scale Strategic Development Sites</li> <li>2) providing for a scale of additional housing necessary to meet the area's own needs and support its regional economic role</li> <li>3) improving road, rail and public transport networks, including links to the area's hinterland within western Devon and south eastern Cornwall.</li> </ol> <p>In doing so the Plymouth PUA should:</p> <ol style="list-style-type: none"> <li>1) act as the primary focus for major economic investment and regeneration in the western part of Devon</li> <li>2) enhance its role as the main commercial centre within the Western</li> </ol>	<p><b><u>Panel Recommendation</u></b> <b>Recommendation 3.1</b></p> <p>Modify the plan by deleting the areas of economic activity and amend any elements of the explanatory text and key diagram accordingly.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> ● <b>Accept Panel Recommendation 3.1</b></p> <p><b><u>Reason for Modification</u></b></p> <ol style="list-style-type: none"> <li>i) To remove reference to Areas of Economic Activity (AEAs), because the role of the AEA's in the distribution of development has been superseded by the designation of PUA's and sub regional centres</li> <li>ii) delete reference to Ivybridge as it is not considered to be “at” the PUA and is therefore covered by other Policies e.g. ST15 Area Centres.</li> <li>iii) Rationalise the detailed policy wording to reflect the substantive changes made.</li> <li>iv) clarify the reference to strategic employment sites</li> </ol>	<p><b>Policy ST6 (Policy S1a revised)</b> <del>Within the Plymouth AEA</del><b>At the Plymouth PUA</b> priority should be given to:</p> <ol style="list-style-type: none"> <li>1. developing and diversifying the economy by offering a range of economic investment opportunities – including a choice of large scale Strategic <del>Development</del><b><u>Employment</u></b> Sites</li> <li>2. providing for a <b><u>significant</u></b> scale of additional housing necessary to meet <del>the area's own</del> needs and support <del>its</del> <b><u>Plymouth's</u></b> regional economic role</li> <li>3. <del>improving road, rail, sea, air and public transport networks, including links to the area's hinterland within western Devon and south eastern Cornwall.</del> <b><u>improving local transport networks, especially public transport, and enhancing its Plymouth's role as a major focus for strategic transport routes – including road, rail, sea and</u></b></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>struckthrough</del>
<p>Sub Region of the South West</p> <p>3) provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, and</p> <p>4) enhance its role as a major focus for strategic transport routes – including road, rail, sea and air - linking it to Cornwall, other parts of Devon, the rest of the UK and Europe.</p> <p>Ivybridge should meet its own needs, enhancing self sufficiency and maintaining its separate identity, while contributing towards meeting the wider needs of the AEA.</p>			<p><u>air, linking it to Cornwall, other parts of Devon, the rest of the UK and Europe.</u></p> <p>In doing so <del>the Plymouth PUA it</del> should:</p> <ol style="list-style-type: none"> <li>1. act as the primary focus for major economic investment and regeneration in the western part of Devon</li> <li>2. enhance its role as the main commercial centre within the Western Sub Region of the South West</li> <li>3. provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, <del>and</del></li> </ol> <p><del>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.</del></p> <p><del>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.</del></p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<p><b>Plymouth Area of Economic Activity Housing and Employment Provision</b></p>	<p><b>Plymouth Area of Economic Activity Housing and Employment Provision</b></p>	<p><b>Plymouth Area of Economic Activity Housing and Employment Provision</b></p>	<p><b>Plymouth <u>Principal Urban</u> Area <del>of Economic Activity</del> Housing and Employment Provision</b></p>
<p><b>Proposal ST7 (New Proposal)</b> In the period 2001 to 2016, it is proposed that the Devon part of the Plymouth AEA should accommodate about 13,500 dwellings and 165 ha of employment land. Of these totals about 12,500 dwellings and 160 ha of employment land should be located within the Devon part of the Plymouth PUA (including the proposed new community within South Hams) as defined on Map 6.</p>	<p><b><u>Panel Recommendation</u></b> <b>Recommendation 7.1</b> Modify proposal ST17: (i) to delete reference to allocations in the Plymouth area of economic activity and replace it with allocations in the corresponding principal urban area; and (ii) to provide for 10,000 dwellings in City of Plymouth in the plan period and for 4500 in or adjoining the South Hams part of the Plymouth principal urban area.</p> <p><b>Recommendation 3.2 (part)</b> 1. Do not modify the plan in accordance with proposed pre- examination change Diagrams 6, 7 and 8, but 2. express the principal urban areas on the key diagram only, and there by a generalised line showing the extent of the continuous built up areas,</p> <p><b>Recommendation 8.1 (part)</b> Confirm the proposal for a new settlement at Sherford, but modify the plan to increase the target figure to 4000 by 2016; and to make clear both its</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> ● <b>Accept Panel Recommendations 7.1, 3.2(i), 3.2(ii), 8.1 and 7.2(part)</b> <b><u>Reason for Modification</u></b> i) To remove references to the Area of Economic Activity (see modifications to Policy ST5) and set out levels of development within or adjacent to the Plymouth PUA. ii) In doing so to reduce the scale of development to reflect the conclusion that there would still be an adequate supply of strategic employment land in the Plymouth area for the period to 2016 (see also modifications to Proposal ST19). iii) To adjust the housing provision total to relate to the modifications proposed in respect of Proposals ST17 and ST8 below – relating to Plymouth and South Hams iv) To remove reference to Map 6 and refer instead to an Inset to the Key Diagram in order to give locational, but not site specific, guidance for major development proposals, and confirm the location of the new community in South Hams at</p>	<p><b>Proposal ST7 (New Proposal)</b> In the period 2001 to 2016, it is proposed that <del>the Devon part of the Plymouth AEA should accommodate about 13,500 dwellings and 165 ha</del> <u>185 ha</u> of employment land. Of these totals about <del>12,500</del> <u>14,500</u> dwellings and 160 ha of employment land should be located <del>within the Devon part of</del> <u>at</u> the Plymouth PUA (including the proposed new community, <del>and the strategic employment site at Langage, within South Hams District</del>) <u>as defined on Map 6, as illustrated on Inset A to the Key Diagram.</u></p>

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	<p>chosen location and that it is a new settlement and not a <i>bona fide</i> urban extension.</p> <p><b>Recommendation 7.2 (part)</b> “(50ha) to South Hams : Langage”.</p>	<p>Sherford.</p>	
<p><b>South Hams New Community Proposal</b></p>	<p><b>South Hams New Community Proposal</b></p>	<p><b>South Hams New Community Proposal</b></p>	<p><b>South Hams New Community Proposal</b></p>
<p><b>Proposal ST8 (Proposal N1 revised)</b> In the period 2001 to 2016, the new community within South Hams District should include provision for at least 3,500 dwellings together with a range of community and other associated facilities. The new community should:</p> <ol style="list-style-type: none"> <li>1) be assimilated into the landscape of the area</li> <li>2) avoid, as far as possible, the use of significant areas of the best and most versatile agricultural land</li> <li>3) be well related to but separate from existing settlements</li> <li>4) be linked to Plymouth, in the first phase of its development, by an effective high capacity public transport system</li> <li>5) be accessible to the Strategic Road Network and the local highway system</li> <li>6) avoid areas of known mineral deposits of national importance, and</li> <li>7) be capable of accommodating further development beyond the current plan period.</li> </ol>	<p><b><u>Panel Recommendation</u></b> <b>Recommendation 8.1</b></p> <ol style="list-style-type: none"> <li>1. Confirm the proposal for a new settlement at Sherford, but modify the plan to increase the target figure to 4000 by 2016; and to make clear both its chosen location and that it is a new settlement and not a <i>bona fide</i> urban extension.</li> <li>2. Modify the plan also to include among the strategic criteria for the proposal the necessity for phasing, the proposed park and ride at the Deep Lane junction of the A38 and the provision from the outset of development of high quality public transport.</li> </ol>	<p><b><u>Structure Plan Authorities' Decision</u></b> ● Amend the Proposal in accordance with the Pre EIP Changes Document <u>Reason for Modification</u> To restore text from the former Proposal N1 which had been omitted from the Deposit Plan (relating to employment provision) and to remove the reference to separation within criterion 3 which would unnecessarily restrict the development form of the new community.</p> <p>● Accept Panel Recommendation 8.1 (in part) <u>Reason for Modification</u> i) To emphasise that, based on a detailed analysis and testing of all alternatives in the context of PPG3 and the sequential approach, the new community proposal at Sherford is the most sustainable development option available.</p>	<p><b>Proposal ST8 (Proposal N1 revised)</b> In the period 2001 to 2016, the new community—<u>at Sherford</u> within South Hams District should include provision for at least <u>3,500 4,000</u> dwellings together with <u>associated employment land and</u> a range of community and other associated facilities. The new community should:</p> <ol style="list-style-type: none"> <li>1) be assimilated into the landscape of the area</li> <li>2) avoid, as far as possible, the use of significant areas of the best and most versatile agricultural land</li> <li>3) be well related to <del>but separate from</del> existing settlements</li> <li>4) be linked to Plymouth, <del>in the first phase of its development</del>, <u>in the commencement of development</u>, by an effective <u>high—high quality, high capacity</u> public transport system,</li> <li>5) <u>include Park and Ride provision accessible to the A38,</u></li> <li>5) <del>be</del> accessible to the Strategic Road Network and the local highway system, <u>and</u></li> <li>6) <del>avoid areas of known mineral deposits</del></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
		ii) To give clearer guidance on the location and function of the new community, and to adjust the criteria relating to public transport to more effectively secure early provision and to specifically require the provision of a and Park and Ride facility on the A38.  iii) The Panel recommendation in respect of phasing is understood but is considered unnecessary in view of the fact that this issue addressed within Policy ST24.  iv) Delete the criterion relating to the avoidance of minerals of national importance, in that no such deposits affect or constrain the Sherford area.	<p><del>of national importance, and</del> 7) <u>be capable of accommodating further development beyond the current plan period.</u></p> <p><b><u>Amendment to Explanatory Text</u></b> To clearly set out the process though which the new community proposal was identified as the most sustainable approach to consistent with PPG3 and the sequential approach..  To clarify the policy balance between the safeguarding of mineral deposits within south west Devon and the need to deliver strategic development at Sherford.</p>
<b>WESTERN SUB-REGION OF DEVON</b>	<b>WESTERN SUB-REGION OF DEVON</b>	<b>WESTERN SUB-REGION OF DEVON</b>	<b>WESTERN SUB-REGION OF DEVON</b>
Barnstaple / Bideford Area of Economic Activity	Barnstaple / Bideford Area of Economic Activity	Barnstaple / Bideford Area of Economic Activity	Barnstaple / <del>Bideford Area of Economic Activity</del> <u>Sub Regional Centre</u>
<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</p>	<p><b><u>Panel Recommendation</u></b> <b>Recommendation 9.1 (part)</b> Modify policy ST9 along the lines of : “Within northern Devon there is a need to provide for a balance of economic investment and additional housing to meet the needs of the area. The main</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> <b>● Accept Panel Recommendation 9.1 (in part)</b> <b><u>Reason for Modification</u></b> ⇒ To remove reference to the Area of Economic Activity, and to emphasise the role of Barnstaple as the main</p>	<p><b>Policy ST9 (Policy S1a revised)</b> <del>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.</del> <u>In doing so, Barnstaple should maintain and develop its role as a Sub Regional</u></p>

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<p>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.</p> <p>Bideford should meet its own development needs and contribute towards meeting the wider needs of the AEA.</p>	<p>focus of this development should be Barnstaple, which should maintain and develop its role as a sub regional centre by providing for new development and an increased range of higher order services and facilities. Provision should also be made within Barnstaple for a strategic employment site to accommodate larger scale economic investment.</p> <p>Other area centres should be designated which will meet their own development needs and help meet the needs of the wider rural economy.”</p>	<p>focus for strategic development within northern Devon</p> <p>ii) The reference to other Area Centres is however considered to be unnecessary in the context of the general Policy relating to Area Centres (Policy ST15), but the specific role of Bideford should continue to be reflected in the Policy.</p>	<p><del>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. Within northern Devon provision should be made for <del>new of</del></del></p> <p><u>economic investment and additional housing to meet the needs of the area. In doing so, the main focus of development will be at Barnstaple, which should maintain and develop its role as a sub regional centre by providing for new development and an increased range of higher order services and facilities. Provision should also be made at Barnstaple for a strategic employment site to accommodate larger scale economic investment. Bideford should meet its own development needs and contribute towards meeting the wider needs of the AEA northern Devon.</u></p> <p><b><u>Amendment to Explanatory Text</u></b> To</p> <p>a) clarify that ‘at Barnstaple’ refers to the Sub Regional Centre as a whole and includes the wider built up area adjoining and in close proximity to Barnstaple.</p> <p>b) emphasise that the scale and phasing of new development at Barnstaple will be dependent on the delivery of major new transport and other infrastructure,</p>

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			including the Barnstaple Western Bypass and Downstream Bridge.
CENTRAL SUB-REGION OF DEVON	CENTRAL SUB-REGION OF DEVON	CENTRAL SUB-REGION OF DEVON	CENTRAL SUB-REGION OF DEVON
Exeter Area of Economic Activity	Exeter Area of Economic Activity	Exeter Area of Economic Activity	Exeter <u>Principal Urban Area of Economic Activity</u>
<p>Policy ST10 (Policy S1a revised) Within the Exeter AEA priority should be given to:</p> <ol style="list-style-type: none"> <li>1) developing and diversifying the economy, particularly to the east of Exeter, by offering a range of economic investment opportunities – including a choice of large scale Strategic Development Sites</li> <li>2) providing for a significant scale of additional housing necessary to meet the area's own needs and support its regional economic role</li> <li>3) improving road, rail and public transport networks, including access to Exeter International Airport, and links to the area's hinterland.</li> </ol> <p>In doing so the Exeter PUA should:</p> <ol style="list-style-type: none"> <li>1) act as the primary focus for major economic investment in the eastern part of Devon</li> <li>2) enhance its role as the main commercial centre for eastern Devon and the central sub region of the SW</li> <li>3) provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, and</li> <li>4) enhance its role as a major focus for</li> </ol>	<p><u>Panel Recommendation</u> <b>Recommendation 3.1</b></p> <p>Modify the plan by deleting the areas of economic activity and amend any elements of the explanatory text and key diagram accordingly.</p> <p><b>Recommendation 10.3</b></p> <p>Do not modify policy ST10 in accordance with sub paragraph 4 set out in the pre-examination changes.</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>● Accept Panel Recommendation 3.1 and 10.3</p> <p><u>Reason for Modification</u></p> <ol style="list-style-type: none"> <li>i) To remove the reference to the Area of Economic Activity on the basis that the policy objectives of that designation are met through the concentration of development at the PUAs and sub regional centres.</li> <li>ii) Consolidate the policy wording to relate to the Exeter PUA and avoid unnecessary duplication.</li> <li>iii) To remove reference to a strategic tourism site within the Exeter area which is best considered through the Local Plan process.</li> <li>iv) to clarify the reference to strategic employment sites</li> </ol>	<p>Policy ST10 (Policy S1a revised) <u>Within-At</u> the Exeter <del>AEA- PUA</del> priority should be given to:</p> <ol style="list-style-type: none"> <li>1) developing and diversifying the economy, particularly to the east of Exeter, by offering a range of economic investment opportunities – including a choice of large scale Strategic <del>Development</del> <u>Employment Sites</u>,</li> <li>2) providing for a significant scale of additional housing necessary to meet <del>the area's own</del> needs and support <del>its Exeter's</del> regional economic role,</li> <li>3) <del>improving road, rail and public transport networks, including access to Exeter International Airport, and links to the area's hinterland.</del> <u>improving local transport networks, especially public transport, and enhancing Exeter's role as a major focus for strategic transport routes – including road, rail, and air - linking it to other parts of Devon, the rest of the UK and Europe</u></li> </ol> <p>In doing so <del>the Exeter PUA</del> <u>it</u> should:</p> <ol style="list-style-type: none"> <li>1) act as the primary focus for major economic investment in the eastern</li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strickethrough</del>
strategic transport routes – including road, rail, and air - linking it to other parts of Devon, the rest of the UK and Europe.			part of Devon 2) enhance its role as the main commercial centre for eastern Devon and the central sub region of the SW 3) provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, and <del>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.</del>
<b>Exeter Area of Economic Activity Housing and Employment Provision</b>	<b>Exeter Area of Economic Activity Housing and Employment Provision</b>	<b>Exeter Area of Economic Activity Housing and Employment Provision</b>	<b>Exeter <u>Principal Urban Area of Economic Activity</u> Housing and Employment Provision</b>
<b>Proposal ST11 (New Proposal)</b> In the period 2001 to 2016, the Exeter AEA, including the new community in East Devon District, should accommodate about 11,000 dwellings and 125 ha of employment land. Of these totals about 7,000 dwellings and 85 ha of employment land should be located within the Exeter PUA as defined on Map 7.	<b><u>Panel Recommendation</u></b> <b>Recommendation 3.1</b> Modify the plan by deleting the areas of economic activity and amend any elements of the explanatory text and key diagram accordingly. <b>Recommendation 10.1</b> Modify proposal ST17 as follows: Re-distribute 500 dwellings from the 1000 East Devon (other principal urban area) to East Devon (elsewhere) as shown in Diagram 2b. Delete “Exeter AEA 300” from proposal ST17 pre-examination changes and reallocate it: 150 dwellings to	<b><u>Structure Plan Authorities' Decision</u></b> ● <b>Accept Panel Recommendations 3.1, 10.1 and 3.2(i) and (ii)</b> <b><u>Reason for Modification</u></b> i) To remove reference to the Area of Economic Activity, and refer instead to development at the Exeter PUA, taking account of the recommended redistribution of development within Proposal ST17 below. ii) To remove reference to Map 7 and refer instead to an Inset to the Key Diagram in order to give locational, but not site specific, guidance for major development proposals, and confirm the location of the new	<b>Proposal ST11 (New Proposal)</b> In the period 2001 to 2016, <del>the Exeter AEA, including the new community in East Devon District, should accommodate about 11,000-10,350</del> dwellings and <del>125 ha- 150 ha</del> of employment land <u>should be located at the Exeter PUA, (including the proposed new community, and the strategic employment sites at Skypark and the proposed science park, within East Devon District) as illustrated on Inset B to the Key Diagram. Of these totals about 7,000 dwellings and 85 ha of employment land should be located within the Exeter PUA as defined on Map 7.</u> <b><u>Amendment to Explanatory Text</u></b> To clarify that Exminster is not considered to fall within the PUA, and that the proposed

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	<p>Teignbridge principal urban area and 150 to Teignbridge “elsewhere” as shown in Diagram 2b.</p> <p><b>Recommendation 3.2 (part)</b></p> <p>1. Do not modify the plan in accordance with proposed pre- examination change Diagrams 6, 7 and 8, but</p>	<p>community in East Devon.</p>	<p>development provision identified in Proposal ST17 (150 dwellings) does not therefore relate to Exminster</p>
<p><b>East Devon New Community Proposal</b></p>	<p><b>East Devon New Community Proposal</b></p>	<p><b>East Devon New Community Proposal</b></p>	<p><b>East Devon New Community Proposal</b></p>
<p><b>Proposal ST12 (Proposal N2 revised)</b> In the period 2001 to 2016 the new community in East Devon District, within the Exeter Area of Economic Activity as shown on the Key Diagram, should include provision for at least 3,000 dwellings, associated employment land and a range of community and other associated facilities. The new community should be located where it will:</p> <ol style="list-style-type: none"> <li>1) be assimilated into the landscape of the area</li> <li>2) avoid, as far as possible, the use of significant areas of the best and most versatile agricultural land</li> <li>3) be well related to but separate from existing settlements</li> <li>4) be linked to Exeter in the first phase of its development by an effective road based public transport system</li> <li>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</li> <li>6) be accessible to the Strategic Road</li> </ol>	<p><b><u>Panel Recommendation</u></b> <b>Recommendation 3.1</b> Modify the plan by deleting the areas of economic activity and amend any elements of the explanatory text and key diagram accordingly.</p> <p><b>Recommendation 11.1</b></p> <ol style="list-style-type: none"> <li>1) That the new community to the east of Exeter be confirmed in this plan, and that its location be identified.</li> <li>2) Delete from line 5 of the pre-examination changes version “be located where it will”.</li> <li>3) Do not modify proposal ST12 in accordance with the pre-examination changes.</li> </ol> <p><b>Recommendation 10.5</b> Modify the plan by adding to the text</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> ● <b>Accept Panel Recommendations 3.1, 11.1 and 10.5 [together with 8.1(ii)]</b></p> <p><b><u>Reason for Modification</u></b></p> <ol style="list-style-type: none"> <li>i) To remove the reference to the Area of Economic Activity and to simplify the second sentence, recognising that the location of the new community has now been confirmed at a strategic level.</li> <li>ii) Reference to an Inset to the Key Diagram provides a mechanism for confirming the location of the new community within East Devon.</li> <li>iii) Further modify criterion 4 to be consistent with panel recommendation 8.1(ii) regarding the early provision of public transport links at the Sherford new community (see modification to Proposal ST8 above).</li> </ol>	<p><b>Proposal ST12 (Proposal N2 revised)</b> In the period 2001 to 2016 the new community in East Devon District, <del>within the Exeter Area of Economic Activity</del> as shown on <u>Inset B</u> to the Key Diagram, should include provision for at least 3,000 dwellings, associated employment land and a range of community and other associated facilities. The new community should <del>be located where it will:</del></p> <ol style="list-style-type: none"> <li>1) be assimilated into the landscape of the area</li> <li>2) avoid, as far as possible, the use of significant areas of the best and most versatile agricultural land</li> <li>3) be well related to but separate from existing settlements</li> <li>4) be linked to Exeter <del>in the first phase of its—</del> <u>at the commencement of</u> development by an effective road based public transport system</li> <li>5) access the Exeter-Waterloo rail line by way of a new rail station to be</li> </ol>

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<p>Network and the Local highway system</p> <p>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</p> <p>8) be capable of accommodating further development beyond the current plan period.</p>	<p>after paragraphs 3.78-3.84 and the new community a section which:</p> <p>(i) refers to the policies elsewhere in the plan for the other three major developments east of Exeter;</p> <p>(ii) assesses their cumulative strategic impact on transport and any other factors; and</p> <p>(iii) refers to the policies and proposals in this plan, and elsewhere if appropriate, which will ensure that this impact is acceptable.</p>	<p>Additional supporting text will clarify the need to co-ordinate development at the Exeter PUA and to take account of cumulative impacts.</p>	<p>provided in the first phase of the overall development scheme</p> <p>6) be accessible to the Strategic Road Network and the Local highway system</p> <p>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</p> <p>8) be capable of accommodating further development beyond the current plan period.</p> <p><b><u>Amendment to Explanatory Text</u></b></p> <p>To clearly set out the process through which the new community proposal was identified as the most sustainable approach consistent with PPG3 and the sequential approach..</p> <p>To include cross referencing, recognise cumulative impact and illustrate how this is addressed in other policies in the Plan.</p>
<p><b>Torbay / Newton Abbot Area of Economic Activity</b></p>	<p><b>Torbay / Newton Abbot Area of Economic Activity</b></p>	<p><b>Torbay / Newton Abbot Area of Economic Activity</b></p>	<p>Torbay <u>Principal Urban Area/</u> <del>Newton Abbot Area of Economic Activity</del></p>
<p>Policy ST13 (Policy S1a revised)</p> <p>Within the Torbay / Newton Abbot AEA priority should be given to:</p> <p>1) maintaining the separate identity of the main settlements and promoting their greater self-sufficiency, particularly in terms of the balance between the provision of homes and jobs while conserving the area's environmental quality</p>	<p><b><u>Panel Recommendation</u></b></p> <p><b>Recommendation 3.1</b></p> <p>Modify the plan by deleting the areas of economic activity and amend any elements of the explanatory text and key diagram accordingly.</p> <p><b>Recommendation 12.1</b></p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>● Accept Panel Recommendations 3.1 and 12.1</p> <p><u>Reason for Modification</u></p> <p>i) To remove reference to the Area of Economic Activity and the reference to complementary role of Newton Abbot and Torbay.</p>	<p><b>Policy ST13 ( Policy S1a Revised )</b></p> <p><del>Within the</del> <u>At the</u> Torbay <u>PUA</u> <del>/Newton Abbot AEA</del> priority should be given to:</p> <p>1) <del>maintaining the separate identity of the main settlements and promoting their</del> <u>greater self- sufficiency, particularly in terms of the balance between the provision of homes and jobs while conserving the area's environmental quality</u></p>

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<p>2) developing and diversifying the economy through economic restructuring, regeneration in the town centres, investment in new strategic facilities for the tourism industry and offering a range of economic investment opportunities</p> <p>3) providing additional housing at a level sufficient to meet local needs and supporting growth and regeneration</p> <p>4) improving the road, rail and public transport networks and links to the wider hinterland</p> <p>5) enhancing the strategic transport routes to other parts of Devon, the Region, the rest of the UK and Europe, taking advantage of the opportunities resulting from the proposed Kingskerswell Bypass.</p> <p>In so doing, the Torbay PUA should:</p> <p>1) act as a primary focus for economic investment and regeneration in the southern part of Devon, including the provision of a strategic development site</p> <p>2) enhance its role as the main commercial and tourist centre for the southern part of Devon</p> <p>3) provide a wide range of services and specialist facilities necessary to meet the needs of the area.</p> <p>In contributing to the needs of the AEA, Newton Abbot should:</p> <p>1) maintain and develop its role as a Sub-Regional Centre, to complement the role of the Torbay PUA</p> <p>2) be a focal point for the provision of new development, sustainable</p>	<p>1) Modify the plan in accordance with the pre-examination changes to policy ST13 (subject to recommendation 3.1), but</p> <p>2) modify the plan to identify the Newton Abbot sub regional centre and redistribute that provision from the Torbay/Newton Abbot area of economic activity to Newton Abbot sub regional centre, and</p> <p>3) remove any reference to Newton Abbot performing a complementary role to Torbay.</p> <p><b>Recommendation 12.2</b></p> <p>Do not include Marldon or Brixham in any future definition of the Torbay principal urban area.</p> <p><b>Recommendation 12.4</b></p> <p>Modify the plan by strengthening the explanatory text in respect of the tourism strategy for Torbay.</p>	<p>ii) To identify Torquay/Paignton as the primary focus for development within this part of Devon</p> <p>iii) Simplify the wording and clarify the guidance by splitting it into two separate Policies. In doing so remove the reference to a complimentary role which is unnecessary and an over simplification of the complex relationship between the two centres.</p> <p>iv) clearly identify Newton Abbot as the main focal point for development within Teignbridge.</p> <p>● <b>Accept Panel Recommendation 12.4 in part</b></p> <p><u>Reason for Modification</u></p> <p>i) Exclude Marldon from the Torbay PUA in order to reflect its role as a separate settlement.</p> <p>ii) Retain Brixham within the Torbay PUA, to reflect its functional and administrative integration within Torbay as a whole</p> <p>iii) clarify the reference to the strategic employment site at Torbay</p> <p>○ <b>Accept Panel Recommendation 12.4</b></p> <p><u>Reason for Modification</u></p> <p>The importance of tourism to the Torbay</p>	<p>2) developing and diversifying the economy through economic restructuring, regeneration in the town centres, investment in new strategic facilities for the tourism industry and offering a range of economic investment opportunities</p> <p>3) providing additional housing at a level sufficient to meet local needs and supporting growth and regeneration</p> <p>4) improving the road, rail and public transport networks and links to the wider hinterland</p> <p>5) enhancing the strategic transport routes to other parts of Devon, the Region, the rest of the UK and Europe, taking advantage of the opportunities resulting from the proposed Kingskerswell Bypass.</p> <p>In <del>so doing</del> <u>so</u>, <del>the Torbay PUA</del> <u>it</u> should:</p> <p>1) act as a primary focus for <u>development</u>, economic investment and regeneration in the southern part of Devon, including the provision of a strategic <u>employment</u> site</p> <p>2) enhance its role as the main commercial and tourist centre for the southern part of Devon</p> <p>3) provide a wide range of services and specialist facilities necessary to meet the needs of the area.</p> <p><u>Amendment to Explanatory Text</u></p> <p>Include additional text to emphasise the importance of the tourism strategy for Torbay</p>

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<p>transport links, and an increased range of higher order services and facilities</p> <p>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>		<p>economy should be explicitly reflected in the supporting text.</p>	<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;"><u>Newton Abbot Sub Regional Centre</u></p> </div> <p><u>Policy ST13Aa ( Policy S1a Revised )</u></p> <p><del>In contributing to the needs of the AEA, In maintaining and developing its role as a Sub-Regional Centre, Newton Abbot should:</del></p> <p><del>1) maintain and develop its role as a Sub-Regional Centre, to complement the role of the Torbay PUA</del></p> <p><del>2) be a the primary focal point for the provision of new development within Teignbridge, including sustainable transport links, and an increased range of higher order services and facilities</del></p> <p><del>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 elsewhere.</del></p> <p><b><u>Amendment to Explanatory Text</u></b> To clarify that the Newton Abbot Sub Regional Centre also includes the wider built up area adjoining and in close proximity to Newton Abbot itself.</p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<p><b>Torbay / Newton Abbot Area of Economic Activity Housing and Employment Provision</b></p>	<p><b>Torbay / Newton Abbot Area of Economic Activity Housing and Employment Provision</b></p>	<p><b>Torbay / Newton Abbot Area of Economic Activity Housing and Employment Provision</b></p>	<p><del>Torbay / Newton Abbot Area of Economic Activity Housing and Employment Provision</del></p>
<p><b>Proposal ST14 (New Proposal)</b> In the period 2001 to 2016, the Torbay / Newton Abbot AEA should accommodate about 7,400 dwellings and 85ha of employment land, of which about 4,300 dwellings and 60ha of employment land should be located within the Torbay PUA as defined on Map 8.</p>	<p><b>Panel Recommendation</b> <b>Recommendation 12.3</b> Modify the plan by deleting proposal ST14.</p>	<p><b>Structure Plan Authorities' Decision</b> ○ <b>Accept Panel Recommendation 12.3</b> <u>Reason for Modification</u> The proposal is unnecessary in that the level of development provision at Torbay and Newton Abbot is fully set out within revised Proposal ST17.</p>	<p><b>Proposal ST14 (New Proposal)</b> <u>In the period 2001 to 2016, the Torbay / Newton Abbot AEA should accommodate about 7,400 dwellings and 85ha<sup>90</sup> ha of employment land, of which about 4,300 dwellings and 60ha of employment land should be located within the Torbay PUA as defined on Map 8.</u></p>
<p><b>Area Centres</b></p>	<p><b>Area Centres</b></p>	<p><b>Area Centres</b></p>	<p><b>Area Centres</b></p>
<p><b>Policy ST15 (Policy S1b revised)</b> Local Plans should identify towns which provide a strategic focus for the provision of local housing and employment opportunities, education facilities and other local services to meet local needs and those of their rural hinterland. Such Area Centres should: 1) be of a sufficient scale to support a range of services and facilities 2) be accessible to the communities they serve 3) be well related to public transport and the Strategic Road Network, and 4) be defined taking into account their location relative to other Area Centres, including those in adjoining Districts.</p>	<p><b>Panel Recommendations</b> <b>Recommendation 3.3 (part)</b> Modify policy ST15 to add wording along the following lines at the end of the first sentence "and only those needs". Note recommendations in Chapter 4 relating to policies ST15 and ST16. <b>Recommendation 4.9 (part)</b> Modify policy ST15 by adding: "These towns should generally be the seat of the land use needs for rural regeneration and economic restructuring."</p>	<p><b>Structure Plan Authorities' Decision</b> ○ <b>Accept Panel Recommendations 3.3(part) and 4.9(part) subject to a revised wording for the additional paragraph proposed.</b> <u>Reason for Modification</u> To emphasise the role of Area Centres in meeting primarily local and hinterland needs, and their key role in promoting rural regeneration.</p>	<p><b>Policy ST15 (Policy S1b revised)</b> 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, <u>and only those needs</u>. Such Area Centres should: 1) be of a sufficient scale to support a range of services and facilities 2) be accessible to the communities they serve 3) be well related to public transport and the Strategic Road Network, and 4) be defined taking into account their location relative to other Area Centres, including those in adjoining Districts. <u>Area Centres should be the focal points for investment and development necessary to promote rural regeneration and economic restructuring.</u></p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
Local Centres and Rural Areas	Local Centres and Rural Areas	Local Centres and Rural Areas	Local Centres and Rural Areas
<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"> <li>1) be accessible to the community they serve and well related to public transport and the highway network, and</li> <li>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.</li> </ol> <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.</p> <p>In the open countryside development should be strictly controlled.</p>	<p><b><u>Panel Recommendations</u></b></p> <p><b>Recommendation 3.3 (part)</b> Modify policy ST16 by deleting the final two sentences relating to rural areas and open countryside.</p> <p><b>Recommendation 4.9 (part)</b> Modify policy ST16 by adding: “Elsewhere, local plans should make it clear that successful proposals for local regeneration needs will be of small scale, recognising landscape and other constraints (including accessibility) and the spatial strategy generally.”</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>○ Accept Panel Recommendations 3.3 (part) and 4.9 (part)</p> <p><b><u>Reason for Modification</u></b></p> <ol style="list-style-type: none"> <li>i) To remove unnecessary detail relating to rural development and relate development outside of designated centres to small scale development required for rural regeneration</li> <li>ii) The additional wording suggested by the Panel in this context has been modified to avoid misinterpretation.</li> <li>iii) the need to protect the open countryside should, however, continue to be recognised an important part of the overall development strategy in Devon –but more logically as part of Policy ST5.</li> </ol>	<p><b>Policy ST16 (Policies S2 and S4 revised)</b> 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"> <li>1) be accessible to the community they serve and well related to public transport and the highway network, and</li> <li>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.</li> </ol> <p>Outside of the Local Centres, <u>there may be scope for small scale development which supports the need for local regeneration where it recognises landscape and accessibility constraints and the overall spatial strategy.</u> <del>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.</del></p> <p><u>In the open countryside development should be strictly controlled.</u></p>

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and</p> <p>(ii) deleting the employment land figures from the table</p> <p><b>Recommendation 7.1</b></p> <p>Modify proposal ST17:</p> <p>(i) to delete reference to allocations in the Plymouth area of economic activity and replace it with allocations in the corresponding principal urban area; and</p>	<p><b>Structure Plan Authorities' Decision</b></p> <p>● Amend Policy in accordance with the Pre EIP Changes Document -</p> <p><u>Reason for Modification</u></p> <p>(i) to reflect the increased provision for employment development at the Exeter PUA, Plymouth PUA, Newton Abbot identified above in Policies ST7 and ST11, but recognise the proposed deletion of Proposal 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 PUA identified in Policy ST11 as regards the provision within Teignbridge District.</p> <p>● Accept Panel Recommendations 3.1, 7.1, 7.2, 8.1, 9.1 (in part), 10.1 and 12.1</p> <p><u>Reason for Modification</u></p> <p>(i) to remove reference to the Areas of Economic Activity and refer to development at the PUAs and at Newton Abbot Sub Regional Centre, but include a footnote to clarify the</p>	<p><b>Proposal ST17 (H1 and E3 revised)</b></p> <p>To provide for the development of about <del>64,500</del><u>65,500</u> dwellings and <del>660</del><u>700</u> ha of employment land in the period 2001 to 2016, to be distributed as follows:</p> <table border="1"> <thead> <tr> <th>Local Planning Authority</th> <th>Dwellings</th> <th>Employment Land (ha)</th> </tr> </thead> <tbody> <tr> <td><b>East Devon</b></td> <td><b>8,450</b></td> <td><b><del>75</del> <u>100</u></b></td> </tr> <tr> <td><i>at the Exeter PUA<sup>3</sup></i></td> <td><i><del>4,000</del> <u>3,500</u></i></td> <td><i><del>40</del> <u>65</u></i></td> </tr> <tr> <td><i>Elsewhere</i></td> <td><i><del>4,450</del> <u>4,950</u></i></td> <td><i>35</i></td> </tr> <tr> <td><b>Exeter</b></td> <td><b>6,700</b></td> <td><b>85</b></td> </tr> <tr> <td><b>Mid Devon</b></td> <td><b>5,850</b></td> <td><b>60</b></td> </tr> <tr> <td><b>North Devon</b></td> <td><b><del>4,900</del> <u>4,700</u></b></td> <td><b><del>60</del> <u>70</u></b></td> </tr> <tr> <td><b>Plymouth</b></td> <td><b><del>8,500</del> <u>10,000</u><sup>1</sup></b></td> <td><b>80</b></td> </tr> <tr> <td><b>South Hams</b></td> <td><b><del>8,850</del> <u>8,350</u></b></td> <td><b>105</b></td> </tr> <tr> <td><i>Plymouth AEA at the Plymouth PUA<sup>3</sup></i></td> <td><i><del>5,000</del> <u>4,500</u></i></td> <td><i><del>50</del> <u>80</u></i></td> </tr> <tr> <td><i>Elsewhere</i></td> <td><i>3,850</i></td> <td><i><del>20</del> <u>25</u></i></td> </tr> <tr> <td><b>Teignbridge</b></td> <td><b>7,500</b></td> <td><b><del>50</del> <u>55</u></b></td> </tr> <tr> <td><i>Torbay/Newton Ab't AEA - Newton Abbot SRC at the Exeter PUA</i></td> <td><i>3,100</i></td> <td><i><del>25</del> <u>30</u></i></td> </tr> <tr> <td><i>Elsewhere</i></td> <td><i><del>4,400</del> <u>4,250</u></i></td> <td><i>25</i></td> </tr> <tr> <td><b>Torbay</b></td> <td><b>4,300</b></td> <td><b>60</b></td> </tr> <tr> <td><b>Torridge</b></td> <td><b><del>5,100</del> <u>5,300</u></b></td> <td><b>55</b></td> </tr> <tr> <td><b>West Devon</b></td> <td><b>3,450</b></td> <td><b>30</b></td> </tr> <tr> <td><b>Dartmoor</b></td> <td><b>900</b></td> <td><b>*</b></td> </tr> </tbody> </table>	Local Planning Authority	Dwellings	Employment Land (ha)	<b>East Devon</b>	<b>8,450</b>	<b><del>75</del> <u>100</u></b>	<i>at the Exeter PUA<sup>3</sup></i>	<i><del>4,000</del> <u>3,500</u></i>	<i><del>40</del> <u>65</u></i>	<i>Elsewhere</i>	<i><del>4,450</del> <u>4,950</u></i>	<i>35</i>	<b>Exeter</b>	<b>6,700</b>	<b>85</b>	<b>Mid Devon</b>	<b>5,850</b>	<b>60</b>	<b>North Devon</b>	<b><del>4,900</del> <u>4,700</u></b>	<b><del>60</del> <u>70</u></b>	<b>Plymouth</b>	<b><del>8,500</del> <u>10,000</u><sup>1</sup></b>	<b>80</b>	<b>South Hams</b>	<b><del>8,850</del> <u>8,350</u></b>	<b>105</b>	<i>Plymouth AEA at the Plymouth PUA<sup>3</sup></i>	<i><del>5,000</del> <u>4,500</u></i>	<i><del>50</del> <u>80</u></i>	<i>Elsewhere</i>	<i>3,850</i>	<i><del>20</del> <u>25</u></i>	<b>Teignbridge</b>	<b>7,500</b>	<b><del>50</del> <u>55</u></b>	<i>Torbay/Newton Ab't AEA - Newton Abbot SRC at the Exeter PUA</i>	<i>3,100</i>	<i><del>25</del> <u>30</u></i>	<i>Elsewhere</i>	<i><del>4,400</del> <u>4,250</u></i>	<i>25</i>	<b>Torbay</b>	<b>4,300</b>	<b>60</b>	<b>Torridge</b>	<b><del>5,100</del> <u>5,300</u></b>	<b>55</b>	<b>West Devon</b>	<b>3,450</b>	<b>30</b>	<b>Dartmoor</b>	<b>900</b>	<b>*</b>
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<p>appropriate within the National Park to meet local social and economic needs</p>	<p>(ii) to provide for 10,000 dwellings in City of Plymouth in the plan period and for 4500 in or adjoining the South Hams part of the Plymouth principal urban area.</p> <p><b>Recommendation 7.2</b></p> <p>(i) Modify proposal ST19 as follows:</p> <p>Delete: "Plymouth AEA" and replace it with "Sites at Plymouth principal urban area"</p> <p>Add "(40ha)" to Plymouth : International Business Park; and</p> <p>"(50ha) to South Hams : Langage".</p> <p><b>Recommendation 8.1 (part)</b></p> <p>Confirm the proposal for a new settlement at Sherford, but modify the plan to increase the target figure to 4000 by 2016; and to make clear both its chosen location and that it is a new settlement and not a <i>bona fide</i> urban extension.</p> <p><b>Recommendation 9.1</b></p> <p>(i) Modify proposal ST17 by re-distributing 500 houses from Torridge to North Devon within Table 2, and updating the commitments figure for Torridge. This re-distribution of housing figures should be carried out within local plans in accordance with the spatial strategy of RPG 10.</p>	<p>interpretation of "at the PUA".</p> <p>(ii) to redistribute housing provision between Districts and sub areas as recommended by the Panel, but in accepting the recommendation relating to housing provision within Plymouth, include an additional footnote to the Proposal emphasising that this increase will be dependent upon additional urban capacity being realised and may need to be reviewed in the light of future detailed monitoring</p> <p>(iii) not to increase the level of employment land provision in South Hams, reflecting the change recommended to the scale of development at the Langage strategic site</p> <p>(iv) in the case of North Devon and Torridge, the level of provision likely proposed in the Torridge Local Plan to 2011 is now greater than anticipated at the time of the EIP. In this context the level of redistribution has been reduced to 200 dwellings</p> <p><b>Reject Panel Recommendation 4.4</b></p> <p><u>Reason for Rejection</u></p> <p>(i) The Panel recommendation reflected their conclusion that there could be a significant element of over provision of employment land within some existing plans.</p>	<p><b>DEVON TOTAL</b> <del>64,500</del><u>65,500</u> <del>660</del> <u>700</u></p> <p>* Some small scale local employment may be appropriate within the National Park to meet local social and economic needs</p> <p><u>1 : Includes an allowance for 1,500 dwellings to come forward through the anticipated realisation of additional urban capacity potential within the period to 2016. Delivery will be closely monitored and an early revision of development distribution undertaken if it appears that that potential is unlikely to be achieved.</u></p> <p><u>3 : In or adjoining the PUA and/or the proposed new community</u></p> <p><b>Proposal ST17 (Proposals H1 and E3 revised) [Part]</b></p> <table border="1"> <thead> <tr> <th>Local Planning</th> <th>Dwellings</th> <th>Authority (Annual Average)</th> </tr> </thead> <tbody> <tr> <td>East Devon</td> <td>8,450</td> <td><del>(560)</del></td> </tr> <tr> <td>Exeter</td> <td>6,700</td> <td><del>(450)</del></td> </tr> <tr> <td>Mid Devon</td> <td>5,850</td> <td><del>(390)</del></td> </tr> <tr> <td>North Devon</td> <td><del>4,700</del><u>4,900</u></td> <td><del>(330)</del></td> </tr> <tr> <td>Plymouth</td> <td><del>8,500</del><u>10,000</u></td> <td><del>(670)</del></td> </tr> <tr> <td>South Hams</td> <td><del>8,850</del><u>8,350</u></td> <td><del>(560)</del></td> </tr> <tr> <td>Teignbridge</td> <td>7,500</td> <td><del>(500)</del></td> </tr> <tr> <td>Torbay</td> <td>4,300</td> <td><del>(290)</del></td> </tr> <tr> <td>Torridge</td> <td><del>5,300</del><u>5,100</u></td> <td><del>(340)</del></td> </tr> <tr> <td>West Devon</td> <td>3,450</td> <td><del>(230)</del></td> </tr> <tr> <td>Dartmoor NP</td> <td>900</td> <td><del>(60)</del></td> </tr> <tr> <td><b>DEVON TOTAL</b></td> <td><b>64</b><del>5,000</del><u>5,500</u></td> <td><b>(4370)</b></td> </tr> </tbody> </table> <p><u>2. Averaged over the full 15 year plan</u></p>	Local Planning	Dwellings	Authority (Annual Average)	East Devon	8,450	<del>(560)</del>	Exeter	6,700	<del>(450)</del>	Mid Devon	5,850	<del>(390)</del>	North Devon	<del>4,700</del> <u>4,900</u>	<del>(330)</del>	Plymouth	<del>8,500</del> <u>10,000</u>	<del>(670)</del>	South Hams	<del>8,850</del> <u>8,350</u>	<del>(560)</del>	Teignbridge	7,500	<del>(500)</del>	Torbay	4,300	<del>(290)</del>	Torridge	<del>5,300</del> <u>5,100</u>	<del>(340)</del>	West Devon	3,450	<del>(230)</del>	Dartmoor NP	900	<del>(60)</del>	<b>DEVON TOTAL</b>	<b>64</b> <del>5,000</del> <u>5,500</u>	<b>(4370)</b>
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	<p><b>Recommendation 10.1</b> Modify proposal ST17 as follows: Re-distribute 500 dwellings from the 1000 East Devon (other principal urban area) to East Devon (elsewhere) as shown in Diagram 2b.</p> <p>Delete "Exeter AEA 300" from proposal ST17 pre-examination changes and reallocate it: 150 dwellings to Teignbridge principal urban area and 150 to Teignbridge "elsewhere" as shown in Diagram 2b.</p> <p><b>Recommendation 12.1 (part)</b> Modify the plan to identify the Newton Abbot sub regional centre and redistribute that provision from the Torbay/Newton Abbot area of economic activity to Newton Abbot sub regional centre, and</p>	<p>(ii) the removal of employment land figures from ST17 would be likely to lead to an overall increase in provision rather than a reduction. It is however proposed that Policy ST20 be modified to require existing allocations to be reassessed</p> <p><b>Accept Recommendation 4.1 in part</b> <u>Reason for Modification</u></p> <p>(i) While it is accepted that Government advice supports the use of annualised housing provision figures, the simplistic approach proposed by the Panel would be both misleading and potentially confusing in terms of interpretation at Local Plan level.</p> <p>(ii) The actual annual rate of development over the Plan period will vary considerably in some parts of Devon with the result that a simple annual average would have little meaning when monitoring progress at any point in time. This will create uncertainty unless clearly seen within the context of the overall provision required for the period 2001 to 2016.</p> <p>(iii) It is proposed therefore to include annualised housing provision figures within Proposal ST17 at District level but to retain the overall level of provision as the primary guide to Local Plan Authorities.</p>	<p><u>period. In some areas, actual rates of development will vary significantly during the period to 2016.</u></p>

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<b>Affordable Housing</b>	<b>Affordable Housing</b>	<b>Affordable Housing</b>	<b>Affordable Housing</b>
<p>Policy ST18 (Policy H6 revised) In providing for housing development in accordance with Proposal ST17, Local Plans should ensure that adequate provision is made for affordable housing, based on an assessment of need.</p>	<p><b><u>Panel Recommendations</u></b> <b>Recommendation 4.2</b></p> <p>(i) Do not modify the plan in accordance with the proposed pre-examination changes to policy ST18.</p> <p>Modify policy ST18 to indicate that in providing for housing development in accordance with proposal ST17, local plans should ensure that adequate provision is made for affordable housing based on an up-to-date assessment of need, and should secure affordable housing which best meets the needs of the area.</p> <p>Add to the explanatory text additional guidance on the need for affordable housing in Devon as compared with the south west region, and to identify those parts of the county likely to have affordable housing needs above or below the Devon average — based on a strategic assessment of housing affordability in each area.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> ○ <b>Accept Panel Recommendation 4.2</b></p> <p><b><u>Reason for Modification</u></b> To ensure that assessments are up to date and relevant, and address the needs of the area.</p>	<p><b>Policy ST18 (Policy H6 revised)</b> In providing for housing development in accordance with Proposal ST17, Local Plans should ensure that adequate provision is made for affordable housing, based on an <u>up to date</u> assessment of need, <u>and should secure a range of affordable housing which best meets the needs of the area.</u></p> <p><b><u>Amendment to Explanatory Text</u></b></p> <p>Add additional text to set out comparative levels of need for affordable housing need within Devon.</p>
<b>Mix and Type of Housing</b>	<b>Mix and Type of Housing</b>	<b>Mix and Type of Housing</b>	<b><u>Mix and Type of Housing</u></b>
	<p><b>Recommendation 4.3</b></p> <p>Modify the plan by adding a new policy requiring local plans to include policies about the mix and type of housing which best meets the needs of the local community.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> ● <b>Accept Panel Recommendation 4.3</b></p> <p><b><u>Reason for Modification</u></b> To address the need for ensuring a mix and type of housing that meets the</p>	<p><b><u>Policy ST18a</u></b></p> <p><b><u>Local Plans should ensure the provision of a mix and type of housing that best meets the needs of local communities, taking into account an up to date assessment of future housing need and existing housing availability.</u></b></p>

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<b>Strategic Development Sites</b>	<b>Strategic Development Sites</b>	<b>Strategic Development Sites</b>	<b>Strategic Development Sites</b>
<p><b>Proposal ST19 (New Proposal)</b> Strategic Development Sites for employment are proposed within the Plymouth, Exeter and Torbay / Newton Abbot AEAs, and additional strategic provision is also identified in the Barnstaple / Bideford AEA. These Sites should be of a sufficient scale to accommodate major economic development proposals. They should be located where they can be accessed from the Strategic Road Network and have a high degree of accessibility from the main public transport networks. Such sites should provide for a minimum developable area of 10 ha but in the Plymouth and Exeter AEAs larger scale sites should be brought forward in order to accommodate developments of regional significance. In the period 2001 to 2016 the following Strategic Development Sites should be identified and safeguarded for major investment proposals:</p> <p><u>Exeter AEA</u></p> <ul style="list-style-type: none"> <li>Exeter : Matford Park</li> <li>East Devon : Skypark</li> </ul> <p><u>Plymouth AEA</u></p> <ul style="list-style-type: none"> <li>Plymouth : International Business Park</li> <li>South Hams : Langage</li> </ul> <p><u>Torbay/Newton Abbot AEA</u></p> <ul style="list-style-type: none"> <li>Long Road South</li> </ul>	<p><b><u>Panel Recommendations</u></b></p> <p><b>Recommendation 4.7</b> Add to the explanatory text at paragraph 3.115 a clearer justification for the strategic employment sites in terms of their relationship with other existing and proposed developments and infrastructure. Add to the body of policy ST19 a direction that local plans should include policies to ensure that the strategic sites are developed in a sustainable way and to a high environmental standard. Note our recommendation on further modifications to policy ST19 in Chapter 10.</p> <p><b>Recommendation 9.2</b></p> <p>(i) Modify policy ST19 and in respect of the Roundswell site, in accordance with the proposed pre-examination changes.</p> <p>(ii) Within the explanatory text paragraphs 3.114-3.115 include a justification for the strategic employment site at Roundswell and the type of use that is envisaged for the site.</p> <p><b>Recommendation 10.2</b> Modify proposal ST19 to add to the body</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>● Amend Proposal in accordance with the Pre EIP Changes Document -</p> <p><u>Reason for Modification</u></p> <p>(i) To distinguish between sites of regional importance and those of sub regional importance</p> <p>(ii) To include reference to the proposed science park 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)</p> <p>(iii) To include the scale of development anticipated at each location</p> <p>● Accept Panel Recommendations 4.7, 9.2 and 10.2</p> <p><u>Reason for Modification</u></p> <p>(i) To remove reference to the Areas of Economic Activity, to refer to the quality and sustainability of development, and to the specific role of each strategic site.</p> <p>(ii) In the context of the Panel's confirmation of the list and scale of strategic sites, it is further proposed that the penultimate paragraph of the Policy be deleted as it is no longer necessary.</p>	<p><b>Proposal ST19 (New Proposal)</b> Strategic Development Sites for employment are proposed <del>within in or adjacent to</del> <u>at</u> the Plymouth, Exeter and Torbay <del>PUAs / Newton Abbot AEAs</del>, and additional strategic provision is also identified <del>in at</del> <u>the Barnstaple / Bideford Sub Regional Centre AEA</u>. These Sites <del>should must</del> be of a sufficient scale to accommodate major economic development proposals, <u>and be developed in a sustainable way to a high environmental standard</u>. 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. <del>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.</del> In the period 2001 to 2016 the following Strategic Development Sites should be identified and safeguarded for major investment proposals <u>which will meet the strategic and / or specialist needs for which they have been identified:</u> <u>SITES OF REGIONAL SIGNIFICANCE</u> <del>Exeter At the Exeter AEAPUA</del></p> <ul style="list-style-type: none"> <li><del>East Devon / Exeter : Matford Park Science Park ( 25 ha )</del></li> <li>East Devon : Skypark <u>( 30 ha )</u> <u>At the Plymouth PUA AEA</u></li> </ul>

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<p><b><u>Barnstaple / Bideford AEA</u></b></p> <ul style="list-style-type: none"> <li>North Devon : Roundswell</li> </ul>	<p>of the policy a direction to ensure that local plans include policies which will ensure that these sites will meet, and continue to meet, the strategic or specialist employment needs for which they have been allocated.</p> <p>Modify the "Exeter AEA" section in accordance with the pre-examination changes, and replace "Exeter AEA" with "Sites at the Exeter principal urban area".</p> <p>Add to the explanatory text an explanation of the science park, its purpose and its distinctiveness, to justify the addition recommended to the policy itself.</p>	<p>(iii) The Panel have supported the principal of a science park at or adjoining the Exeter PUA and the Structure Plan Authorities consider that, although it is not appropriate to define a specific site, it is essential, in the context of RPG10, for the Plan to indicate that this proposal be located adjacent to the Exeter PUA within East Devon District.</p>	<ul style="list-style-type: none"> <li>Plymouth : International Business Park <u>( 40 ha )</u></li> <li><u>South Hams : Langage ( 50 ha )</u></li> </ul> <p><u>SITES OF SUB REGIONAL SIGNIFICANCE</u> <u>At the Torbay /Newton-Abbot PUA AEA</u></p> <ul style="list-style-type: none"> <li>Torbay : Long Road South <u>( 12 ha )</u></li> </ul> <p><u>Barnstaple /Bideford AEASub Regional Centre</u></p> <ul style="list-style-type: none"> <li>North Devon : Roundswell <u>(25 ha )</u></li> </ul> <p><b><u>Amendment to Explanatory Text</u></b></p> <p>Add additional text to explain the role of each strategic site, and its relationship to other proposed development..</p>
<p><b>Safeguarding Employment Land</b></p>	<p><b>Safeguarding Employment Land</b></p>	<p><b>Safeguarding Employment Land</b></p>	<p><b><u>Re-assessing and</u> Safeguarding Employment Land</b></p>
<p><b>Policy ST 20 (former Policy E4)</b> Employment land and premises should be reserved for that use. Development of employment land or premises for other uses, including retail purposes, will not be permitted where there would be a significant adverse effect on employment opportunities or where it would significantly reduce the supply of industrial, warehouse and business land and premises available in the locality.</p>	<p><b><u>Panel Recommendations</u></b> <b>Recommendation 4.5</b></p> <p>Modify the explanatory text by:</p> <p>(i) adding the need for local planning authorities to re-assess their employment land provisions in accordance with national and regional guidance so that they accurately reflect the current and future needs of the area;</p> <p>(ii) adding an emphasis on the requirement for an increase in the quality of the sites available so a</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <ul style="list-style-type: none"> <li>Accept Panel recommendation 4.5 - but include text suggested in (i) within the Policy rather than supporting text</li> </ul> <p><b><u>Reason for Modification</u></b></p> <p>(i) to ensure that local planning authorities reassess all of their existing allocations, while still taking account of the overall provision guidance within Proposal ST17</p> <p>(ii) add to the supporting text a reference to quality of provision so</p>	<p><b>Policy ST 20 (former Policy E4)</b> <u>Local Plans should reassess all existing and allocated employment land in order to test whether its use is appropriate in meeting the area's current or longer term economic development needs, taking into account the overall level of provision indicated by Proposal ST17 and the need to maximise opportunities for residential, mixed development or other appropriate uses. in sustainable locations. Subject to that reassessment, employment land and premises should be reserved for that use. Development of employment land or premises for other uses, including retail purposes, will not be permitted where</u></p>

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	<p>range of employment needs can be met; and</p> <p>(iii) changing the title of the section from "Safeguarding Employment Land" to "Re-assessing and Safeguarding Employment Land".</p> <p><b>Recommendation 4.6</b></p> <p>Modify policy ST20 to more accurately reflect the latest ministerial statement and PPG3 paragraph 42.</p>	<p>as to encourage the range of sites available</p> <p>(iii) to better reflect the scope of the policy</p> <p>● <b>Accept Panel recommendation 4.6</b></p> <p><u>Reason for Modification</u></p> <p>To reflect recent Government Policy advice in the context of the Structure Plan Authorities response to Panel Recommendation 4.4 (to retain employment land provision guidance within the proposal) while recognising the need for Local Planning Authorities to reassess existing employment land allocations.</p>	<p><del>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.</del></p> <p><b><u>Amendment to Explanatory Text</u></b></p> <p>Add additional text to emphasise the need to raise the quality of employment land available.</p>
<b>REGENERATION</b>	<b>REGENERATION</b>	<b>REGENERATION</b>	<b>REGENERATION</b>
<b>Regeneration Priority</b>	<b>Regeneration Priority</b>	<b>Regeneration Priority</b>	<b>Regeneration Priority</b>
<p>Policy ST21 (Policy C10 revised)</p> <p>In considering initiatives for economic and social regeneration priority should be given to:</p> <p>those parts of the PUAs and the Sub Regional Centres which suffer from social exclusion and economic deprivation</p> <p>tourist resorts which have experienced significant decline in economic vitality and viability, including Ilfracombe, Teignmouth, Dawlish and Westward Ho!</p> <p>those Area Centres remote from the Areas of Economic Activity, which are characterised by low incomes and a limited range of job opportunities.</p>	<p><b><u>Panel Recommendation</u></b></p> <p><b>Recommendation 4.8</b></p> <p>(i) Modify ST21(2) in accordance with the pre-examination changes.</p> <p>(ii) Delete ST21(3), and do not modify it in accordance with the pre-examination changes.</p> <p>(iii) Replace ST21(3) with:</p> <p>"ST21(3) those area centres and their associated hinterlands where a need for regeneration has been identified by the local community to address</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>○ <b>Amend Policy in accordance with the Pre EIP Changes Document</b></p> <p><u>Reason for Modification</u></p> <p>To specify those resorts having priority for regeneration.</p> <p>○ <b>Accept Panel Recommendations 4.8 and 4.9 (part)</b></p> <p><u>Reason for Modification</u></p> <p>To broaden the scope of section (3) to include all other Area Centres where a</p>	<p><b>Policy ST21 (Policy C10 revised)</b></p> <p>In considering initiatives for economic and social regeneration priority should be given to:</p> <p>1) those parts of the PUAs and the Sub Regional Centres which suffer from social exclusion and economic deprivation</p> <p>2) <u>the tourist resorts of Ilfracombe, Teignmouth, Dawlish, Seaton and Westward Ho!</u> which have experienced significant decline in economic vitality and viability, <del>including Ilfracombe, Teignmouth, Dawlish and Westward Ho!</del></p>

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	<p>environmental, social or economic disadvantage.”</p> <p>(iv) Make clear in the explanatory text that sub paragraphs (1), (2) and (3) are set out in order of priority.</p> <p>(v) Set the wider context in the explanatory text for the plan's role in regeneration.</p> <p><b>Recommendation 4.9 (part)</b></p> <p>Ensure that the additional text referred to in recommendation 4.8(v) explains the role of policy ST21 in regeneration and economic restructuring in the rural areas, referring to policies ST15 and ST16 as we recommend below that they be modified.</p>	<p>regeneration need has been identified – but refer to a specific rather than general need, and recognise that the need for regeneration priority may be identified by a range of other organisations, including the Local Planning Authority</p>	<p>3) <del>those Area Centres remote from the Areas of Economic Activity, which are characterised by low incomes and a limited range of job opportunities.</del> <u>those Area Centres and their associated hinterlands where a specific need for regeneration has been identified to address environmental, social or economic disadvantage.”</u></p> <p><b><u>Amendment to Explanatory Text</u></b></p> <p>Add additional text to emphasise that the priorities within Policy ST21 <u>are</u> in order of importance, and to include reference to the wider regeneration context, including rural regeneration, and Policies ST15 and ST16.</p>
<p><b>Rural Regeneration Areas</b></p>	<p><b>Rural Regeneration Areas</b></p>	<p><b>Rural Regeneration Areas</b></p>	<p><b>Rural Regeneration Areas</b></p>
<p><b>Policy ST22 (New Policy)</b> The Key Diagram identifies a Priority Area for Rural Regeneration within which:</p> <ol style="list-style-type: none"> <li>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</li> <li>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</li> <li>3) the role of the SW Forest and other initiatives should be developed in such</li> </ol>	<p><b><u>Panel Recommendation</u></b> <b>Recommendation 4.9 (part)</b></p> <p>Delete policy ST22 and the Priority Area for Rural Regeneration.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> <b>Accept Panel Recommendation 4.9</b></p> <p><b><u>Reason for Modification</u></b></p> <p>Delete the Policy on the basis that the modified versions of Policies ST21, ST15 and ST16 adequately address rural regeneration issues.</p>	<p><b><u>Policy ST22 (New Policy)</u></b> <b><u>The Key Diagram identifies a Priority Area for Rural Regeneration within which:</u></b></p> <ol style="list-style-type: none"> <li>1)<del>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</del></li> <li>2)<del>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</del></li> <li>3)<del>the role of the SW Forest and other</del></li> </ol>

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<p>a way as to deliver integrated social, economic and environmental objectives</p> <p>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</p> <p>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>			<p><del>initiatives should be developed in such a way as to deliver integrated social, economic and environmental objectives</del></p> <p><del>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</del></p> <p><del>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.</del></p> <p>5)</p>
IMPLEMENTING STRATEGIC PROPOSALS	IMPLEMENTING STRATEGIC PROPOSALS	IMPLEMENTING STRATEGIC PROPOSALS	IMPLEMENTING STRATEGIC PROPOSALS
<p>Concept of New Community Development</p>	<p>Concept of New Community Development</p>	<p>Concept of New Community Development</p>	<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> <p>1) local community facilities, including primary and secondary education, shopping, cultural and health facilities, together with local employment</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p> <p>Para 8.58 however, states that the proposed development at Sherford should be identified as a new settlement.</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p><b>Reject Panel recommendation in Para 8.58</b></p> <p><u>Reason for Rejection</u></p> <p>(i) The new community proposals at Sherford (in the South Hams) and the proposed new community to the east of Exeter (in east Devon District) are more appropriately identified as a 'New Communities' because of their proximity and</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> <p>1) local community facilities, including primary and secondary education, shopping, cultural and health facilities, together with local employment</p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<p>opportunities</p> <p>2) a range of housing types, including a significant element of affordable housing</p> <p>3) a land use and transportation system that promotes pedestrian, cycle and public transport accessibility and minimises the need for travel by private car</p> <p>4) design features and layout of buildings that promotes energy conservation</p> <p>5) provision for public and private open space, structural landscaping and features that promote nature conservation</p> <p>6) all necessary physical infrastructure.</p>		<p>functional relationship to Plymouth and Exeter.</p> <p>(ii) The term 'New Settlement' implies a significant degree of detachment from the PUA. The Government has stated that the proposals within Devon should not be regarded as new settlements in the context of national Policy advice.</p> <p>(iii) to simplify the wording of criterion 5</p>	<p>opportunities</p> <p>2) a range of housing types, including a significant element of affordable housing</p> <p>3) a land use and transportation system that promotes pedestrian, cycle and public transport accessibility and minimises the need for travel by private car</p> <p>4) design features and layout of buildings that promotes energy conservation</p> <p>5) <del>provision for</del> public and private open space, structural landscaping and features that promote nature conservation</p> <p>6) all necessary physical infrastructure.</p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
New Community Implementation	New Community Implementation	New Community Implementation	New Community Implementation
<p><b>Policy ST24 (former Policy N4)</b> 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"> <li>1) developed in a fully comprehensive way in accordance with an overall development scheme agreed with the appropriate Local Planning Authority</li> <li>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</li> <li>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.</li> </ol>	<p><b><u>Panel Recommendation</u></b> No recommendation Para 8.58 however, states that the proposed development at Sherford should be identified as a new settlement.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> <b>Reject Panel recommendation in Para 8.58</b> <b><u>Reason for Modification</u></b></p> <ol style="list-style-type: none"> <li>(i) The new community proposals at Sherford (in the South Hams) and the proposed new community to the east of Exeter (in east Devon District) are more appropriately identified as a 'New Communities' because of their proximity and functional relationship to Plymouth and Exeter.</li> <li>(ii) The term 'New Settlement' implies a significant degree of detachment from the PUA. The Government has stated that the proposals within Devon should not be regarded as new settlements in the context of national Policy advice.</li> </ol>	<p><b>Policy ST24 (former Policy N4)</b> 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"> <li>1) developed in a fully comprehensive way in accordance with an overall development scheme agreed with the appropriate Local Planning Authority</li> <li>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</li> <li>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.</li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>New Community Landscape Setting</b>	<b>New Community Landscape Setting</b>	<b>New Community Landscape Setting</b>	<b>New Community Landscape Setting</b>
<p><b>Policy ST25 (former Policy N5)</b> Where new communities are proposed in accordance with Policies 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><b><u>Panel Recommendation</u></b> No recommendation Para 8.58 however, states that the proposed development at Sherford should be identified as a new settlement.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b> <b>Reject Panel recommendation in Para 8.58</b> <b><u>Reason for Modification</u></b> (i) The proposed new community proposals at Sherford (in the South Hams) at to the proposed new community to the east of Exeter (in east Devon District) are more appropriately identified as a 'New Communities' because of their proximity and functional relationship to Plymouth and Exeter.  (ii) The term 'New Settlement' implies a significant degree of detachment from the PUA. The Government has stated that the proposals within Devon should not be regarded as new settlements in the context of national Policy advice.</p>	<p><b>Policy ST25 (former policy N5)</b> 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>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>II : CONSERVING DEVON'S ENVIRONMENT AND RESOURCES</b>	<b>II : CONSERVING DEVON'S ENVIRONMENT AND RESOURCES</b>	<b>II : CONSERVING DEVON'S ENVIRONMENT AND RESOURCES</b>	<b>II : CONSERVING DEVON'S ENVIRONMENT AND RESOURCES</b>
Landscape Character and Local Distinctiveness	Landscape Character and Local Distinctiveness	Landscape Character and Local Distinctiveness	Landscape Character and Local Distinctiveness
<p>Policy CO1 (Policy C2 revised)</p> <p>The distinctive qualities and features of Devon's broad Landscape Character Areas illustrated in Map 9, should be sustained and enhanced.</p> <p>Within the context of this broad characterisation, Local Plans should undertake more detailed assessments of landscape character in order to identify priority areas for the maintenance, enhancement and / or restoration of that character and provide an appropriate policy framework for each area.</p> <p>Policies and proposals within each part of Devon should be informed by and be sympathetic to its landscape character and quality.</p>	<p><u>Panel Recommendations</u></p> <p><b>Recommendation 6.1</b> Modify policy CO1 in accordance with the pre-examination changes.</p> <p><b>Recommendation 6.2</b> Add to the explanatory text within paragraphs 4.6-4.9:</p> <ul style="list-style-type: none"> <li>i) clearer guidance on the relationship between the landscape character area approach and the policy designation approach;</li> <li>ii) the need for district councils to work closely together to produce policy frameworks which are cross-border;</li> <li>iii) a reference to the source document for Map 9, and the relevant information that this document contains;</li> <li>iv) the importance of the biodiversity within Devon's landscapes, and the link between policy CO1 and CO9; and</li> <li>v) Consistency in the titles of the Landscape Character Zones.</li> </ul>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Accept Panel Recommendation 6.1 and 6.2</p> <p><u>Reason for Modification</u></p> <ul style="list-style-type: none"> <li>i) To clarify the policy applies to all character areas and the requirements for undertaking more detailed assessments of landscape character.</li> <li>ii) To expand the information in the explanatory text as recommended.</li> </ul>	<p>Policy CO1 (Policy C2 revised)</p> <p>The distinctive qualities and features of Devon's <del>broad</del>-Landscape Character <del>Areas-Zones</del> illustrated in Map 9, should be sustained and enhanced.</p> <p>Within the context of this broad characterisation, <del>Local-Plans-Local Planning Authorities</del> 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.</p> <p>Policies and proposals within each part of Devon should be informed by and be sympathetic to its landscape character and quality.</p> <p><u>Amend Explanatory Text</u></p> <p>Add to the explanatory text within paragraphs 4.6-4.9:</p> <ul style="list-style-type: none"> <li>i) clearer guidance on the relationship between the landscape character area</li> </ul>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
			approach and the policy designation approach; ii) the need for district councils to work closely together to produce policy frameworks which are cross-border; iii) a reference to the source document for Map 9, and the relevant information that this document contains; iv) the importance of the biodiversity within Devon's landscapes, and the link between policy CO1 and CO9; and v) Consistency in the titles of the Landscape Character Zones.
<b>National Parks</b>	<b>National Parks</b>	<b>National Parks</b>	<b>National Parks</b>
<p>Policy CO2 (former Policy C3)</p> <p>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:</p> <p>1) conserve and enhance the natural beauty, wildlife and cultural heritage of the Park, or</p> <p>2) promote the understanding and enjoyment of the special qualities of the</p>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No change to adopted Plan</p>	<p>Policy CO2 (former Policy C3)</p> <p>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:</p> <p>1) conserve and enhance the natural beauty, wildlife and cultural heritage of the Park, or</p> <p>2) promote the understanding and enjoyment of the special qualities of the</p>

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<p>Park, or</p> <p>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.</p> <p>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>Park, or</p> <p>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.</p> <p>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><b>Areas of Outstanding Natural Beauty</b></p>	<p><b>Areas of Outstanding Natural Beauty</b></p>	<p><b>Areas of Outstanding Natural Beauty</b></p>	<p><b>Areas of Outstanding Natural Beauty</b></p>
<p>Policy CO3 (former Policy C4)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No change to adopted Plan</p>	<p>Policy CO3 (former Policy C4)</p> <p>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>

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<b>Areas of Great Landscape Value</b>	<b>Areas of Great Landscape Value</b>	<b>Areas of Great Landscape Value</b>	<b>Areas of Great Landscape Value</b>
<p><b>Policy CO4 (Policy C6 revised)</b></p> <p>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><b>Panel Recommendation</b></p> <p><b>Recommendation 6.3</b></p> <p>(i) Modify policy CO4 by deleting the sentence "New development should therefore only be provided for where it would be limited in scale and visual impact".</p> <p>(ii) Consider deleting Map 5, but if it is retained, modify it to reflect areas of strategic landscape and development constraint more accurately.</p>	<p><b>Structure Plan Authorities' Decision</b></p> <p>○ Accept Panel Recommendation 6.3 (in part)</p> <p><u>Reason for Modification</u></p> <p>i) to avoid the Policy being unduly restrictive while ensuring that development does not have a significant visual impact on the area.</p> <p>ii) To delete Map 5 Devon Strategy Diagram as the components of the Strategy and the strategic landscape and development constraint are included in the Key Diagram.</p>	<p><b>Policy CO4 (Policy C6 revised)</b></p> <p>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 <u>scale and its</u> 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><u>Amend Explanatory Text</u></p> <p>Delete Map 5 Devon Strategy Diagram</p>
<b>Coastal Preservation Area</b>	<b>Coastal Preservation Area</b>	<b>Coastal Preservation Area</b>	<b>Coastal Preservation Area</b>
<p><b>Policy CO5 (former Policy C7)</b></p> <p>Within the Coastal Preservation Area, development, other than that of a minor nature, will not be permitted except where it is required: for the benefit of the community at large, in connection with public access for informal recreation, or for the purposes of agriculture or forestry and only when such development cannot</p>	<p><b>Panel Recommendation</b></p> <p><b>Recommendation 6.4</b></p> <p>Modify policy CO5 in accordance with the pre-examination changes.</p>	<p><b>Structure Plan Authorities' Decision</b></p> <p>○ Accept Panel Recommendation 6.4</p> <p><u>Reason for Modification</u></p> <p>To reflect need for Policy to be couched in terms of a strategic rather than a development control policy.</p>	<p><b>Policy CO5 (<del>former</del>-Policy C7 <u>revised</u>)</b></p> <p>Within the Coastal Preservation Area, development, other than that of a minor nature, will not be <del>permitted</del> <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</p>

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reasonably be accommodated outside the protected areas. Such development will only be permitted when it would not detract from the unspoilt character and appearance of the coastal area.			development cannot reasonably be accommodated outside the protected areas. Such development will only be <del>permitted</del> <u>permitted provided for</u> when it would not detract from the unspoilt character and appearance of the coastal area.
<b>Quality of New Development</b>	<b>Quality of New Development</b>	<b>Quality of New Development</b>	<b>Quality of New Development</b>
<p>Policy CO6 (former Policy C9)</p> <p>The identity, distinctive character and townscape features of existing settlements and urban areas should be conserved and enhanced. In planning for new development, the quality of Devon's urban environment should be maintained and improved by providing for urban regeneration and conservation, townscape enhancement, traffic management and the retention and provision of open space.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To clarify and reflect the importance of good urban design in both urban and rural areas.</p>	<p>Policy CO6 (<del>former</del> Policy C9 <u>revised</u>)</p> <p>The identity, distinctive character and <del>townscape</del> features of existing settlements, <del>and</del> 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</u>; the quality of Devon's <del>urban</del> environment <del>should be maintained and improved by requiring attention to good design and layout that respects the character of the site and its surroundings and</del> by providing for <del>urban</del> regeneration and conservation, townscape enhancement, traffic management and the retention and provision of open space.</p>

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<b>HISTORIC HERITAGE</b>	<b>HISTORIC HERITAGE</b>	<b>HISTORIC HERITAGE</b>	<b>HISTORIC HERITAGE</b>
Historic Settlements and Buildings	Historic Settlements and Buildings	Historic Settlements and Buildings	Historic Settlements and Buildings
<p>Policy CO7 (former Policy C11)</p> <p>The quality of Devon's historic environment should be conserved and enhanced. In providing for new development particular care should be taken to conserve the special historic character of settlements, the character and appearance of conservation areas, listed or other buildings of historic or architectural interest and their settings and parks and gardens of special historic interest and their settings.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>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>Policy CO7 (<del>former</del>—Policy C11 <u>revised</u>)</p> <p>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</u>, listed or other buildings of historic or architectural interest and their settings and parks and gardens of special historic interest and their settings.</p>
Archaeology	Archaeology	Archaeology	Archaeology
<p>Policy CO8 (former Policy C12)</p> <p>Nationally important archaeological sites and their settings, whether Ancient Monuments or unscheduled, will be preserved. In considering proposals for development which would have an adverse impact on other archaeological sites or deposits, the importance and value of the remains will be a determining factor. Where a lack of information precludes the proper assessment of a site or area with</p>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To recognise the different levels of importance and clarify the intentions of the policy.</p>	<p>Policy CO8 (<del>former</del>—Policy C12 <u>revised</u>)</p> <p><u>Internationally, <del>N</del>nationally and regionally</u> important archaeological sites and their settings, whether <del>Ancient—Scheduled</del> Monuments or unscheduled, will be preserved. <u>-Other important sites and their settings should be preserved wherever possible, and <del>to</del>in</u> considering proposals for development which would have an adverse impact on <u>other archaeological</u></p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
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.			<del>sites or deposits</del> <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.
<b>NATURE CONSERVATION</b>	<b>NATURE CONSERVATION</b>	<b>NATURE CONSERVATION</b>	<b>NATURE CONSERVATION</b>
<b>Biodiversity and Earth Science Diversity</b>	<b>Biodiversity and Earth Science Diversity</b>	<b>Biodiversity and Earth Science Diversity</b>	<b>Biodiversity and Earth Science Diversity</b>
<p>Policy CO9 (Policy C13 revised)</p> <p>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><b><u>Panel Recommendation</u></b></p> <p><b>Recommendation 6.5</b> Delete Map 11 from the plan.</p> <p><b>Recommendation 6.6</b> Add to the explanatory text within paragraphs 4.44-4.48:</p> <p>(i) an indication of the ways in which Biodiversity Action Plans can link to the work carried out on the Landscape Character Zones, and</p> <p>(iii) the relationship between policies CO1 and CO9; and</p> <p>(iii) an indication of the ways in which English Nature's Natural Areas Initiative can inform the planning</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>○ <b>Accept Panel Recommendation 6.5 and 6.6</b></p> <p><b><u>Reason for Modification</u></b></p> <p>i) To indicate the relationship between Biodiversity Action Plans and Landscape Character Zones</p> <p>ii) To clarify the relationship between policies CO1 and CO9</p> <p>iii) To indicate the ways in which English Nature's Natural Areas can inform the process</p>	<p>Policy CO9 (Policy C13 revised)</p> <p>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><b><u>Amend Explanatory Text</u></b></p> <p>Delete Map 11 from the plan</p> <p>Amend text to indicate the relationship between Biodiversity Action Plans and Landscape Character Zones, clarify the relationship between policies CO1 and CO9 and indicate the ways in which</p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
	process.		English Nature's Natural Areas can inform the process
<b>Protection of Nature Conservation Sites and Species</b>	<b>Protection of Nature Conservation Sites and Species</b>	<b>Protection of Nature Conservation Sites and Species</b>	<b>Protection of Nature Conservation Sites and Species</b>
<p>Policy CO10 (Policies C14 to C17 revised)</p> <p>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.</p> <p>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.</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy CO10 (Policies C14 to C17 revised)</p> <p>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.</p> <p>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.</p> <p>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>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>CONSERVATION OF RESOURCES AND POLLUTION</b>	<b>CONSERVATION OF RESOURCES AND POLLUTION</b>	<b>CONSERVATION OF RESOURCES AND POLLUTION</b>	<b>CONSERVATION OF RESOURCES AND POLLUTION</b>
<b>Conserving Energy Resources</b>	<b>Conserving Energy Resources</b>	<b>Conserving Energy Resources</b>	<b>Conserving Energy Resources</b>
<p>Policy CO11 (former Policy C22)</p> <p>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><u>Panel Recommendation</u></p> <p>No change recommended.</p> <p>Panel recommended that no modification be made to the text or policy (Panel Report para 6.44)</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy CO11 (former Policy C22)</p> <p>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>
<b>Renewable Energy Developments</b>	<b>Renewable Energy Developments</b>	<b>Renewable Energy Developments</b>	<b>Renewable Energy Developments</b>
<p>Policy CO12 (Policy C23 revised)</p> <p>Renewable energy developments to contribute towards the regional target of 11-15% of overall energy generation by 2010 will be supported, subject to the consideration of their impact upon the qualities and special features of the landscape and upon the conditions of those living or working nearby.</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</p>	<p><u>Panel Recommendation</u></p> <p><b>Recommendation 6.7</b></p> <p>Add to the explanatory text within paragraphs 4.59-4.65:</p> <p>(i) the importance of the need for renewable energy generation, set within the wider national and international context, including the targets and aims of the Energy White Paper; and</p> <p>(ii) a paragraph highlighting the importance of joint working between the local planning authorities and interested parties and the commitment to producing supplementary planning guidance in the form of a countywide action plan for renewable energy.</p> <p><b>Recommendation 6.8</b></p> <p>(i) Do not modify policy CO12 in</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>● <b>Accept Panel Recommendation 6.7, 6.8, 6.9, 6.10 and 6.11</b></p> <p><u>Reason for Modification</u></p> <p>i) To clarify Devon's Sub Regional renewable energy generation targets rather than the regional % figure.</p> <p>ii) To remove the list of priorities from the Policy and include them (unnumbered) within the explanatory text as example of renewable energy technologies that may be acceptable and remove reference to the priority area for rural regeneration because there is no convincing planning purpose for identification of the area.</p> <p>iii) Include reference in the Policy to the Area of Search on the Key Diagram and modify the Area of Search on the Key Diagram in accordance with the</p>	<p>Policy CO12 (Policy C23 revised)</p> <p><u>Provision should be made for renewable energy developments, including offshore developments, to contribute towards Devon's sub regional target of 151MW of electricity production from renewable sources by 2010, subject to the consideration of their impact upon the qualities and special features of the landscape and upon the conditions of those living or working nearby.</u></p> <p><u>In providing for strategic wind based energy production in the period to 2016, priority should be given to locations within the area of search identified on the Key Diagram.</u></p> <p><del>Renewable energy developments to contribute towards the regional target</del></p>

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<p>windfarm generation capacity within the areas of search identified on the Key Diagram</p> <p>2. biomass and energy crop based generation - at the Area and / or Local Centres within the Priority Area for Rural Regeneration identified on the Key Diagram</p> <p>3. small scale community renewable energy facilities, including solar power, hydro and tidal flow, biogas, and individual wind turbines</p> <p>4. consideration of the potential for combined heat and power or other renewable generation facilities as an integral part of major new developments</p> <p>5. energy generation from waste.</p>	<p>accordance with the pre-examination changes.</p> <p>(ii) Remove the list of five priorities from the policy, and put them within the explanatory text, with an explanation that they are listed in no particular priority order. To reinforce this, the numbering should be removed and replaced with bullet points.</p> <p>(iii) Delete the last sub paragraph of policy CO12.</p> <p>(iv) Modify the remainder of policy CO12 along the following lines:</p> <p>“Provision should be made for renewable energy developments, including offshore developments, to contribute towards the regional target of 11-15% of electricity production from renewable sources by 2010, subject to the consideration of their impact upon the qualities and special features of the landscape and upon the conditions of those living or working nearby.”</p> <p><b>Recommendation 6.9</b></p> <p>(i) Modify the area of search identified on the Key Diagram to include the area north of Barnstaple and south of Ilfracombe not covered by landscape designations.</p> <p>(ii) Further modify policy CO12 to include a reference to the area of search.</p>	<p>Panel recommendations</p> <p>iv) Delete the last paragraph in the pre-EiP changes as unnecessary. The designated landscape areas have their own policy within the plan that will protect them from adverse developments and other policies in the plan will ensure that developments should respect the character of the landscape.</p> <p>v) Amend text to clarify</p> <p>a) the importance of renewable energy in the wider national and international context, highlight</p> <p>b) the importance of joint working between local authorities and the need to produce a countywide action plan and / or supplementary planning guidance for renewable energy,</p> <p>c) that other sites outside the area of search will be considered for on-shore wind to energy development if they prove to be suitable</p> <p>d) the recommendation that each local planning authority draws up its own area of search for other renewable energy developments within their district</p> <p>e) the justification for the area of search for wind based energy</p>	<p><del>of 11-15% of overall energy generation 2010 will be supported, subject to the consideration of their impact upon the qualities and special features of the landscape and upon the conditions of those living or working nearby.</del></p> <p><del>‘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.</del></p> <p><del>In the period to 2016 priority will be given to:</del></p> <p><u>the provision of significant windfarm generation capacity within the areas of search identified on the Key Diagram</u></p> <p><del>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</del></p> <p><u>small scale community renewable energy facilities, including solar power, hydro and tidal flow, biogas, and individual wind turbines</u></p> <p><del>consideration of the potential for combined heat and power or other renewable generation facilities as an integral part of major new developments</del></p>

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	<p><b>Recommendation 6.10</b> Add to the explanatory text within paragraph 4.65:</p> <p>(i) a clearer justification of the area of search as the area with the greatest potential for on-shore wind to energy development at a strategic scale;</p> <p>(ii) an explanation that other sites outside of the area of search will be considered for on-shore wind to energy developments if they prove to be suitable; and</p> <p>(iii) a recommendation that each local planning authority draws up its own area of search within their district.</p> <p><b>Recommendation 6.11</b> Remove the reference to the priority area for rural regeneration within policy CO12, the explanatory text, and any other reference to it within the plan.</p>	<p>production</p>	<p><del>energy generation from waste</del></p> <p><del>'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.</del></p> <p><u>Amend explanatory text</u> to refer to</p> <p>a) the importance of renewable energy in the wider national and international context, highlight</p> <p>b) the importance of joint working between local authorities and the need to produce a countywide action plan and / or supplementary planning guidance for renewable energy,</p> <p>c) the justification for the area of search for on-shore wind to energy developments,</p> <p>d) the consideration of other sites outside the area of search for on-shore wind to energy development if they prove to be suitable</p> <p>e) the need for local planning authorities,</p>

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			except Dartmoor National Park, to define areas of search for other renewable energy developments  Modify the Area of Search on the Key Diagram
<b>Protecting Water Resources and Flood Defence</b>	<b>Protecting Water Resources and Flood Defence</b>	<b>Protecting Water Resources and Flood Defence</b>	<b>Protecting Water Resources and Flood Defence</b>
<p><b>Policy CO13 (Policy C24 revised)</b></p> <p>All new development should be subject to a comprehensive drainage assessment, and wherever possible incorporate sustainable drainage systems.</p> <p>Proposals for development should not be provided for where:</p> <ol style="list-style-type: none"> <li>1) such development would lead to an unacceptable deterioration in the quality, quantity, or natural flow of underground, surface and coastal waters</li> <li>2) adequate water resources do not already exist, or where their provision is considered likely to pose an unacceptable risk to existing abstractions, water quality, fisheries, nature conservation, amenity or inland navigation interests or any facet of the natural water environment</li> <li>3) there would be a direct risk from flooding (including tidal inundation), or where it would be likely</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>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><b>Policy CO13 (Policy C24 revised)</b></p> <p>All new development should be subject to <del>a comprehensive</del> <u>an appropriate</u> drainage assessment, and wherever possible <u>appropriate</u> <del>incorporate</del> sustainable drainage systems.</p> <p>Proposals for development should not be provided for where:</p> <ol style="list-style-type: none"> <li>1) such development would lead to <del>an unacceptable</del> <u>a</u> deterioration in the quality, quantity, or natural flow of underground, surface and coastal waters</li> <li>2) adequate water resources do not already exist, or where their provision is considered likely to pose <del>an unacceptable</del> <u>a</u> risk to existing abstractions, water quality, fisheries, nature conservation, amenity or inland navigation interests or any facet of the natural water environment</li> <li>3) there would be a direct risk from flooding (including tidal inundation), or where it would be likely</li> </ol>

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<p>to increase the risk of flooding elsewhere to an unacceptable level, or</p> <p>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>			<p>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</u>, or</p> <p>4) it is likely to have an <del>unacceptable</del> 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>
<p><b>Conserving Agricultural Land</b></p>	<p><b>Conserving Agricultural Land</b></p>	<p><b>Conserving Agricultural Land</b></p>	<p><b>Conserving Agricultural Land</b></p>
<p>Policy CO14 (former Policy C27)</p> <p>The use of the best and most versatile agricultural land (grades 1, 2 and 3a) for any form of development not associated with agriculture or forestry should only be permitted where there is an over-riding need for development in that location which outweighs the need to protect such land or where it meets the sustainable objectives and implements other policies and proposals of the Development Plan.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To comply with PPG7 as amended on the 21st March 2002 and amend text as appropriate.</p>	<p>Policy CO14 (<del>formerly</del> Policy C27 <u>revised</u>)</p> <p>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 <del>meets the sustainable objectives and</del> implements other policies and proposals of the Development Plan.</p>

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<b>Air Quality</b>	<b>Air Quality</b>	<b>Air Quality</b>	<b>Air Quality</b>
<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><u>Panel Recommendation</u> No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u> No Change to Deposit Plan</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>
<b>Noise Pollution</b>	<b>Noise Pollution</b>	<b>Noise Pollution</b>	<b>Noise Pollution</b>
<p>Policy CO16 (former Policy C30) Development should not be located where it would result in a significant increase in the level of noise pollution in existing or proposed land uses in the vicinity, and noise sensitive land uses should not be located in areas affected by significant existing noise pollution.</p>	<p><u>Panel Recommendation</u> No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u> ○ Amend Policy in accordance with the Pre EIP Changes Document <u>Reason for Modification</u> To clarify the wording of the policy.</p>	<p>Policy CO16 (<del>former</del> Policy C30 <u>revised</u>) Development should not be located where it would result in a significant increase in the level of noise <del>in</del> <u>pollution</u> <del>in</del> <u>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 <u>pollution</u>.</p>

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<b>MINERALS</b>	<b>MINERALS</b>	<b>MINERALS</b>	<b>MINERALS</b>
<b>Safeguarding Mineral Resources</b>	<b>Safeguarding Mineral Resources</b>	<b>Safeguarding Mineral Resources</b>	<b>Safeguarding Mineral Resources</b>
<p>Policy MN1 (former Policy E14)</p> <p>Mineral deposits which are, or may become, of economic importance will be safeguarded from unnecessary sterilisation by surface development.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy MN1 (former Policy E14)</p> <p>Mineral deposits which are, or may become, of economic importance will be safeguarded from unnecessary sterilisation by surface development.</p>
<b>Environmental Effects of Mineral Working</b>	<b>Environmental Effects of Mineral Working</b>	<b>Environmental Effects of Mineral Working</b>	<b>Environmental Effects of Mineral Working</b>
<p>Policy MN2 (former Policy E15)</p> <p>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.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To clarify that reclamation should take account relevant landscape character issues.</p>	<p>Policy MN2 (<del>former</del>—Policy E15 <u>revised</u>)</p> <p>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>

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<b>Mineral Development in National Parks and Areas of Outstanding Natural Beauty</b>	<b>Mineral Development in National Parks and Areas of Outstanding Natural Beauty</b>	<b>Mineral Development in National Parks and Areas of Outstanding Natural Beauty</b>	<b>Mineral Development in National Parks and Areas of Outstanding Natural Beauty</b>
<p>Policy MN3 (former Policy E16)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy MN3 (former Policy E16)</p> <p>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>
<b>Mineral Working Areas</b>	<b>Mineral Working Areas</b>	<b>Mineral Working Areas</b>	<b>Mineral Working Areas</b>
<p>Policy MN4 (former Policy E17)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy MN4 (former Policy E17)</p> <p>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>

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<b>Aggregate Minerals</b>	<b>Aggregate Minerals</b>	<b>Aggregate Minerals</b>	<b>Aggregate Minerals</b>
<p><b>Policy MN5 (Policy E18 revised)</b> Provision should be made for an adequate supply of minerals to contribute to national, regional and local needs, by maintaining a landbank of at least 7 years' extraction of sand and gravel and at least 15 years' extraction of crushed rock.</p>	<p><u>Panel Recommendation</u> No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u> ○ Amend Policy in accordance with the Pre EIP Changes Document <u>Reason for Modification</u> 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. not 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.)</p>	<p><b>Policy MN5 (Policy E18 revised)</b> 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>
<b>Secondary and Recycled Materials</b>	<b>Secondary and Recycled Materials</b>	<b>Secondary and Recycled Materials</b>	<b>Secondary and Recycled Materials</b>
<p><b>Policy MN6 (former Policy E19)</b> 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.</p>	<p><u>Panel Recommendation</u> No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u> ○ Amend Policy in accordance with the Pre EIP Changes Document <u>Reason for Modification</u> 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><b>Policy MN6 (<del>former</del> Policy E19 revised)</b> <del>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. The use of</del> <u>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</u></p>

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			<u>impacts can be reduced to an acceptable level.</u>
<b>WASTE</b>	<b>WASTE</b>	<b>WASTE</b>	<b>WASTE</b>
<b>Waste Management Hierachy</b>	<b>Waste Management Hierachy</b>	<b>Waste Management Hierachy</b>	<b>Waste Management <u>Hierarchy</u></b>
<p><b>Policy WM1 (former Policy C18)</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>1) Reduction</li> <li>2) Re-use</li> <li>3) Composting and Material Recycling</li> <li>4) Energy Recovery</li> <li>5) Final Disposal.</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <ul style="list-style-type: none"> <li>● Amend Policy in accordance with the Pre EIP Changes Document</li> </ul> <p><u>Reason for Modification</u></p> <p>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><del>Policy WM1 (former Policy C18)</del></p> <p><del>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:</del></p> <ol style="list-style-type: none"> <li><del>1)Reduction</del></li> <li><del>2)Re-use</del></li> <li><del>3)Composting and Material Recycling</del></li> <li><del>4)Energy Recovery</del></li> <li><del>5)Final Disposal.</del></li> </ol> <p><u>Policy WM1 (Policy C18, C19, C20, C21 revised)</u></p> <p><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></p> <ol style="list-style-type: none"> <li><u>1. Reduction</u></li> <li><u>2. Re-use</u></li> <li><u>3. Composting and Material Recycling</u></li> <li><u>4. Energy Recovery</u></li> <li><u>5. Final Disposal (including landfill).</u></li> </ol>

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			<p><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></p> <p><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><b>Waste Management Facilities</b></p>	<p><b>Waste Management Facilities</b></p>	<p><b>Waste Management Facilities</b></p>	<p><b>Waste Management Facilities</b></p>
<p><b>Policy WM2 (former Policy C19)</b> Waste management facilities shall:</p> <ol style="list-style-type: none"> <li>1) where appropriate, include provision for the recovery of value from the waste by recycling, composting or energy generation,</li> <li>2) be located close to major centres of population, and</li> <li>3) minimise transport of waste by road.</li> </ol>	<p><u>Panel Recommendation</u> No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u> Delete Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u> To incorporate into revised Policy WM1</p>	<p><del>Policy WM2 (former Policy C19)</del> <del>Waste management facilities shall:</del></p> <ol style="list-style-type: none"> <li><del>1) where appropriate include provision for the recovery of value from the waste by recycling, composting or energy generation,</del></li> <li><del>2) be located close to major centres of population, and</del></li> <li><del>3) minimise transport of waste by road.</del></li> </ol>
<p><b>Waste to Energy and Landfill</b></p>	<p><b>Waste to Energy and Landfill</b></p>	<p><b>Waste to Energy and Landfill</b></p>	<p><b>Waste to Energy and Landfill</b></p>
<p><b>Policy WM3 (former Policy C20)</b> Where appropriate, to provide for waste to energy incineration for the management of waste which is not recycled/composted subject to</p>	<p><u>Panel Recommendation</u> No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u> Delete Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p>	<p><del>Policy WM3 (former Policy C20)</del> <del>Where appropriate, to provide for waste to energy incineration for the management of waste which is not recycled/composted subject to</del></p>

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<p>consideration of the location and potential environmental implications of any such facility.</p> <p>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>To incorporate into revised Policy WM1</p>	<p><del>consideration of the location and potential environmental implications of any such facility.</del></p> <p><del>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.</del></p>
<p><b>Management of Waste Generated by Development</b></p>	<p><b>Management of Waste Generated by Development</b></p>	<p><b>Management of Waste Generated by Development</b></p>	<p><b>Management of Waste Generated by Development</b></p>
<p>Policy WM4 (formal Policy C21)</p> <p>Where unavoidable waste would be generated by the implementation of a major development proposal, provision should be made for that waste to be utilised beneficially wherever possible.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Delete Policy in accordance with the Pre EIP Changes Document - and incorporate into revised Policy WM1</p>	<p><del>Policy WM4 (former Policy C21)</del></p> <p><del>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.</del></p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>III : TRANSPORT</b>	<b>III : TRANSPORT</b>	<b>III : TRANSPORT</b>	<b>III : TRANSPORT</b>
Devon Travel Strategy	Devon Travel Strategy	Devon Travel Strategy	Devon Travel Strategy
<p><b>Policy TR1 (Policy T1 revised)</b></p> <p>The movement of people and goods in Devon will be planned and provided for through an integrated approach to travel which will support the overall Development Strategy - meeting the social and economic needs of all sectors of the community in a way which improves safety, reduces the environmental impact of travel and minimises the use of resources. In doing so the strategic priorities will be to:</p> <ol style="list-style-type: none"> <li>1) Promote the co-ordination of land use and travel planning</li> <li>2) Manage travel demand</li> <li>3) Promote sustainable travel and modal choice</li> <li>4) Develop more effective and integrated transport and freight networks, and</li> <li>5) Identify an integrated approach to transport investment in each part of Devon.</li> </ol>	<p><b>Recommendation 5.1</b></p> <p>Modify policy TR1 in accordance with the pre-examination changes and add a further strategic priority:</p> <p>“6) Minimise the impact of transport on the environment.”</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ <b>Accept Panel Recommendation 5.1</b></p> <p><u>Reason for Modification</u></p> <ol style="list-style-type: none"> <li>i) To clarify that the policy applies to through movement as well as internal travel</li> <li>ii) To refer to the objective of reducing the need to travel, and</li> <li>iii) To add an additional priority relating to the environmental impact of transport to reflect the importance of environmental protection in the Regional Transport Strategy and the Devon Local Transport Plan.</li> </ol>	<p><b>Policy TR1 (Policy T1 revised)</b></p> <p>The movement of people and goods <del>in</del> <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</u> environmental impact <del>of travel</del> and minimises the use of resources. In doing so the strategic priorities will be to:</p> <ol style="list-style-type: none"> <li>1) Promote the co-ordination of land use and travel planning</li> <li>2) Manage travel demand</li> <li>3) Promote sustainable travel and modal choice</li> <li>4) Develop more effective and integrated transport and freight networks, and</li> <li>5) Identify an integrated approach to transport investment in each part of Devon.</li> </ol> <p><u>6) Minimise the impact of transport on the environment</u></p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>INCREASE EFFICIENCY IN TRAVEL</b>	<b>INCREASE EFFICIENCY IN TRAVEL</b>	<b>INCREASE EFFICIENCY IN TRAVEL</b>	<b>INCREASE EFFICIENCY IN TRAVEL</b>
Co-ordinating Land Use / Travel Planning	Co-ordinating Land Use / Travel Planning	Co-ordinating Land Use / Travel Planning	Co-ordinating Land Use / Travel Planning
<p><b>Policy TR2 (New Policy)</b></p> <p>Patterns of land use, in terms of its mix, location, density and layout should optimise the potential for the most sustainable forms of travel.</p> <p>New development should be provided for where it will be well related to other land uses with which it needs to interact. Development that would require a high level of accessibility should be located where it can be effectively and conveniently accessed by public transport.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <ul style="list-style-type: none"> <li>i) to recognise the key objective to reduce travel need</li> <li>ii) to avoid inappropriate development of such uses in inaccessible locations</li> </ul>	<p><b>Policy TR2 (New Policy)</b></p> <p>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.</p> <p>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>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>Managing Travel Demand</b>	<b>Managing Travel Demand</b>	<b>Managing Travel Demand</b>	<b>Managing Travel Demand</b>
<p>Policy TR3 (New Policy) Travel demand will be managed so as to minimise unnecessary travel, make the most effective use of transport networks and promote the use of sustainable travel modes. The management of travel demand will be promoted by:</p> <ol style="list-style-type: none"> <li>1) the implementation of parking strategies on a consistent basis</li> <li>2) the introduction and development of traffic management schemes where these would discourage car based travel and encourage more efficient alternative modes, and</li> <li>3) encouraging businesses and other establishments to implement travel plans which identify specific measures to minimise private car use.</li> </ol>	<p><b>Recommendation 5.2</b> Modify policy TR3 in accordance with the pre-examination changes apart from:</p> <p>TR3(2): do not delete “discourage car based travel” from line 2;</p> <p>TR3(3): do not delete “minimise private car use” from line 2; and insert “and” in line 2 after “...car use”.</p>	<p><b>Structure Plan Authorities' Decision</b> ○ <b>Accept Panel Recommendation 5.2</b></p> <p><u>Reason for Modification</u></p> <ol style="list-style-type: none"> <li>i) To recognise that encouragement and discouragement are two parts of the same policy and</li> <li>ii) To recognise that travel plans will be required from major new development and encouraged in respect of existing land uses.</li> </ol>	<p>Policy TR3 (New Policy) Travel demand will be managed so as to minimise unnecessary travel, make the most effective use of transport networks and promote the use of sustainable travel modes. The management of travel demand will be promoted by:</p> <ol style="list-style-type: none"> <li>1) the implementation of parking strategies on a consistent basis</li> <li>2) the introduction and development of traffic management schemes where these would discourage car based travel and encourage more <u>efficient alternative sustainable</u> modes, and</li> <li>3) <u>requiring new encouraging</u> businesses and other establishments to implement travel plans which identify specific measures to minimise private car use <u>and promote sustainable modes of travel, and encouraging existing businesses to introduce similar plans.</u></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>Parking Strategy, Standards and Proposals</b>	<b>Parking Strategy, Standards and Proposals</b>	<b>Parking Strategy, Standards and Proposals</b>	<b>Parking Strategy, Standards and Proposals</b>
<p><b>Policy TR4 (Policy T14 revised)</b></p> <p>Parking strategies to be included within Local Plans and Local Transport Plans will contribute to the effective management of travel demand by:</p> <ol style="list-style-type: none"> <li>1) reducing long stay parking capacity within town centres</li> <li>2) controlling parking provision within existing residential areas adjacent to town centres</li> <li>3) ensuring a consistent approach to charging and capacity management within competing centres</li> <li>4) requiring parking standards for new development at or below current regional guidance.</li> </ol>	<p><u>Panel Recommendation</u></p> <p>Recommend rewording the policy to refer to “stricter parking standards” rather than “lower parking standards” (see paragraph 5.9 of the Panel Report)</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Accept Panel Recommendation set out in paragraph 5.9</p> <p><u>Reason for Modification</u></p> <p>To indicate that stricter controls on parking should be applied within town centres where the use of alternative modes needs to be encouraged.</p>	<p><b>Policy TR4 (Policy T14 revised)</b></p> <p>Parking strategies to be included within Local Plans and Local Transport Plans will contribute to the effective management of travel demand by:</p> <ol style="list-style-type: none"> <li>1) reducing long stay parking capacity within town centres</li> <li>2) controlling parking provision within existing residential areas adjacent to town centres</li> <li>3) ensuring a consistent approach to charging and capacity management within competing centres</li> <li>4) requiring parking standards for new development <u>to be at or below current regional guidance, with stricter parking standards applying in town and city centres-</u></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>PROMOTING EFFECTIVE AND SUSTAINABLE MODES OF TRAVEL</b>	<b>PROMOTING EFFECTIVE AND SUSTAINABLE MODES OF TRAVEL</b>	<b>PROMOTING EFFECTIVE AND SUSTAINABLE MODES OF TRAVEL</b>	<b>PROMOTING EFFECTIVE AND SUSTAINABLE MODES OF TRAVEL</b>
<b>Hierarchy of Modes</b>	<b>Hierarchy of Modes</b>	<b>Hierarchy of Modes</b>	<b>Hierarchy of Modes</b>
<p>Policy TR5 (Policy T2 revised)</p> <p>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"> <li>1) Walking</li> <li>2) Cycling</li> <li>3) Public Transport</li> <li>4) Private Vehicles.</li> </ol> <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><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No change to Deposit Plan</p>	<p>Policy TR5 (Policy T2 revised)</p> <p>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"> <li>1) Walking</li> <li>2) Cycling</li> <li>3) Public Transport</li> <li>4) Private Vehicles.</li> </ol> <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>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>ESTABLISHING TRAVEL NETWORKS THAT PROMOTE MODAL CHOICE</b>	<b>ESTABLISHING TRAVEL NETWORKS THAT PROMOTE MODAL CHOICE</b>	<b>ESTABLISHING TRAVEL NETWORKS THAT PROMOTE MODAL CHOICE</b>	<b>ESTABLISHING TRAVEL NETWORKS THAT PROMOTE MODAL CHOICE</b>
<b>Network Integration</b>	<b>Network Integration</b>	<b>Network Integration</b>	<b>Network Integration</b>
<p><b>Policy TR6 (New Policy)</b></p> <p>New or improved interchanges should be provided in order to facilitate efficient transfer between modes of travel and to promote the use of more sustainable modes of travel. Priority will be given to the improvement of facilities – including bus stations, park and ride sites and rail stations – and the effective co-ordination and integration of service provision.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To strengthen policy to avoid token actions being taken.</p>	<p><b>Policy TR6 (New Policy)</b></p> <p>New or improved interchanges should be provided in order to facilitate efficient transfer between modes of travel and to <del>promote</del><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>
<b>Walking and Cycling</b>	<b>Walking and Cycling</b>	<b>Walking and Cycling</b>	<b>Walking and Cycling</b>
<p><b>Policy TR7 (Policy S3 revised)</b></p> <p>Walking and cycling will be improved by:</p> <p>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</p> <p>2) ensuring that all development proposals make provision for pedestrians and cyclists, and that,</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To provide for improved cycle and pedestrian accessibility to settlements from the surrounding rural areas.</p>	<p><b>Policy TR7 (Policy S3 revised)</b></p> <p>Walking and cycling will be improved by:</p> <p>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, <del>and</del></p> <p><u>2) improving pedestrian and cycle links between settlements and adjacent rural areas, and</u></p>

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<p>wherever possible, such provision is well related to the defined network of pedestrian and cycle routes referred to in (1) above.</p>			<p><del>2)3)</del> —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.</p>
<p><b>Bus Transport</b></p>	<p><b>Bus Transport</b></p>	<p><b>Bus Transport</b></p>	<p><del>Bus Transport</del></p>
<p><b>Policy TR8 (Policy T6 revised)</b> The use of local bus and long distance coach services will be promoted by:</p> <ol style="list-style-type: none"> <li>1) increasing the quality, frequency and extent of the existing network of services</li> <li>2) improving the facilities and infrastructure which support bus and coach services</li> <li>3) managing the highway network so as to give greater priority to bus and coach services, and</li> <li>4) ensuring that development proposals maximise the potential for accessibility by bus.</li> </ol>	<p><u>Panel Recommendation</u> No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u> ○ Delete Policy in accordance with the Pre EIP Changes Document and combine with Policy TR9 <u>Reason for Modification</u> To provide for the promotion of all types of public transport into a single policy instead of having separate policies of Bus and rail.</p>	<p><u>Policy TR8 (Policy T6 revised)</u> <del>The use of local bus and long distance coach services will be promoted by:</del></p> <ol style="list-style-type: none"> <li><u>1)increasing the quality, frequency and extent of the existing network of services</u></li> <li><u>2)improving the facilities and infrastructure which support bus and coach services</u></li> <li><u>3)managing the highway network so as to give greater priority to bus and coach services, and</u></li> <li><u>4)ensuring that development proposals maximise the potential for accessibility by bus.</u></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
Rail	Rail	Rail	<u>Rail Public Transport</u>
<p>Policy TR9 (Policy T7 Revised)</p> <p>Rail travel in Devon will be promoted by:</p> <ol style="list-style-type: none"> <li>1) locating major development where it can access the strategic or local rail network</li> <li>2) integrating rail services more effectively with other public transport service provision</li> <li>3) improving accessibility to rail services by supporting new station development and enhanced service frequency wherever possible, and</li> <li>4) improving the quality of rail travel by supporting the enhancement of facilities, and user information.</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document – so as to incorporate the key elements of Policy TR8 and avoid misinterpretation</p> <p><u>Reason for Modification</u></p> <p>To provide for the promotion of all types of public transport into a single policy instead of having separate policies of Bus and rail.</p>	<p>Policy TR9 (Policy T7 Revised)</p> <p><u>Rail travel. The use of public transport in Devon, including bus, rail and long distance coach, will be promoted by:</u></p> <ol style="list-style-type: none"> <li>1) locating major development where it can <u>maximise accessibility to</u> <del>access the strategic or</del> <u>and</u> local <del>public transport network,</del></li> <li>2) integrating <del>rail</del> <u>public transport</u> services more effectively <del>with other public transport service provision</del></li> <li>3) improving accessibility to <del>rail</del> <u>public transport networks</u> <del>services</del> by supporting <del>new rail and bus</del> station development and enhanced service frequency wherever possible, <del>and</del></li> <li>4) improving the quality of <del>rail</del> travel by supporting the enhancement of facilities, <u>infrastructure</u> and user information, <u>and</u> ;</li> <li><u>5) managing the highway network so as to give greater priority to road based public transport services</u></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<p><b>Strategic Road Network</b></p>	<p><b>Strategic Road Network</b></p>	<p><b>Strategic Road Network</b></p>	<p><b>Strategic Road Network</b></p>
<p><b>Policy TR10 (Policy ST10 and ST11 revised)</b></p> <p>Devon's road network will be maintained and enhanced in such a way as to minimise the impact on the environment, improve safety, promote environmental enhancement and maximise operational efficiency.</p> <p>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:</p> <ol style="list-style-type: none"> <li>1) through Devon, and between Devon and other parts of the South West, Britain and Europe</li> <li>2) between the main Areas of Economic Activity</li> <li>3) between the Area Centres.</li> </ol> <p>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.</p>	<p><b>Panel Recommendation</b></p> <p><b>Recommendation 5.3 (i)</b></p> <p>Delete policy TR12 and modify policy TR10 in accordance with the pre-examination changes, but:</p> <p>TR10(2) delete "main Areas of Economic Activity (AEAs)" and replace it with "principal urban areas".</p> <p>Add "Where a need has been established" to "Provision should be made for new ...", and move this sub paragraph above the previous one.</p>	<p><b>Structure Plan Authorities' Decision</b></p> <p>○ Accept Panel Recommendation 5.3 (i)</p> <p><u>Reason for Modification</u></p> <ol style="list-style-type: none"> <li>i) To incorporate sections of TR12 relating to Roadside Service Areas (see TR12 for reasons for change) and</li> <li>ii) to safeguard network effectiveness and safety in the context of new development.</li> <li>iii) Amendments also reduce unnecessary duplication within the policy wording.</li> <li>iv) To remove reference to Areas of Economic Activity (AEAs), because the role of the AEA's in the distribution of development has been superseded by the designation of PUA's</li> <li>v) To re-ordering the paragraphs and adding additional clarifying text.</li> </ol>	<p>Policy TR10 (Policy ST10 and ST11 revised)</p> <p>Devon's road network will be maintained and enhanced in such a way as to minimise the impact <del>on the environment of</del> <u>traffic</u>, <u>reduce congestion</u>, improve safety, promote environmental <u>and economic</u> enhancement and maximise operational efficiency.</p> <p>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:</p> <ol style="list-style-type: none"> <li>1) through Devon, and between Devon and other parts of the South West, Britain and Europe</li> <li>2) between the main <del>Areas of Economic Activity</del> <u>Principal Urban Areas and Sub Regional Centres</u></li> <li>3) between the Area Centres.</li> </ol> <p>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. <del>The SRN will be enhanced so as to reduce congestion, improve road safety and</del></p>

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			<p><del>minimise the environmental impact of traffic on communities that straddle the network.</del></p> <p><u>Where a need has been established, provision should be made for <b>new and improved</b> roadside service areas on the <b>Trunk Routes and National Primary Routes</b> of the SRN identified on the <b>Key Diagram</b>.</u></p> <p><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></p>
<p><b>Safeguarding Transport Networks</b></p>	<p><b>Safeguarding Transport Networks</b></p>	<p><b>Safeguarding Transport Networks</b></p>	<p><b>Safeguarding Transport Networks</b></p>
<p>Policy TR11 (New Policy)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No change to Deposit Plan</p>	<p>Policy TR11 (New Policy)</p> <p>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>

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<b>Roadside Service Areas</b>	<b>Roadside Service Areas</b>	<b>Roadside Service Areas</b>	<b>Roadside Service Areas</b>
<p><b>Policy TR12 (Former Policy T15)</b>  <b>Provision should be made for roadside service areas which provide the full range of facilities required by motorists where:</b></p> <ol style="list-style-type: none"> <li>1) it would make a positive contribution towards safety on the highway network</li> <li>2) the need for the facility has been demonstrated</li> <li>3) there is no material loss of amenity to nearby residents</li> <li>4) the impact on the landscape and on the natural and historic environment is minimised</li> <li>5) the visual impact, including that arising from the introduction of new sources of lighting, is minimised, and</li> <li>6) it does not prejudice future transport infrastructure.</li> </ol>	<p><b>Panel Recommendation</b>  <b>Recommendation 5.3 (i)</b>  Delete policy TR12 (and modify policy TR10 in accordance with the pre-examination changes, but:  TR10(2) delete “main Areas of Economic Activity (AEAs)” and replace it with “principal urban areas”.  Add “Where a need has been established” to “Provision should be made for new ...”, and move this sub paragraph above the previous one. )</p>	<p><b>Structure Plan Authorities' Decision</b>  ○ <b>Accept Panel Recommendation 5.3 (i)</b>  <u>Reason for Modification</u>  Incorporate revised wording at the end of Policy TR10 and delete Policy TR12 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.</p>	<p><del><b>Policy TR12 (Former Policy T15)</b></del>  <del><b>Provision should be made for roadside service areas which provide the full range of facilities required by motorists where:</b></del></p> <ol style="list-style-type: none"> <li><u><b>1.it would make a positive contribution towards safety on the highway network</b></u></li> <li><u><b>2.the need for the facility has been demonstrated</b></u></li> <li><u><b>3.there is no material loss of amenity to nearby residents</b></u></li> <li><u><b>4.the impact on the landscape and on the natural and historic environment is minimised</b></u></li> <li><u><b>5.the visual impact, including that arising from the introduction of new sources of lighting, is minimised, and</b></u></li> <li><u><b>6.it does not prejudice future transport infrastructure.</b></u></li> </ol>

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<b>Ports</b>	<b>Ports</b>	<b>Ports</b>	<b>Ports</b>
<p>Policy TR13 (former Policy T20)</p> <p>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 style="list-style-type: none"> <li>1) Plymouth as a commercial and fishing port linked to the European Transport Network</li> <li>2) Teignmouth as a commercial port</li> <li>3) Bideford as a commercial port, and</li> <li>4) Brixham as a fishing port.</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No change to Deposit Plan</p>	<p>Policy TR13 (former Policy T20)</p> <p>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 style="list-style-type: none"> <li>1) Plymouth as a commercial and fishing port linked to the European Transport Network</li> <li>2) Teignmouth as a commercial port</li> <li>3) Bideford as a commercial port, and</li> <li>4) Brixham as a fishing port.</li> </ol>
<b>Airports</b>	<b>Airports</b>	<b>Airports</b>	<b>Airports</b>
<p>Policy TR14 (Policies T22 and T23 revised)</p> <p>Exeter and Plymouth Airports are Accessibility Points in the European Airport Network.</p> <p>The role of Exeter and Plymouth Airports should be expanded by:</p> <ol style="list-style-type: none"> <li>1) improving air service accessibility and developing direct links to international service networks</li> <li>2) developing new passenger and other related facilities</li> <li>3) providing for improved surface links to the strategic major road and rail network, and</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No change to Deposit Plan</p>	<p>Policy TR14 (Policies T22 and T23 revised)</p> <p>Exeter and Plymouth Airports are Accessibility Points in the European Airport Network.</p> <p>The role of Exeter and Plymouth Airports should be expanded by:</p> <ol style="list-style-type: none"> <li>1) improving air service accessibility and developing direct links to international service networks,</li> <li>2) developing new passenger and other related facilities,</li> <li>3) providing for improved surface links to the strategic major road and rail network, and</li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
4) improving public transport access.			4) improving public transport access.
<b>Freight Distribution Network</b>	<b>Freight Distribution Network</b>	<b>Freight Distribution Network</b>	<b>Freight Distribution Network</b>
<p><b>Policy TR15 (Policy T16 revised)</b></p> <p><b>Local Authorities, freight transport operators and other agencies will work together to achieve more sustainable patterns of freight distribution by:</b></p> <ol style="list-style-type: none"> <li><b>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</b></li> <li><b>2) providing for strategic inter-modal facilities for the transfer of freight in the Plymouth and Exeter areas</b></li> <li><b>3) providing for local freight handling and trans-shipment facilities where appropriate</b></li> <li><b>4) developing comprehensive freight management strategies within the Areas of Economic Activity as defined on the Key Diagram, and</b></li> <li><b>5) implementing a structured programme of freight quality partnership action plans.</b></li> </ol>	<p><b><u>Panel Recommendation</u></b></p> <p><b>Recommendation 10.6</b></p> <p>(i) Modify TR15 in accordance with the pre-examination changes, and add to TR15(2):</p> <p>“a freight distribution centre, and limiting the use of any associated buildings to that transfer use.”</p> <p>Ensure up-to-date and consistent labelling of the facility and the proposed road link to the A30.</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>○ <b>Accept Panel Recommendation 10.6</b></p> <p><b><u>Reason for Modification</u></b></p> <ul style="list-style-type: none"> <li>• 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, and to control the use of such facilities.</li> <li>• To limit the use of inter modal and freight transfer facilities to the handling and transfer of freight</li> </ul>	<p><b>Policy TR15 (Policy T16 revised)</b></p> <p><b>Local Authorities, freight transport operators and other agencies will work together to achieve more sustainable patterns of freight distribution by:</b></p> <ol style="list-style-type: none"> <li><b>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</b></li> <li><b>2) providing for strategic inter-modal facilities for the transfer of freight in the Plymouth <u>area</u> and <u>the Exeter area</u> <del>as</del> <u>including, where appropriate, a freight distribution centre, ensuring</u> in all cases <u>that the use of such facilities is limited to the transfer and handling of freight</u></b></li> <li><b>3) providing for local freight handling and trans-shipment facilities where appropriate,</b></li> <li><b>4) developing comprehensive freight management strategies within the <del>Areas of Economic Activity as defined on the Key Diagram</del> <u>PUAs and Sub Regional Centres</u>, and</b></li> <li><b>5) implementing a structured programme of freight quality partnership action plans.</b></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>TRANSPORT INVESTMENT IN DEVON'S URBAN AND RURAL AREAS</b>	<b>TRANSPORT INVESTMENT IN DEVON'S URBAN AND RURAL AREAS</b>	<b>TRANSPORT INVESTMENT IN DEVON'S URBAN AND RURAL AREAS</b>	<b>TRANSPORT INVESTMENT IN DEVON'S URBAN AND RURAL AREAS</b>
<b>Travel Investment Priorities</b>	<b>Travel Investment Priorities</b>	<b>Travel Investment Priorities</b>	<b>Travel Investment Priorities</b>
<p><b>Policy TR16 (New Policy)</b></p> <p>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.</p> <p><u>Urban Areas</u></p> <p>Transport investment within the AEsAs 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 AEsAs should be reduced by the provision of Park and Ride facilities on the periphery of the urban area, and by the improved</p>	<p><u>Panel Recommendation</u></p> <p>No recommendation</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To clarify the approach to transport within the urban areas rather than refer to the Areas of Economic Activity, and also replace the reference to AEsAs in the penultimate paragraph.</p>	<p><b>Policy TR16 (New Policy)</b></p> <p>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.</p> <p><u>Urban Areas (PUAs and Sub Regional Centres)</u></p> <p>Transport investment within the <u>AEsAs</u> <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 <u>AEsAs—urban areas</u> should be reduced by the provision of</p>

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<p>effectiveness of and accessibility to the local rail network. The potential for innovative public transport systems should also be assessed.</p> <p><u>Area Centres</u></p> <p>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><u>Rural Areas</u></p> <p>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>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><u>Area Centres</u></p> <p>In the Area Centres investment will seek to improve public transport links between those Centres and the main <del>Areas of Economic Activity</del> <u>urban areas</u>. 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><u>Rural Areas</u></p> <p>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>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<p><b>Strategic Network Investment Proposals</b></p>	<p><b>Strategic Network Investment Proposals</b></p>	<p><b>Strategic Network Investment Proposals</b></p>	<p><b>Strategic Network Investment Proposals</b></p>
<p><u>Proposal TR 17 (Proposal T12 revised)</u> The following major schemes are programmed to commence in the period 2001 to 2016.</p> <p><u>A. Improvements to the Strategic Road Network</u></p> <ul style="list-style-type: none"> <li>• A30/A303 - Marsh to Honiton and A35 Honiton Eastern Bypass (see note 1 below)</li> <li>• A386 – Plymouth, George Junction (by 2006)</li> <li>• A39/A361 - Barnstaple Western Bypass and Down Stream Bridge (by 2006)</li> <li>• A380 - Kingskerswell Bypass (by 2011)</li> <li>• A380/A3022 Torbay Ring Road – Tweenaway Junction (by 2006)</li> <li>• A377 – Crediton (see note 2 below)</li> </ul> <p style="text-align: right;">cont....</p> <p><u>B. Rail Network Investment</u> Improvements in track and signalling to provide increased capacity so as to enable more frequent services and reduce journey times:</p> <ul style="list-style-type: none"> <li>• Great Western Main Line (Taunton – Exeter – Plymouth)</li> <li>• Waterloo – Salisbury – Exeter</li> <li>• Exeter – Barnstaple branch line</li> <li>• Exeter – Exmouth branch line</li> </ul>	<p><u>Panel Recommendation</u> <b>Recommendation 5.3 (part)</b> Modify proposal TR17 in accordance with the pre-examination changes, but delete: “A30/A303 — Marsh to Honiton and A35 Eastern Bypass” and the footnote which applies to them; and clarify the scheme descriptions of “A30 (east)/M5 — improved Junction 29 approach capacity” and “A30 Exeter Airport Junction Link Road” and ensure that the descriptions are consistent throughout the plan.</p>	<p><u>Structure Plan Authorities' Decision</u> ● Agree with Panel Recommendation to modify Proposal TR17 in accordance with the Pre-Examination on Public Changes  Not agree with the Panel Recommendation to delete the A30/A303 — Marsh to Honiton” and the footnote which applies to them; because if the scheme is given the go ahead it could be started before 2016.  Agree to clarify the scheme descriptions of “A30 (east)/M5 — improved Junction 29 approach capacity” and “A30 Exeter Airport Junction Link Road” and ensure that the descriptions are consistent throughout the plan.  <u>Reason for Modification</u> i) to include additional schemes on the strategic transport network, including the A30, and M5 junction access at Exeter  ii) <b>Reject the Panel Recommendation to delete the A30/A303 — Marsh to Honiton scheme”</b> and the footnote which applies to it because if a scheme is endorsed following further study it <u>could</u> be started before 2016.  iii) to reflect Panel Recommendation to</p>	<p><b>Proposal TR 17 (Proposal T12 revised)</b> The following major schemes are programmed to commence in the period 2001 to 2016.</p> <p><u>A. Improvements to the Strategic Road Network</u> <del>• A35 Honiton Eastern Bypass</del></p> <ul style="list-style-type: none"> <li>• A386 – Plymouth, <u>corridor improvement including</u> George Junction (by 2006)</li> <li>• A39/A361 - Barnstaple Western Bypass and Down Stream Bridge (by 2006)</li> <li>• A380 - Kingskerswell Bypass (by 2011)</li> <li>• A380 / A3022 Torbay Ring Road - Tweenaway Junction ( by 2006 )</li> <li>• A377 – Crediton (see note 2 below)</li> <li>• <u>A379 / A374 – Plymouth, Laira Bridge corridor improvements</u></li> <li>• <u>A380 – Haldon Chalets junction improvement</u></li> <li>• <u>A30 (east)/ A3015 - improved Junction 29 approach capacity</u></li> <li>• <u>A30 Merrymeet improvement</u></li> <li>• <u>A30 Fingle Glen improvement</u></li> <li>• <del>A30 Exeter Airport Junction link road</del><u>Clyst Honiton link</u></li> <li>• <u>A30/A303 - Marsh to Honiton</u> (see note 1 below)</li> </ul>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
<p><b>Reinstatement of former railway route:</b></p> <ul style="list-style-type: none"> <li>• Bere Alston – Tavistock</li> </ul> <p><b>New stations at:</b></p> <ul style="list-style-type: none"> <li>• Tavistock</li> <li>• the new community within East Devon</li> </ul> <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"> <li>• Light Rapid Transit in the Plymouth area</li> <li>• Re-opened stations at: <ul style="list-style-type: none"> <li>- Cullompton</li> <li>- Kingskerswell</li> <li>- South Brent</li> </ul> </li> </ul> <p><b><u>C. Investment in other public transport infrastructure</u></b></p> <ul style="list-style-type: none"> <li>• Improved bus / rail interchanges at major rail stations - including Exeter St David's, Newton Abbot, Totnes, Plymouth, Barnstaple, Tiverton Parkway and Paignton</li> <li>• Improved regional bus / coach station interchanges at Plymouth, Exeter and Torbay, and improvements to existing local interchanges in Area Centres</li> <li>• Strategic public transport links between the new community in South Hams and Plymouth</li> <li>• Strategic public transport links between the new community in East Devon and Exeter.</li> </ul> <p><i>Note 1 : subject to the outcome of the</i></p>		<p>clarify the scheme descriptions of "A30 (east)/M5 improved Junction 29 approach capacity"</p> <p>iv) to reflect Panel Recommendation to clarify the scheme descriptions of and "A30 Exeter Airport Junction Link Road" and ensure that the descriptions are consistent throughout the plan by renaming the scheme to read 'Clyst Honiton link'</p> <p>v) 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.</p> <p>vi) to include specific investment priorities at Exeter and Plymouth Airports.</p> <p>vii) to identify priorities for Park and Ride facility provision to 2016.</p> <p>viii) also to clarify scheme descriptions in accordance with the Panel Recommendations.</p>	<p><b><u>B. Rail Network Investment</u></b></p> <p>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"> <li>• Great Western Main Line (Taunton – Exeter – Plymouth)</li> <li>• Waterloo – Salisbury – Exeter <u>line</u></li> <li>• <u>Newton Abbot – Paignton line</u></li> <li>• Exeter – Barnstaple branch line</li> <li>• Exeter – Exmouth branch line</li> <li>• <u>Cattedown – Inter Modal Freight Facility improvement, Plymouth</u></li> </ul> <p><b>Reinstatement of former railway route:</b></p> <ul style="list-style-type: none"> <li>• Bere Alston – Tavistock</li> </ul> <p><b>New Stations at:</b></p> <ul style="list-style-type: none"> <li>• Tavistock</li> <li>• the new community within East Devon</li> <li>• <u>Edginswell (Torbay)</u></li> </ul> <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"> <li>• Light Rapid Transit in the Plymouth area</li> <li>• Re-opened stations at : <ul style="list-style-type: none"> <li>- Cullompton</li> <li>- Kingskerswell</li> <li>- South Brent</li> </ul> </li> </ul> <p><b><u>C. Investment in other public transport infrastructure</u></b></p> <ul style="list-style-type: none"> <li>• Improved bus / rail interchanges at major rail stations - including Exeter St David's, Newton Abbot, Totnes,</li> </ul>

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<p><i>SWARMMS Study</i></p> <p><i>Note 2 : subject to further study</i></p>			<p>Plymouth, Barnstaple, Tiverton Parkway, <u>Torquay</u> -and Paignton</p> <ul style="list-style-type: none"> <li>• Improved regional bus / coach station interchanges at Plymouth, Exeter and Torbay, and improvements to existing local interchanges in Area Centres</li> <li>• Strategic public transport links between the new community in South Hams and Plymouth</li> <li>• Strategic public transport links between the new community in East Devon and Exeter.</li> <li>• <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></li> </ul> <p><u>D. Investment in Airport Facilities</u></p> <ul style="list-style-type: none"> <li>• <u>additional terminal capacity at Exeter Airport</u></li> <li>• <u>runway extension at Plymouth Airport</u></li> </ul> <p><u>E. National Cycle Network</u></p> <ul style="list-style-type: none"> <li>• <u>Plymouth to the Dorset border</u></li> </ul> <p>Note 1 : subject to the outcome of further Government studies</p> <p>Note 2 : <del>subject to further study</del> <u>Transport Options to be determined by 2006</u></p> <p><u>Amend text to:</u> Clarify the purpose of the schemes</p>

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<b>IV : SHOPPING, TOURISM, RECREATION AND LEISURE</b>	<b>IV : SHOPPING, TOURISM, RECREATION AND LEISURE</b>	<b>IV : SHOPPING, TOURISM, RECREATION AND LEISURE</b>	<b>IV : SHOPPING, TOURISM, RECREATION AND LEISURE</b>
<b>SHOPPING</b>	<b>SHOPPING</b>	<b>SHOPPING</b>	<b>SHOPPING</b>
Shopping Facilities (Sequential Approach)	Shopping Facilities (Sequential Approach)	Shopping Facilities (Sequential Approach)	Shopping Facilities (Sequential Approach)
<p>Policy SH1 (former Policy E20)</p> <p>To meet the shopping needs of all Devon's residents and visitors by ensuring that new retail development is provided for within town centres. Where a town centre location is not available or appropriate, edge of centre sites may be acceptable. Only where such sites are also unavailable should out of centre locations be considered. In all cases new retail development should:</p> <ol style="list-style-type: none"> <li>1) be consistent with the need to maintain and enhance the function of existing town centres</li> <li>2) not adversely affect the vitality and viability of an existing shopping centre</li> <li>3) be consistent with the need for urban regeneration, particularly the revitalisation of town and city centres</li> <li>4) be accessible to those without private transport, and</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To clarify need for retail development to comply with PPG6 (update statement dated Feb 99).</p>	<p>Policy SH1 (former Policy E20)</p> <p><u>Where a need for additional retail facilities can be identified</u> <del>To meet the shopping needs of all Devon's residents and visitors by ensuring that new retail development</del> <u>such facilities is should be</u> 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"> <li>1. be consistent with the need to maintain and enhance the function of existing town centres</li> <li>2. not adversely affect the vitality and viability of an existing shopping centre</li> <li>3. be consistent with the need for urban regeneration, particularly the revitalisation of town and city centres</li> <li>4. <del>be accessible to those without</del></li> </ol>

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5) be sited so as to reduce the need to travel by car.			<p><del>private transport</del> <u>would be readily and conveniently accessible by public transport, cyclists and pedestrians, and</u></p> <p>5. be sited so as to reduce the need to travel by car-, <u>and</u></p> <p>6. <u>be well related to, but not adversely affect, residential areas ..</u></p>
<b>Shopping Facilities and Settlement Hierarchy</b>	<b>Shopping Facilities and Settlement Hierarchy</b>	<b>Shopping Facilities and Settlement Hierarchy</b>	<b>Shopping Facilities and Settlement Hierarchy</b>
<p>Policy SH2 (former Policy E21)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy SH2 (former Policy E21)</p> <p>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>

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Retail Warehousing	Retail Warehousing	Retail Warehousing	Retail Warehousing
<p><b>Policy SH3 (former Policy E23)</b></p> <p>Retail warehouses should be located on the fringes of the central areas of the Principal Urban Areas, Sub-Regional and Area Centres where suitable sites can be identified. Elsewhere within these Centres provision for such development will only be made where:</p> <ol style="list-style-type: none"> <li>1) no suitable sites could be identified on the fringe of the central area</li> <li>2) it would not result in sporadic development</li> <li>3) it would be readily and conveniently accessible by public transport, cyclists and pedestrians.</li> </ol> <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><b><u>Panel Recommendation</u></b></p> <p>No recommendations</p>	<p><b><u>Structure Plan Authorities' Decision</u></b></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>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>Policy SH3 (<del>former</del>-Policy E23 <u>revised</u>)</p> <p>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</u> where suitable sites can be identified. Elsewhere within these <del>Centres-settlements</del> provision for such development will only be made where:</p> <ol style="list-style-type: none"> <li>1. no suitable sites could be identified on the fringe of the central area</li> <li>2. it would not result in sporadic development</li> <li>3. it would be readily and conveniently accessible by public transport, cyclists and pedestrians.</li> </ol> <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>

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<b>Shopping Facilities in Rural Settlements</b>	<b>Shopping Facilities in Rural Settlements</b>	<b>Shopping Facilities in Rural Settlements</b>	<b>Shopping Facilities in Rural Settlements</b>
<p>Policy SH4 (former Policy E24)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy SH4 (former Policy E24)</p> <p>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>
<b>Large Food Stores</b>	<b>Large Food Stores</b>	<b>Large Food Stores</b>	<b>Large Food Stores</b>
<p>Policy SH5 (Policy E25 revised)</p> <p>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> <ol style="list-style-type: none"> <li>1) form part of an existing or planned district shopping centre</li> <li>2) be well related to, but not adversely affect, residential areas, and</li> <li>3) be readily and conveniently accessed by public transport, cyclists and pedestrians.</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>● <b>Delete Policy in accordance with the Pre EIP Changes Document</b></p> <p><u>Reason for Deletion</u></p> <p>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><u>Policy SH5 (Policy E25 revised)</u></p> <p><del>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:</del></p> <ol style="list-style-type: none"> <li><del>1) form part of an existing or planned district shopping centre</del></li> <li><del>2) be well related to, but not adversely affect, residential areas, and</del></li> <li><del>3) be readily and conveniently accessed by public transport, cyclists and</del></li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
			<del>pedestrians.</del>
<b>TOURISM AND RECREATION</b>	<b>TOURISM AND RECREATION</b>	<b>TOURISM AND RECREATION</b>	<b>TOURISM AND RECREATION</b>
<b>Tourism Development in Resorts</b>	<b>Tourism Development in Resorts</b>	<b>Tourism Development in Resorts</b>	<b>Tourism Development in Resorts</b>
<p>Policy TO1 (former Policy E5)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy TO1 (former Policy E5)</p> <p>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>
<b>Tourism Development in Other Settlements</b>	<b>Tourism Development in Other Settlements</b>	<b>Tourism Development in Other Settlements</b>	<b>Tourism Development in Other Settlements</b>
<p>Policy TO2 (former Policy E5a)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy TO2 (former Policy E5a)</p> <p>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>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	PROPOSED MODIFICATION additions <u>underlined</u> / deletions <del>strikethrough</del>
Tourist Development in Rural Areas	Tourist Development in Rural Areas	Tourist Development in Rural Areas	Tourist Development in Rural Areas
<p>Policy TO3 (former Policy E6)</p> <p>Outside the settlements referred to in Policies TO1 and TO2, the following types of tourist development will be acceptable:</p> <ol style="list-style-type: none"> <li>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</li> <li>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</li> <li>3) that directly related to, and compatible in scale and character with, existing recreational development</li> <li>4) improvements to holiday and touring parks, at an appropriate scale, which would result in environmental gain and/or improved facilities</li> <li>5) visitor attractions / activities related to, and sympathetic with,</li> </ol>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To clarify the scope of criterion 3 in respect of accommodation and facilities related to existing recreational development.</p>	<p>Policy TO3 (<del>former</del>-Policy E6 <u>revised</u>)</p> <p>Outside the settlements referred to in Policies TO1 and TO2, the following types of tourist development will be acceptable:</p> <ol style="list-style-type: none"> <li>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</li> <li>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</li> <li>3. <u>accommodation and/or facilities</u> <del>that</del> directly related to, <del>and compatible in scale and character with,</del> existing recreational development, <u>which would be compatible in scale and character to that development and the surrounding area,</u></li> <li>4. improvements to holiday and touring parks, at an appropriate scale, which would result in environmental gain and/or improved facilities</li> </ol>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<p>Devon's natural or historic heritage, and</p> <p>6) development permitted by Policy TO4</p>			<p>5. visitor attractions / activities related to, and sympathetic with, Devon's natural or historic heritage, and</p> <p>6. development permitted by Policy TO4.</p>
<p><b>Touring Parks and Camping Sites</b></p>	<p><b>Touring Parks and Camping Sites</b></p>	<p><b>Touring Parks and Camping Sites</b></p>	<p><b>Touring Parks and Camping Sites</b></p>
<p>Policy TO4 (former Policy E7)</p> <p>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>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy TO4 (Former Policy E7)</p> <p>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>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>Major Recreation Facilities (and Golf Courses)</b>	<b>Major Recreation Facilities (and Golf Courses)</b>	<b>Major Recreation Facilities (and Golf Courses)</b>	<b>Major Recreation Facilities (and Golf Courses)</b>
<p><b>Policy TO5 (former Policy E10)</b></p> <p>The development of major recreational facilities will only be provided for outside the National Parks, Areas of Outstanding Natural Beauty, Coastal Preservation Areas and Areas of Great Landscape Value. Such development should be close to the main areas of demand, and not have an unacceptable impact on a settlement, on the natural landscape, on areas valuable for wildlife, on the historic environment, or on the best and most versatile agricultural land, and should have adequate road access. Golf courses may be acceptable outside National Parks, Areas of Outstanding Natural Beauty and Coastal Preservation Areas where the above criteria can be met.</p>	<p><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ Amend Policy in accordance with the Pre EIP Changes Document</p> <p><u>Reason for Modification</u></p> <p>To reflect the fact that Exmoor does not fall within the Devon Structure Plan area.</p>	<p><b>Policy TO5 (former Policy E10)</b></p> <p>The development of major recreational facilities will only be provided for outside the <u>Dartmoor</u> National Parks, Areas of Outstanding Natural Beauty, Coastal Preservation Areas and Areas of Great Landscape Value. Such development should be close to the main areas of demand, and not have an unacceptable impact on a settlement, on the natural landscape, on areas valuable for wildlife, on the historic environment, or on the best and most versatile agricultural land, and should have adequate road access. Golf courses may be acceptable outside National Parks, Areas of Outstanding Natural Beauty and Coastal Preservation Areas where the above criteria can be met.</p>

Devon to 2016 Deposit Draft Policies (July 2002)	Examination in Public Panel Recommendations	Structure Plan Authorities' Decision and Reason for change	<b>PROPOSED MODIFICATION</b> additions <u>underlined</u> / deletions <del>strikethrough</del>
<b>Public Rights of Way</b>	<b>Public Rights of Way</b>	<b>Public Rights of Way</b>	<del>Public Rights of Way</del> <u>Long Distance Recreational Footpaths and cycle routes</u>
<p>Policy TO6 (former Policy E13)</p> <p>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><u>Panel Recommendation</u></p> <p>No recommendations</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>No Change to Deposit Plan</p>	<p>Policy TO6 (former Policy E13)</p> <p>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>
<b>MONITORING</b>	<b>MONITORING</b>	<b>MONITORING</b>	<b>MONITORING</b>
	<p><u>Panel Recommendation</u></p> <p><b>Recommendation 13.1 (part)</b></p> <p>Modify the plan to:</p> <p>(ii) express a policy commitment to plan, monitor and manage;</p> <p>(iv) give a commitment to an early review of the plan where emerging circumstances indicate that the high level policy aims are unlikely to be fulfilled.</p>	<p><u>Structure Plan Authorities' Decision</u></p> <p>○ <b>Accept Panel Recommendation 13.1</b></p> <p><u>Reason for Modification</u></p> <p>To set out the commitment to the plan, monitor and manage approach.</p>	<p><u><a href="#">Policy MON1 (New Policy)</a></u></p> <p><u><a href="#">Progress towards the achievement of the policy aims of the Plan will be monitored on a regular and systematic basis, consistent with the existing monitoring processes established in the context of the Regional Planning Guidance for the South West.</a></u></p> <p><u><a href="#">Where the monitoring process indicates that policy aims are not being achieved, consideration will be given to an early modification of the related policies and proposals.</a></u></p>



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Sustainable Development Objectives .....	ST1	Travel Plans - Management of travel demand.....	TR3
Sustainable Travel .....	TR1, TR2, TR3	<b>V</b>	
Freight distribution.....	TR15	Visitor attractions.....	TO3
Hierarchy of modes.....	TR5	<b>W</b>	
New and improved interchanges .....	TR6	Walking	
Transport Assessment .....	TR5	Hierarchy of Modes.....	TR5
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<b>T</b>		Waste Management Facilities .....	WM1
Tavistock		Water Resources - Protection of.....	CO13
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