

Devon to 2016

On behalf of the four Structure Plan Authorities in Devon

Proposed Modifications to the Deposit Draft Policies and Proposals Summary Leaflet (February 2004)

Introduction

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

2. This Leaflet sets out the **proposed modifications to the Deposit Draft policies and proposals**. The modifications are a result of the comments received on the Deposit Draft, 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 *'Examination in Public - Report of the Panel'* containing their recommendations was published in November 2003.

3. The *'Proposed Modifications to the Deposit Draft Policies and Proposals'* document sets out a summary of the Panel's main recommendations and the Structure Plan Authorities' decision and reasons for changing the Deposit Draft policies and proposals are set out. This is **available for inspection** at main County, Unitary and District Council planning offices in Devon and main libraries. **Copies can be purchased** at a cost of £8.00 (plus £2.00 p & p) from Devon County Council, Environment Directorate, Topsham Road, Exeter (Tel: 01392 383249). **A full copy of the document has been posted on the Structure Plan Website.**

4. You now have an **opportunity to comment** on the proposed Modifications. There is a form at the back of this leaflet to help you respond. The form can also be found on the Structure Plan Website. The deadline for comments is the 25th March 2004.

For further information and additional forms:

Visit our Website at: www.devon.gov.uk/structureplan/

Email: structureplan@devon.gov.uk or

Tel: 01392 382275 (Fax 01392 382135).

Consideration of Comments

5. When the objection period has expired, the Structure Plan Authorities will consider the representations and decide whether to reopen the Examination in Public, propose further modifications, or determine 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.

Panel's Main Recommendations

6. The EiP Panel set out its views on a number of issues and made about 50 recommendations. The Panel's main recommendations were to:

- a) **Support the approach set out in the Plan, of concentrating development at Plymouth, Exeter and Torbay** as being in line with national planning guidance.
- b) **Recommend the housing provision in Plymouth City be increased to 10,000 dwellings (from 8,500)** to allow for redistribution of 1,000 dwellings from Cornwall and the redistribution of 500 dwellings from South Hams.
- c) **As a consequence, increase the overall level housing provisions within Devon by 1,000 dwellings** (making an overall total of 65,500 dwellings for the period 2001 to 2016)
- d) **Support the proposal for a new settlement of 4,000 dwellings (an increase of 500 dwellings) at Sherford** to the east of Plymouth (in South Hams District).
- e) **Support the proposal for a new settlement of 3,000 dwellings on land between the former A30 and the Waterloo-Exeter rail line** (in East Devon District).
- f) **Recommend that the guidance on the overall level of employment land provision for each district be removed from the Plan** and that each local planning authority be required to re-assess their employment land provision. *(The removal of employment land provision from the Plan has not been accepted by the Structure Plan Authorities).*
- g) **Recommend modifications to the definition of the Principal Urban Area (PUA) boundaries** for Plymouth (by including Torpoint in Cornwall), Exeter (by excluding Exminster) and Torbay (by excluding Marldon, Brixham and Westerland Valley). *(The removal of Brixham for Torbay PUA has not been accepted by the Structure Plan Authorities)*
- h) **Recommend that additional guidance on the need for affordable housing is included in the Plan** but warn that provision for affordable housing should not be allowed to undermine the spatial strategy of the plan.
- i) **Endorse the priorities for investment in transport infrastructure but recommend that the A30/A303 Marsh to Honiton Link and the A35 Honiton Eastern Bypass be deleted**, as they are not programmed to start within the lifetime of the Plan. *(The Structure Plan Authorities have not accepted the removal of the A30/A303 Marsh to Honiton Link).*
- j) **Makes various 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 examination in public. **For a full understanding of the Panel's views it is necessary to read the 'Report of the Panel'.**

Proposed Modification

6. There were 79 policies in the Deposit Draft. **Modifications to 60 policies are proposed.** 33 modifications wholly or partly concur with the Panels recommendations and 27 relate to Pre EIP changes. In 7 cases the Panels are rejected and no change was made to the Deposit Plan in respect of these issues. 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 (○).

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

8. **For the sake of completeness all the deposit draft policies and proposals have been shown in this leaflet.** At this stage any person may object to the proposed modifications or to the fact that the authorities have not proposed a modification recommended by the report of the Panel. The policies and proposals shown 'in grey' are unchanged and reflect the wording in the Deposit Draft.

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● = Substantive Change ○ = Minor / Technical Change
Grey text = unchanged Policies and Proposals

PROPOSED MODIFICATIONS
additions underlined / deletions ~~strikethrough~~

I : SUSTAINABLE DEVELOPMENT STRATEGY

Sustainable Development

Policy ST1 (new Policy)

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

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

The Sequential Approach

~~Policy ST2 (Policy S3 revised)~~

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

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

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

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

Amendment to Explanatory Text

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

Self Sufficiency of Devon's Communities

Policy ST3 (Policy S5 revised)

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

In preparing Local Plans and considering development proposals In providing for -development, Local Authorities should have regard to

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additions underlined / deletions ~~strikethrough~~

the need for community facilities and services, including education, recreation, open space, health and cultural facilities, local shopping facilities, transport infrastructure, employment, housing including affordable housing, and public utilities.

Infrastructure Provision

Policy ST4 (Policy S6 revised)

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

~~Planning Authorities should not provide for development unless Provision for development should only be made where~~ the infrastructure which is directly required to service it is in place or can be provided in phase with development in ~~an environmentally a~~ sustainably acceptable way. Developers will be expected to contribute to, or bear the full cost of, such new or improved infrastructure and facilities where it is appropriate for them to do so.

THE DEVELOPMENT STRATEGY

Development Priority 2001 to 2016

Policy ST5 (Policy S1c revised)

~~The bulk of new development should be accommodated in the Areas of Economic Activity as illustrated on the Key Diagram — particularly the Principal Urban Areas of Plymouth, Exeter, and Torbay will be the primary focus for strategic development, together with~~ while the Sub Regional Centres of Newton Abbot and Barnstaple— ~~should provide be the focus~~ for balanced development to meet sub regional needs.

~~Other market and coastal towns~~ Area Centres in Devon should seek to achieve a balance of economic, housing and other development which will promote a high degree of self containment and vitality while helping to meet the needs of the wider rural community.

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

In the open countryside, development should be strictly controlled.

Amendment to Explanatory Text

Delete Table 1: Area Centres as defined in Local Plans

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

Plymouth Principal Urban Area of Economic Activity

Policy ST6 (Policy S1a revised)

~~Within the Plymouth AEA~~ At the Plymouth PUA priority should be given to:

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

In doing so ~~the Plymouth PUA it~~ should:

1. act as the primary focus for major economic investment and regeneration in the western part of Devon
2. enhance its role as the main commercial centre within the Western Sub Region of the South West

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3. provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, ~~and enhance its role as a major focus for strategic transport routes – including road, rail, sea and air – linking it to Cornwall, other parts of Devon, the rest of the UK and Europe.~~ Ivybridge should meet its own development needs, enhancing self sufficiency and maintaining its separate identity, while contributing towards meeting the wider needs of the AEA.

Plymouth Principal Urban Area of Economic Activity
Housing and Employment Provision

Proposal ST7 (New Proposal)

In the period 2001 to 2016, it is proposed that ~~the Devon part of the Plymouth AEA should accommodate about 13,500 dwellings and 165 ha 185 ha of employment land. Of these totals about 12,500 14,500~~ dwellings and 160 ha of employment land should be located ~~within the Devon part of at~~ the Plymouth PUA (including the proposed new community, and the strategic employment site at Langage, within South Hams District as defined on Map 6, as illustrated on Inset A to the Key Diagram.

South Hams New Community Proposal

Proposal ST8 (Proposal N1 revised)

In the period 2001 to 2016, the new community- at Sherford within South Hams District should include provision for at least ~~3,500~~ 4,000 dwellings in the period to 2016 together with associated employment land and a range of community and other associated facilities.

The new community should:

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

Amendment to Explanatory Text

To clearly set out the process through which the new community proposal was identified as the most sustainable approach to 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.

WESTERN SUB-REGION OF DEVON

Barnstaple / ~~Bideford Area of Economic Activity~~ Sub Regional Centre

Policy ST9 (Policy S1a revised)

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

~~In doing so, Barnstaple should maintain and develop its role as a Sub Regional Centre by providing for new development and an increased range of higher order services and facilities. In the period 2001 to 2016 the bulk of new housing and employment provision within the AEA should be located at Barnstaple, and provision should be made for a strategic employment site to accommodate larger scale economic investment. Bideford should meet its own development~~

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

Amendment to Explanatory Text

To

a) clarify that 'at Barnstaple' refers to the Sub Regional Centre as a whole and includes the wider built up area adjoining and in close proximity to Barnstaple.

b) emphasise that the scale and phasing of new development at Barnstaple will be dependent on the delivery of major new transport and other infrastructure, including the Barnstaple Western Bypass and Downstream Bridge.

CENTRAL SUB-REGION OF DEVON

Exeter Principal Urban Area of Economic Activity

Policy ST10 (Policy S1a revised)

Within At the Exeter ~~AEA~~ PUA priority should be given to:

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

In doing so ~~the Exeter PUA~~ it should:

- 1) act as the primary focus for major economic investment in the eastern part of Devon
- 2) enhance its role as the main commercial centre for eastern Devon and the central sub region of the SW
- 3) provide a wide range of regional services and specialist facilities necessary to meet the needs of its extensive hinterland, and
- 4) ~~enhance its role as a major focus for strategic transport routes – including road, rail, and air – linking it to other parts of Devon, the rest of the UK and Europe.~~

Exeter Principal Urban Area of Economic Activity
Housing and Employment Provision

Proposal ST11 (New Proposal)

In the period 2001 to 2016, ~~the Exeter AEA, including the new community in East Devon District, should accommodate about 11,000 10,350~~ dwellings and ~~125 ha 150 ha~~ of employment land should be located at the Exeter PUA, (including the proposed new community, and the strategic employment sites at Skypark and the proposed science park, within East Devon District) as illustrated on Inset B to the Key Diagram. 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.

Amendment to Explanatory Text

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

PROPOSED MODIFICATIONS
additions underlined / deletions ~~strikethrough~~

East Devon New Community Proposal

Proposal ST12 (Proposal N2 revised)

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

The new community should ~~be located where it will:~~

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

Amendment to Explanatory Text

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

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

Torbay Principal Urban Area/~~Newton Abbot Area of Economic Activity~~

Policy ST13 (Policy S1a Revised)

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

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

In ~~so doing so, the Torbay PUA it~~ should:

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

Amendment to Explanatory Text

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

PROPOSED MODIFICATIONS
additions underlined / deletions ~~strikethrough~~

Newton Abbot Sub Regional Centre

Policy ST13Aa (Policy S1a Revised)

~~In contributing to the needs of the AEA, In maintaining and developing its role as a Sub-Regional Centre,~~ Newton Abbot should:

- 1) ~~maintain and develop its role as a Sub-Regional Centre, to complement the role of the Torbay PUA~~
- 2) 1) 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
- 3) 2) 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.

Amendment to Explanatory Text

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

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

Proposal ST14 (New Proposal)

~~In the period 2001 to 2016, the Torbay / Newton Abbot AEA should accommodate about 7,400 dwellings and 85ha⁹⁰ 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.~~

Area Centres

Policy ST15 (Policy S1b revised)

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

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

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

Local Centres and Rural Areas

Policy ST16 (Policies S2 and S4 revised)

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

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

Outside of the Local Centres, there may be scope for small scale development which supports the need for local regeneration where it recognises landscape and accessibility constraints and overall spatial strategy in rural areas should be located in existing villages - where it could help meet local social or economic needs and be of a limited scale in keeping with the rural character of the surrounding area.

~~In the open countryside development should be strictly controlled.,~~

PROPOSED MODIFICATIONS
additions underlined / deletions ~~striketrough~~

DEVELOPMENT PROVISION IN DEVON 2001 - 2016

Housing and Employment Land Provision

Proposal ST17 (Proposals H1 and E3 revised)

To provide for the development of about 64,65,500 dwellings and 660,700 ha of employment land in the period 2001 to 2016, to be distributed as follows:

Local Planning Authority

	Dwellings	(an av ²)	Employment (ha)
East Devon	8,450	(560)	75 100
<u>at the Exeter PUA³</u>	<u>4,000</u>	<u>3,500</u>	<u>40 65</u>
Elsewhere	4,450	4,950	35
Exeter	6,700	(450)	85
Mid Devon	5,850	(390)	60
North Devon	4,700	4,900	60 70
Plymouth	<u>8,500</u>	<u>10,000¹</u>	80
South Hams	8,850	8,350	105
<u>at the Plymouth PUA³</u>	<u>5,000</u>	<u>4,500</u>	<u>85</u> 80
Elsewhere	3,850		20 25
Teignbridge	7,500	(500)	50 55
Torbay/Newton Abbot AEA			
<u>Newton Abbot SRC</u>	3,100		<u>25</u> 30
<u>at the Exeter AEA PUA</u>	<u>150</u>	<u>300</u>	-
Elsewhere	4,400	4,250	25
Torbay	4,300	(290)	60
Torrige	5,300	5,100	55
West Devon	3,450	(230)	30
Dartmoor	900	(60)	4
DEVON TOTAL	<u>64,500</u>	<u>65,500</u>	<u>(4370)</u>
			<u>660 700</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.

2. Averaged over the full 15 year plan period. In some areas, actual rates of development will vary significantly during the period to 2016.

3. In or adjoining the PUA or the proposed new community

4. Some small scale local employment may be appropriate within the National Park to meet local social and economic needs

Affordable Housing

Policy ST18 (Policy H6 revised)

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

Amendment to Explanatory Text

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

Mix and Type of Housing

Policy ST18a

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

PROPOSED MODIFICATIONS
additions underlined / deletions ~~striketrough~~

Strategic Development Sites

Proposal ST19 (New Proposal)

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

~~Such sites should provide for a minimum developable area of 10 ha but in the Plymouth and Exeter AEs 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 which will meet the strategic and / or specialist needs for which they have been identified:

SITES OF REGIONAL SIGNIFICANCE

Exeter-At the Exeter AEA PUA

- East Devon / Exeter - Mattford Park Science Park (25 ha)

- East Devon : Skypark (30 ha)

At the Plymouth PUA AEA

- Plymouth : International Business Park (40 ha)

- South Hams : Langage (50 ha)

SITES OF SUB REGIONAL SIGNIFICANCE

At the Torbay / Newton Abbot PUA AEA

- Torbay : Long Road South (12 ha)

Barnstaple / Bideford AEA Sub Regional Centre

- North Devon : Roundswell (25 ha)

Amendment to Explanatory Text

Add additional text to explain the role of each strategic site, and its relationship to other proposed development..

Safeguarding Employment Land

Policy ST 20 (former Policy E4)

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

Amendment to Explanatory Text

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

REGENERATION

Regeneration Priority

Policy ST21 (Policy C10 revised)

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

- 1) those parts of the PUAs and the Sub Regional Centres which suffer from social exclusion and economic deprivation
- 2) the tourist resorts of Ilfracombe, Teignmouth, Dawlish, Seaton and Westward Ho! which have experienced significant decline in economic vitality and viability, including Ilfracombe,

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~~Teignmouth, Dawlish and Westward Ho!~~

- 3) ~~those Area Centres remote from the Areas of Economic Activity, which are characterised by low incomes and a limited range of job opportunities; those Area Centres and their associated hinterlands where a specific need for regeneration has been identified to address environmental, social or economic disadvantage.”~~

Amendment to Explanatory Text

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

Rural Regeneration Areas

Policy ST22 (New Policy)

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

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

5)

IMPLEMENTING STRATEGIC PROPOSALS

Concept of New Community Development

Policy ST23 (former Policy N3)

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

- 1) local community facilities, including primary and secondary education, shopping, cultural and health facilities, together with local employment opportunities
- 2) a range of housing types, including a significant element of affordable housing
- 3) a land use and transportation system that promotes pedestrian, cycle and public transport accessibility and minimises the need for travel by private car
- 4) design features and layout of buildings that promotes energy conservation
- 5) provision for public and private open space, structural landscaping and features that promote nature conservation
- 6) all necessary physical infrastructure.

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New Community Implementation

Policy ST24 (former Policy N4)

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

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

New Community Landscape Setting

Policy ST25 (former policy N5)

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

II : CONSERVING DEVON'S ENVIRONMENT AND RESOURCES

Landscape Character and Local Distinctiveness

Policy CO1 (Policy C2 revised)

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

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

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

Amend Explanatory Text

Add to the explanatory text within paragraphs 4.6-4.9:

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

National Parks

Policy CO2 (former Policy C3)

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

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

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

Areas of Outstanding Natural Beauty

Policy CO3 (former Policy C4)

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

Areas of Great Landscape Value

Policy CO4 (Policy C6 revised)

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

Amend Explanatory Text

Delete Map 5 Devon Strategy Diagram

Coastal Preservation Area

Policy CO5 (~~former~~ Policy C7 revised)

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

Quality of New Development

Policy CO6 (~~former~~ Policy C9 revised)

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

HISTORIC HERITAGE

Historic Settlements and Buildings

Policy CO7 (~~former~~ Policy C11 revised)

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

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Archaeology

Policy CO8 (~~former~~ Policy C12 revised)

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

NATURE CONSERVATION

Biodiversity and Earth Science Diversity

Policy CO9 (Policy C13 revised)

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

Amend Explanatory Text

Delete Map 11 from the plan

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

Protection of Nature Conservation Sites and Species

Policy CO10 (Policies C14 to C17 revised)

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

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

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

CONSERVATION OF RESOURCES AND POLLUTION

Conserving Energy Resources

Policy CO11 (former Policy C22)

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

Renewable Energy Developments

Policy CO12 (Policy C23 revised)

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

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

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identified on the Key Diagram.

~~Renewable energy developments to contribute towards the regional target 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.~~

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

~~In the period to 2016 priority will be given to: the provision of significant windfarm generation capacity within the areas of search identified on the Key Diagram~~

~~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~~

~~small scale community renewable energy facilities, including solar power, hydro and tidal flow, biogas, and individual wind turbines consideration of the potential for combined heat and power or other renewable generation facilities as an integral part of major new developments~~

~~energy generation from waste~~

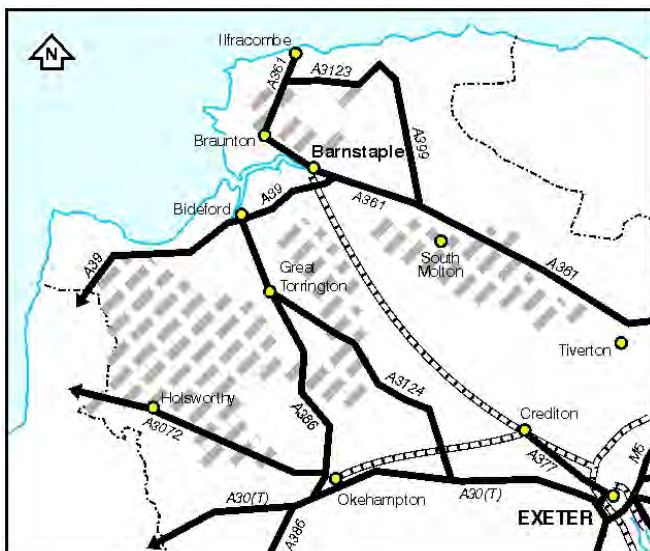
~~‘Windfarm’ developments will not be appropriate where they would adversely affect the National Parks, Areas of Outstanding Natural Beauty, Coastal Preservation Areas and Areas of Great Landscape Value and priority should be given to the use of sites outside these designated areas.~~

Amend explanatory text

to refer to

- a) the importance of renewable energy in the wider national and international context, highlight
- b) the importance of joint working between local authorities and the need to produce a countywide action plan for renewable energy,
- c) the justification for the area of search for on-shore wind to energy developments,
- d) the consideration of other sites outside the area of search for on-shore wind to energy development if they prove to be suitable
- e) the need for local planning authorities, except Dartmoor National Park, to define areas of search for other renewable energy developments

Modify the Area of Search on the Key Diagram



Area of Search for strategic wind based energy production

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additions underlined / deletions ~~strikethrough~~

Protecting Water Resources and Flood Defence

Policy CO13 (Policy C24 revised)

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

Proposals for development should not be provided for where:

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

Conserving Agricultural Land

Policy CO14 (~~formerly~~ Policy C27 revised)

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

Air Quality

Policy CO15 (former Policy C29)

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

Noise Pollution

Policy CO16 (~~former~~ Policy C30 revised)

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

MINERALS

Safeguarding Mineral Resources

Policy MN1 (former Policy E14)

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

Environmental Effects of Mineral Working

Policy MN2 (~~former~~ Policy E15 revised)

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

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Mineral Development in National Parks and Areas of Outstanding Natural Beauty

Policy MN3 (former Policy E16)

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

Mineral Working Areas

Policy MN4 (former Policy E17)

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

Aggregate Minerals

Policy MN5 (Policy E18 revised)

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

Secondary and Recycled Materials

Policy MN6 (~~former~~ Policy E19 revised)

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

WASTE

Waste Management Hierarchy

Policy WM1 (former Policy C18)

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

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

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

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

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

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

Where waste would be generated by the implementation of a major development proposal, such proposals should be accompanied by a

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additions underlined / deletions ~~striketthrough~~

waste audit and include provision for that waste to be utilised beneficially.

Waste Management Facilities

Policy WM2 (former Policy C19)

~~Waste management facilities shall:~~

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

Waste to Energy and Landfill

Policy WM3 (former Policy C20)

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

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

Management of Waste Generated by Development

Policy WM4 (former Policy C21)

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

III : TRANSPORT

Devon Travel Strategy

Policy TR1 (Policy T1 revised)

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

- 1) Promote the co-ordination of land use and travel planning
- 2) Manage travel demand
- 3) Promote sustainable travel and modal choice
- 4) Develop more effective and integrated transport and freight networks, and
- 5) Identify an integrated approach to transport investment in each part of Devon.
- 6) Minimise the impact of transport on the environment

INCREASE EFFICIENCY IN TRAVEL

Co-ordinating Land Use / Travel Planning

Policy TR2 (New Policy)

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

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

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Managing Travel Demand

Policy TR3 (New Policy)

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

The management of travel demand will be promoted by:

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

Parking Strategy, Standards and Proposals

Policy TR4 (Policy T14 revised)

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

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

PROMOTING EFFECTIVE AND SUSTAINABLE MODES OF TRAVEL

Hierarchy of Modes

Policy TR5 (Policy T2 revised)

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

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

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

ESTABLISHING TRAVEL NETWORKS THAT PROMOTE MODAL CHOICE

Network Integration

Policy TR6 (New Policy)

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

PROPOSED MODIFICATIONS
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Walking and Cycling

Policy TR7 (Policy S3 revised)

Walking and cycling will be improved by:

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

Bus Transport

Policy TR8 (Policy T6 revised)

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

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

Rail Public Transport

Policy TR9 (Policy T7 Revised)

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

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

Strategic Road Network

Policy TR10 (Policy ST10 and ST11 revised)

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

Priority will be given to maintaining and developing the Strategic Road Network (SRN), as defined on the Key Diagram, to a high standard. The SRN will support the overall development strategy by providing strategic road links:

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

In doing so the SRN will be the main road network for inter urban travel, strategic road based freight movement (including port and airport access) and for road based tourist travel. ~~The SRN will be enhanced so as to reduce congestion, improve road safety and minimise the environmental impact of traffic on communities that straddle the network.~~

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

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

Safeguarding Transport Networks

Policy TR11 (New Policy)

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

Roadside Service Areas

~~Policy TR12 (Former Policy T15)~~

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

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

Ports

Policy TR13 (former Policy T20)

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

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

Airports

Policy TR14 (Policies T22 and T23 revised)

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

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

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

Freight Distribution Network

Policy TR15 (Policy T16 revised)

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

- 1) locating major freight generating development and central distribution points where they would be accessible to the SRN, the rail network and / or port facilities
- 2) providing for strategic inter-modal facilities for the transfer of freight in the Plymouth area and the Exeter areas including, where appropriate, a freight distribution centre, ensuring in all cases that the use of such facilities is limited to the transfer and handling of freight
- 3) providing for local freight handling and trans-shipment facilities where appropriate,

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- 4) developing comprehensive freight management strategies within the Areas of Economic Activity as defined on the Key Diagram, and
- 5) implementing a structured programme of freight quality partnership action plans.

TRANSPORT INVESTMENT IN DEVON'S URBAN AND RURAL AREAS

Travel Investment Priorities

Policy TR16 (New Policy)

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

Urban Areas (PUAs and Sub Regional Centres)

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

Area Centres

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

Rural Areas

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

Strategic Network Investment Proposals

Proposal TR 17 (Proposal T12 revised)

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

A. Improvements to the Strategic Road Network

- ~~A35 Honiton Eastern Bypass~~
- A386 – Plymouth, corridor improvement including George Junction (by 2006)
- A39/A361 - Barnstaple Western Bypass and Down Stream Bridge (by 2006)
- A380 - Kingskerswell Bypass (by 2011)
- A380 / A3022 Torbay Ring Road - Tweenaway Junction (by 2006)
- A377 – Crediton (see note 2 below)
- A379 / A374 – Plymouth, Laira Bridge corridor improvements
- A380 – Haldon Chalets junction improvement
- A30 (east) / A3015 - improved Junction 29 approach capacity
- A30 Merrymeet improvement
- A30 Fingle Glen improvement

PROPOSED MODIFICATIONS
additions underlined / deletions ~~strikethrough~~

- ~~A30 Exeter Airport Junction link road~~ Clvst Honiton Link

- A30/A303 - Marsh to Honiton (see note 1 below)

B. Rail Network Investment

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

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

Reinstatement of former railway route:

- Bere Alston – Tavistock

New Stations at:

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

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

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

C. Investment in other public transport infrastructure

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

D. Investment in Airport Facilities

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

E. National Cycle Network

- Plymouth to the Dorset border

Note 1 : subject to the outcome of further Government studies

Note 2 : ~~subject to further study~~ Transport Options to be determined by 2006

Amend text to:

Clarify the purpose of the schemes

PROPOSED MODIFICATIONS
additions underlined / deletions ~~strikethrough~~

IV : SHOPPING, TOURISM, RECREATION AND LEISURE

SHOPPING

Shopping Facilities (Sequential Approach)

Policy SH1 (former Policy E20)

~~Where a need for additional retail facilities can be identified To meet the shopping needs of all Devon's residents and visitors by ensuring that new retail development such facilities is should be~~ provided for within town centres. Where a town centre location is not available or appropriate, edge of centre sites may be acceptable. Only where such sites are also unavailable should out of centre locations be considered. In all cases new retail development should:

1. be consistent with the need to maintain and enhance the function of existing town centres
2. not adversely affect the vitality and viability of an existing shopping centre
3. be consistent with the need for urban regeneration, particularly the revitalisation of town and city centres
4. ~~be accessible to those without private transport it would be readily and conveniently accessible by public transport, cyclists and pedestrians, and~~
5. be sited so as to reduce the need to travel by car, and
6. be well related to, but not adversely affect, residential areas..

Shopping Facilities and Settlement Hierarchy

Policy SH2 (former Policy E21)

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

Retail Warehousing

Policy SH3 (~~former~~ Policy E23 revised)

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

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

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

Shopping Facilities in Rural Settlements

Policy SH4 (former Policy E24)

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

PROPOSED MODIFICATIONS
additions underlined / deletions ~~striketthrough~~

Large Food Stores

Policy SH5 (Policy E25 revised)

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

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

TOURISM AND RECREATION

Tourism Development in Resorts

Policy TO1 (former Policy E5)

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

Tourism Development in Other Settlements

Policy TO2 (former Policy E5a)

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

Tourist Development in Rural Areas

Policy TO3 (~~former~~ Policy E6 revised)

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

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

PROPOSED MODIFICATIONS
additions underlined / deletions ~~striketthrough~~

Touring Parks and Camping Sites

Policy TO4 (Former Policy E7)

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

Major Recreation Facilities (and Golf Courses)

Policy TO5 (former Policy E10)

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

Public Rights of Way Long Distance Recreational Footpaths and cycle routes

Policy TO6 (former Policy E13)

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

MONITORING

Policy MON1 (New Policy)

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

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

Your Opportunity to Comment

Please use the form to set out your objection/s to, or representation/s in support of, the proposed modifications to the Deposit Draft Policies and Proposals (please photocopy as necessary), or complete the online Comment Form on: www.devon.gov.uk/structureplan.

For a full understanding of the Structure Plan Authorities' decisions and reasons for the modifications it is necessary to read the *'Proposed Modifications to the Deposit Draft Policies and Proposals'* (See details in paragraph 3 on page 1).

Please complete each part of the form in black pen or typeface. The deadline for comments is 5.00 p.m. on Thurs 25th March 2004.

Devonto2016

On behalf of the four Structure Plan Authorities in Devon

PROPOSED MODIFICATIONS to Deposit Draft (Feb 2004)

COMMENT FORM FOR OBJECTIONS OR REPRESENTATIONS

For Office Use only:

No: MOD/

Other Action:

Please use this form to set out your objection/s to, or representation/s in support of, the proposed modifications to the Deposit Draft Policies and Proposals (please photocopy as necessary) or complete the online Comment Form on:

www.devon.gov.uk/structureplan.

It is important to note that the information you provide will be recorded for Structure Plan purposes only and that copies of your objection or representation will be made available for public inspection.

Please complete **in black pen or typeface**. **The deadline for comments is 5.00 p.m. on Thurs 25th March 2004.**

Part 1.

Name and Address (to which correspondence would be sent)

If form is submitted on behalf of another Organisation etc please indicate

Name

(Title, Initials, Surname)

Company Name

Building Name

House no. & Street

Location / Area

Postal Town

Postcode:

Telephone/Fax:

Email Address

Name of the organisation you or your company represent:

Your Position (e.g. Agent, Secretary, Clerk):

Part 2. If there is a further Inquiry (Examination in Public), would you wish to participate in the discussions if invited to do so?

(please tick as appropriate)

Yes

No

Part 3. Please indicate if you would like to be notified when the Plan is adopted.?

(please tick as appropriate)

Yes

No

Part 4. Please state the Policy or Proposal reference (in column a), indicate if you support or object (in column b), and the reason for your representation and the change, if any, that you suggest (in column c)

Policy or Proposal Ref, Key Diagram (e.g. ST1) (a)	Support or Object or Object to absents of Policy (b)	Reason for representation and change, if any, that you suggest (Please note, at this stage any person may object to the proposed modifications or to the fact that the authorities have not proposed a modification recommended by the Panel.) (c)	Official Use

pto

Part 4: Signature

Part 5: Date

For Office Use only:
Reg. No: MOD/

<u>Policy or Proposal Ref, Key Diagram</u> (e.g. ST1) (a)	<u>Support or Object or Object to absents of Policy</u> (b)	<u>Reason for representation and change, if any, that you suggest</u> <i>(Please note, at this stage any person may object to the proposed modifications or to the fact that the authorities have not proposed a modification recommended by the Panel.)</i> (c)	Official Use

Part 4: Signature		Part 5: Date	
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All completed forms should be returned by **5.00 p.m. on Thursday 25th March 2004** to:

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

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