

## List of Policies and Proposal

I - A SUSTAINABLE STRATEGY FOR DEVON		
		Page
ST1	Sustainable Development	2
ST2	Delete <del>The Sequential Approach</del>	3
ST3	Self Sufficiency of Devon's Communities	3
ST4	Infrastructure Provision	4
ST5	○ Development Priority 2001 to 2016	4
ST6	Plymouth Principal Urban Area	5
ST7	Plymouth PUA Housing and Employment Provision	6
ST8	○ South Hams New Community Proposal	6
ST9	Barnstable Sub Regional Centre	7
ST10	Exeter Principal Urban Area	8
ST11	Exeter PUA Housing and Employment Provision	8
ST12	East Devon New Community Proposal	9
ST13	○ Torbay Principal Urban Area	10
ST13a	Newton Abbot Sub Regional Centre	10
ST14	Deleted - <del>Torbay/Newton Abbot AEA Housing and Employment Provision</del>	11
ST15	Area Centres	12
ST16	Local Centres and Rural Areas	12
ST17	Housing and Employment Land Provision	13
ST18	Affordable Housing	14
ST18a	Mix and Type of Housing	14
ST19	Strategic Development Sites	15
ST20	Re-assessing and Safeguarding Employment Land	16
ST21	Regeneration Priority	16
ST22	Delete - <del>Rural Regeneration Areas</del>	17
ST23	Concept of New Community Development	17
ST24	New Community Implementation	18
ST25	New Community Landscape Setting	18

II - CONSERVATION OF DEVON'S ENVIRONMENT AND RESOURCES		
CO1	Landscape Character and Local Distinctiveness	19
CO2	National Parks	19
CO3	Areas of Outstanding Natural Beauty	20
CO4	○ Areas of Great Landscape Value	20
CO5	○ Coastal Preservation Area	20
CO6	○ Quality of New Development	21
CO7	○ Historic Settlements and Buildings	21
CO8	○ Archaeology	22
CO9	Biodiversity and Earth Science Diversity	22
CO10	Protection of Nature Conservation Sites and Species	23
CO11	Conserving Energy Resources	23
CO12	○ Renewable Energy Developments	24
CO13	○ Protecting Water Resources and Flood Defence	25
CO14	Conserving Agricultural Land	26
CO15	Air Quality	26
CO16	Noise Pollution	26
<u>Minerals</u>		
MN1	Safeguarding Mineral Resources	27
MN2	Environmental Effects of Mineral Working	27
MN3	Mineral Development in National Parks and Areas of Outstanding Natural Beauty	27
MN4	Mineral Working Areas	28
MN5	Aggregate Minerals	28
MN6	Secondary and Recycled Materials	28
<u>Waste</u>		
WM1	Waste Management Hierarchy	29
WM2	Waste Management Facilities (combineWM1)	29
WM3	Waste to Energy and Landfill (combineWM1)	30
WM4	Management of Waste Generated by Development (combineWM1)	30

III – TRANSPORT		
TR1	Devon Travel Strategy	31
TR2	Co-ordination of Land-Use/Travel Planning	31
TR3	Managing Travel Demand	32
TR4	Parking Strategy, Standards & Proposals	32
TR5	Hierarchy of Modes	33
TR6	Network Integration	33
TR7	Walking and Cycling	34
TR8	Bus Transport (delete / combine TR9)	34
TR9	Rail (now Public Transport/combine TR8)	34
TR10	○ Strategic Road Network (plus TR12)	35
TR11	Safeguarding Transport Networks	35
TR12	Roadside Service Areas(del/combineTR10)	36
TR13	Ports	36
TR14	Airports	36
TR15	The Freight Distribution Network	37
TR16	Travel Investment Priorities	38
TR17	○ Strategic Network Investment Proposals	39

IV - SHOPPING, TOURISM, RECREATION AND LEISURE		
<u>Shopping</u>		
SH1	Shopping Facilities (Sequential Approach)	41
SH2	Shopping Facilities and Settlement Hierarchy	41
SH3	Retail Warehousing	42
SH4	Shopping Facilities in Rural Settlements	42
SH5	Large Food Stores (delete Policy)	42
<u>Tourism, Recreation and Leisure</u>		
TO1	Tourism Development in Resorts	43
TO2	Tourism Development in Other Settlements	43
TO3	Tourist Development in Rural Areas	43
TO4	Touring Parks and Camping Sites	44
TO5	Major Recreational Facilities (& Golf Courses)	44
TO6	Public Rights of Way	45
<u>MONITORING</u>		
MO1	New Policy - Monitoring	45

○ = Minor / Technical Change

Grey text = unchanged Policies and Proposals

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> additions underlined / deletions <del>strikethrough</del> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<b>I : SUSTAINABLE DEVELOPMENT STRATEGY</b>	<b>I : SUSTAINABLE DEVELOPMENT STRATEGY</b>	<b>I : SUSTAINABLE DEVELOPMENT STRATEGY</b>
<b>Sustainable Development</b>	<b>Sustainable Development</b>	<b>Sustainable Development</b>
<p><b>Policy ST1 (new Policy)</b></p> <p>In planning for the future of Devon, Local Planning Authorities and other agencies should ensure that sustainable development objectives are achieved by:</p> <ol style="list-style-type: none"> <li>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</li> <li>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</li> <li>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</li> <li>5) developing a sustainable transport system that is accessible, sustainable, integrated, efficient and safe, in both urban and rural areas - including pedestrian, cycle, road, rail, air, waterway and sea networks for work, shopping, leisure, and services.</li> <li>6) assessing the impact of proposals against national and regional indicators of sustainable development - to make positive improvements to quality of life</li> </ol>	<p><b>Policy ST1</b></p> <p><b>General Summary of Public Response</b></p> <p>6 representations were received in respect of this Policy the only objections relating to the relationship to the Aims and Objectives and to the need to specifically refer to renewable energy.</p>	<p><b>Policy ST1</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The relationship to the Aims and Objectives can be clarified within the supporting text. Specific reference to renewable energy issues is inappropriate in the policy.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>The Sequential Approach</b></p> <p><u>Amendment to Explanatory Text</u>                      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>The Sequential Approach</b></p> <p><u>Policy ST2</u></p> <p><b>General Summary of Public Response</b>                      7 representations were received in respect of this Policy – some supporting its deletion others suggesting its importance and retention</p>	<p><b>The Sequential Approach</b></p> <p><u>Policy ST2</u></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The primary role of the Structure Plan is to interpret national policy relating to sequential development – rather than simply to restate it.</p>
<p><b>Self Sufficiency of Devon’s Communities</b></p> <p><u>Policy ST3 (Policy S5 revised)</u></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>In providing for development, Local Authorities should have regard to the need for community facilities and services, including education, recreation, open space, health and cultural facilities, local shopping facilities, transport infrastructure, employment, housing including affordable housing, and public utilities.</p>	<p><b>Self Sufficiency of Devon’s Communities</b></p> <p><u>Policy ST3</u></p> <p><b>General Summary of Public Response</b></p> <p>3 representations were received in respect of this Policy – the only objection suggesting that energy should be specified as a key element of settlement self sufficiency.</p>	<p><b>Self Sufficiency of Devon’s Communities</b></p> <p><u>Policy ST3</u></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objection does not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. A specific reference to energy self sufficiency is inappropriate and selective.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<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></p> <p>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.</p> <p>Provision for development should only be made where the infrastructure which is directly required to service it is in place or can be provided in phase with development in a sustainably acceptable way. Developers will be expected to contribute to, or bear the full cost of, such new or improved infrastructure and facilities where it is appropriate for them to do so.</p>	<p><b>Policy ST4</b></p> <p><b>General Summary of Public Response</b></p> <p>6 representations were received in respect of this Policy – most supporting the proposed modifications. GOSW suggested that there was too much emphasis on the role of developers in funding infrastructure.</p>	<p><b>Policy ST4</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The emphasis on developer funding is clearly related to situations where it is appropriate for this to be the case.</p>
<p><b>THE DEVELOPMENT STRATEGY</b></p>	<p><b>THE DEVELOPMENT STRATEGY</b></p>	<p><b>THE DEVELOPMENT STRATEGY</b></p>
<p><b>Development Priority 2001 to 2016</b></p>	<p><b>Development Priority 2001 to 2016</b></p>	<p><b>Development Priority 2001 to 2016</b></p>
<p><b>Policy ST5 (Policy S1c revised)</b></p> <p>The Principal Urban Areas of Plymouth, Exeter, and Torbay will be the primary focus for strategic development, while the Sub Regional Centres of Newton Abbot and Barnstaple should be the focus for balanced development to meet sub regional needs.</p> <p>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.</p> <p>In Local Centres development should be limited to that required to meet local needs and promote rural regeneration, where this can be accommodated without generating unnecessary travel.</p> <p>In the open countryside, development should be strictly controlled.</p> <p><b>Amendment to Explanatory Text</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>Policy ST5</b></p> <p><b>General Summary of Public Response</b></p> <p>16 representations were received - there was a mixed response to this modification, with an equal number supporting and objecting. A number of objections raised issues debated at the EIP – such the Areas of Economic Activity – while Teignbridge District Council were concerned at the implications for Newton Abbot – as a sub regional centre and therefore “the” focus for sub regional development.</p>	<p><b>Policy ST5</b></p> <p><b>Decision: No further Modification, but clarify the wording by:</b></p> <ul style="list-style-type: none"> <li>replacing “the focus” with “a focus” in the final sentence of the first paragraph.</li> </ul> <p><b>Justification</b></p> <p>Most of the objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. It is suggested however, that the wording be clarified in order to avoid misinterpretation in respect of the role of the sub regional centres. It is proposed that reference be made to the sub regional centres being “a” focus for development, rather than “the” focus, to be consistent with Policy ST13a. This adjustment is considered to be a minor point of clarification and not a material change to the Policy.</p>
<p><b>Plymouth Principal Urban Area</b></p>	<p><b>Plymouth Principal Urban Area</b></p>	<p><b>Plymouth Principal Urban Area</b></p>
<p><b>Policy ST6 (Policy S1a revised)</b></p>	<p><b>Policy ST6</b></p>	<p><b>Policy ST6</b></p>

<p><b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b>  <u>additions underlined / deletions strikethrough</u>                      (Column 1)</p>	<p><b>SUMMARY OF RESPONSE</b>  <b>TO THE PROPOSED MODIFICATIONS</b>                      (Column 2)</p>	<p><b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b>  <b>RECOMMENDATION AND JUSTIFICATION</b>                      (Column 3)</p>
<p>At the Plymouth PUA 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 significant scale of additional housing necessary to meet needs and support Plymouths regional economic role</li> <li>3. improving local transport networks, especially public transport, enhancing Plymouth’s role as a major focus for strategic transport routes – including road, rail, sea and air - linking it to Cornwall, other parts of Devon, the rest of the UK and Europe.</li> </ol> <p>In doing so it 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.</li> </ol>	<p><b><u>General Summary of Public Response</u></b></p> <p>10 representations were received generally supporting except for those received from respondents arguing for the retention of the Areas of Economic Activity.</p>	<p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <b>additions underlined / deletions strikethrough</b> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
Plymouth Principal Urban Area Housing and Employment Provision	Plymouth Principal Urban Area Housing and Employment Provision	Plymouth Principal Urban Area Housing and Employment Provision
<p><b>Proposal ST7 (New Proposal)</b></p> <p><u>In the period 2001 to 2016, it is proposed that about 14,500 dwellings and 160 ha of employment land should be located at the Plymouth PUA (including the proposed new community, and the strategic employment site at Langage, within South Hams District), as illustrated on Inset A to the Key Diagram.</u></p>	<p><b>Policy ST7</b></p> <p><b>General Summary of Public Response</b></p> <p>12 representations were received - 7 supporting and 5 objecting to the proposed modifications. Those objecting were concerned about the development potential within Plymouth, the loss of the Area of Economic Activity and the scale of development at Sherford. There was support for the increased level of provision within Plymouth itself.</p>	<p><b>Policy ST7</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</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></p> <p>In the period 2001 to 2016, the new community at Sherford within South Hams District should include provision for at least 4,000 dwellings in the period to 2016 together with associated employment land and a range of community and other associated facilities.</p> <p>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 existing settlements</li> <li>4) be linked to Plymouth, at the commencement of development, by an effective high quality, high capacity public transport system,</li> <li>5) include Park and Ride provision accessible to the A38,</li> <li>6) be accessible to the Strategic Road Network and the local highway system, and</li> <li>7) be capable of accommodating further development beyond the current plan period.</li> </ol> <p><b>Amendment to Explanatory Text</b></p> <p><u>To clearly set out the process through which the new community proposal was identified as the most sustainable approach to be consistent with PPG3 and the sequential approach.</u></p> <p><u>To clarify the policy balance between the safeguarding of mineral deposits within south west Devon and the need to deliver strategic development at Sherford.</u></p>	<p><b>Policy ST8</b></p> <p><b>General Summary of Public Response</b></p> <p>23 representations were made, a significant number supporting the modifications but objections to the scale of development at Sherford (not being deliverable), the use of the term “new community” and the need to refer to Park and Ride on both the A38 and the A379. There was also concern that the illustration of the public transport links between the new community and Plymouth only appeared to relate to the A379 corridor, and not to the A38 or the Langage strategic employment site, and were too tightly defined as Park and Ride facilities.</p>	<p><b>Policy ST8</b></p> <p><b>Decision: No further Modification, but include reference to:</b></p> <ul style="list-style-type: none"> <li>• both of the Park and Ride proposals referred to in Proposal TR17 – by adding “and the A379” to criterion 5, and define both as Park and Ride Interchange facilities.</li> <li>• on the Key Diagram Inset A amendment to the illustration of the Public Transport Links to the A38 and Langage</li> </ul> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. It is proposed however that, for clarity and completeness, reference be made in the Policy to the provision of Park and Ride facilities accessible to the A379 – more accurately reflecting Proposal TR17. The illustration of the public transport link should remain diagrammatic but not preclude links to the north and west.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
WESTERN SUB-REGION OF DEVON	WESTERN SUB-REGION OF DEVON	WESTERN SUB-REGION OF DEVON
Barnstaple Sub Regional Centre	Barnstaple Sub Regional Centre	Barnstaple Sub Regional Centre
<p><b>Policy ST9 (Policy S1a revised)</b></p> <p>Within northern Devon provision should be made for a balance of economic investment and additional housing to meet the needs of the area. In doing so, the main focus of development will be at Barnstaple, which should maintain and develop its role as a sub regional centre by providing for new development and an increased range of higher order services and facilities. Provision should also be made at Barnstaple for a strategic employment site to accommodate larger scale economic investment. Bideford should meet its own development needs and contribute towards meeting the wider needs of northern Devon.</p> <p><b>Amendment to Explanatory Text</b></p> <p>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, including the Barnstaple Western Bypass and Downstream Bridge.</p>	<p><b>Policy ST9 (new Policy)</b></p> <p><b>General Summary of Public Response</b></p> <p>5 representations were received in respect of this Policy – but the GOSW objected to the specific reference to Bideford. The modifications were however supported by both North Devon and Torridge District Councils.</p>	<p><b>Policy ST9</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The specific reference to Bideford is appropriate given its location within northern Devon and its relationship to Barnstaple.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
CENTRAL SUB-REGION OF DEVON	CENTRAL SUB-REGION OF DEVON	CENTRAL SUB-REGION OF DEVON
<p><b>Exeter Principal Urban Area</b></p>	<p><b>Exeter Principal Urban Area</b></p>	<p><b>Exeter Principal Urban Area</b></p>
<p><b>Policy ST10 (Policy S1a revised)</b></p> <p>At the Exeter PUA 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 Employment Sites,</li> <li>2) providing for a significant scale of additional housing necessary to meet t needs and support Exeter’s regional economic role,</li> <li>3) improving local transport networks, especially public transport, and enhancing Exeter’s role as a major focus for strategic transport routes – including road, rail, and air - linking it to other parts of Devon, the rest of the UK and Europe</li> </ol> <p>In doing so it 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)</li> </ol>	<p><b>Policy ST10</b></p> <p><b>General Summary of Public Response</b></p> <p>8 representations were received in respect of this Policy – the only objections relating to the loss of the wording re airport access and the exclusion of the major tourism facility.</p>	<p><b>Policy ST10</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. Airport access issues are encompassed within Policy TR14.</p>
<p>Exeter Principal Urban Area Housing and Employment Provision</p>	<p>Exeter Principal Urban Area Housing and Employment Provision</p>	<p>Exeter Principal Urban Area Housing and Employment Provision</p>
<p><b>Proposal ST11 (New Proposal)</b></p> <p>In the period 2001 to 2016, about 10,350 dwellings and 150 ha of employment land should be located at the Exeter PUA, (including the proposed new community, and the strategic employment sites at Skypark and the proposed science park, within East Devon District) as illustrated on Inset B to the Key Diagram.</p> <p><b>Amendment to Explanatory Text</b></p> <p>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</p>	<p><b>Policy ST11</b></p> <p><b>General Summary of Public Response</b></p> <p>There were 12 representations, 6 supported for the proposed changes but others objected to definition of the term “at the PUA” and the deliverability of the new community by 2016.</p>	<p><b>Policy ST11</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The definition of the term “at the PUA” is appropriate and clarified in footnote 3 to Proposal ST17.</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>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><u>Proposal ST12 (Proposal N2 revised)</u></p> <p>In the period 2001 to 2016 the new community in East Devon District, as shown on Inset B to the Key Diagram, should include provision for at least 3,000 dwellings, associated employment land and a range of community and other associated facilities.</p> <p>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 Exeter at the commencement of 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 Network and the Local highway system</li> <li>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</li> <li>8) be capable of accommodating further development beyond the current plan period.</li> </ol> <p><u>Amendment to Explanatory Text</u></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><u>Policy ST12</u></p> <p><u>General Summary of Public Response</u></p> <p>15 representations were made. There was a balance of support and objection to the proposed modifications. Objections related to the principle of development, the safeguarding of the airport and the cumulative impact on transport infrastructure.</p>	<p><u>Policy ST12</u></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <b>additions underlined / deletions strikethrough</b> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p>Torbay Principal Urban Area</p>	<p>Torbay Principal Urban Area</p>	<p>Torbay Principal Urban Area</p>
<p><u>Policy ST13 ( Policy S1a Revised )</u>                      At the Torbay PUA priority should be given to:</p> <ol style="list-style-type: none"> <li>1) promoting greater self- sufficiency, particularly in terms of the balance between the provision of homes and jobs, while conserving the area’s environmental quality</li> <li>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</li> <li>3) providing additional housing at a level sufficient to meet local needs and supporting growth and regeneration</li> <li>4) improving the road, rail and public transport networks and links to the wider hinterland</li> <li>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.</li> </ol> <p>In doing so, it should:</p> <ol style="list-style-type: none"> <li>1) act as a primary focus for development, economic investment and regeneration in the southern part of Devon, including the provision of a strategic employment site</li> <li>2) enhance its role as the main commercial and tourist centre for the southern part of Devon</li> <li>3) provide a wide range of services and specialist facilities necessary to meet the needs of the area.</li> </ol> <p><u>Amendment to Explanatory Text</u></p> <p>Include additional text to emphasise the importance of the tourism strategy for Torbay .</p>	<p><u>Policies ST13 and ST13a</u></p> <p><u>General Summary of Public Response</u></p> <p>7 representations were received in respect of these Policies – objections relating to the scale of development at Newton Abbot( SW Regional Assembly), the deletion of the Area of Economic Activity and the importance of the Kingskerswell bypass. Torbay Council objected to the absence of an Inset to the Key Diagram relating to Torbay PUA.</p>	<p><u>Policy ST13</u></p> <p><b>Decision:</b> No further Modification – but for increased clarity the inclusion of:</p> <ol style="list-style-type: none"> <li>a) A Key Diagram Inset for Torbay- Inset C – Policies and Proposals at the Torbay PUA</li> <li>b) In Policy ST13 after ‘At the Torbay PUA’ add ‘ (as illustrated in Inset C of the Key Diagram)</li> </ol> <p><u>Justification</u></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The scale of development at Newton Abbot was specifically recommended by the Panel. An Inset Diagram for Torbay could be included in order to clarify the Key Diagram for that area.</p>
<p>Newton Abbot Sub Regional Centre</p>		
<p><u>Policy ST13a ( Policy S1a Revised )</u>                      In maintaining and developing its role as a Sub-Regional Centre, Newton Abbot should:</p> <ol style="list-style-type: none"> <li>1) be 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</li> <li>2) enhance its self-sufficiency by giving priority to new economic development so as to reduce its dependence on jobs and services elsewhere.</li> </ol>		<p><u>Policy ST13a</u></p> <p><b>Decision:</b> No further Modification</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<b>Amendment to Explanatory Text</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.		<b>Justification</b> The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.
	<b>Policy ST14</b>  <b>General Summary of Public Response</b> No substantive representations received.	<b>Policy ST14</b>  <b>Decision: No further Modification</b>  <b>Justification</b> The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p style="text-align: center;"><b>Area Centres</b></p> <p><b>Policy ST15 (Policy S1b revised)</b></p> <p>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:</p> <ol style="list-style-type: none"> <li>1) be of a sufficient scale to support a range of services and facilities</li> <li>2) be accessible to the communities they serve</li> <li>3) be well related to public transport and the Strategic Road Network, and</li> <li>4) be defined taking into account their location relative to other Area Centres, including those in adjoining Districts.</li> </ol> <p>Area Centres should be the focal points for investment and development necessary to promote rural regeneration and economic restructuring.</p>	<p style="text-align: center;"><b>Area Centres</b></p> <p><b>Policy ST15</b></p> <p><b>General Summary of Public Response</b></p> <p>6 representations were received in respect of this Policy – objections relating to the terminology use (as compared to RPG10), the emphasis on local needs, and lack of clarity.</p>	<p style="text-align: center;"><b>Area Centres</b></p> <p><b>Policy ST15</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The terminology was supported by the Panel, and there is scope for any necessary clarification of the relationship between policies within the supporting text. The reference to local need reflects regional planning guidance, and can be clarified as necessary in the text.</p>
<p style="text-align: center;"><b>Local Centres and Rural Areas</b></p> <p><b>Policy ST16 (Policies S2 and S4 revised)</b></p> <p>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, 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.,</p>	<p style="text-align: center;"><b>Local Centres and Rural Areas</b></p> <p><b>Policy ST16</b></p> <p><b>General Summary of Public Response</b></p> <p>13 representations were received. Objections to the proposed changes related to the deletion of the final paragraph, and perceived lack of clarity in terms of village development.</p>	<p style="text-align: center;"><b>Local Centres and Rural Areas</b></p> <p><b>Policy ST16</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. Any necessary clarification can be included in the supporting text, as can the interpretation of the policy in respect of rural settlements.</p>

PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004 additions underlined / deletions strikethrough (Column 1)	SUMMARY OF RESPONSE TO THE PROPOSED MODIFICATIONS (Column 2)	DEVON STRUCTURE PLAN JOINT COMMITTEE RECOMMENDATION AND JUSTIFICATION (Column 3)																																																																																
DEVELOPMENT PROVISION IN DEVON 2001 - 2016	DEVELOPMENT PROVISION IN DEVON 2001 - 2016	DEVELOPMENT PROVISION IN DEVON 2001 - 2016																																																																																
Housing and Employment Land Provision	Housing and Employment Land Provision	Housing and Employment Land Provision																																																																																
<p><b>Proposal ST17 (Proposals H1 and E3 revised)</b> To provide for the development of about 65,500 dwellings and 700 ha of employment land in the period 2001 to 2016, to be distributed as follows:</p> <p>Local Planning Authority</p> <table border="1"> <thead> <tr> <th></th> <th>Dwellings</th> <th>(an av<sup>2</sup>)</th> <th>Employment (ha)</th> </tr> </thead> <tbody> <tr> <td>East Devon</td> <td>8,450</td> <td>(560)</td> <td>100</td> </tr> <tr> <td><i>at the Exeter PUA<sup>3</sup></i></td> <td><i>3,500</i></td> <td></td> <td>65</td> </tr> <tr> <td><i>Elsewhere</i></td> <td><i>4,950</i></td> <td></td> <td>35</td> </tr> <tr> <td>Exeter</td> <td>6,700</td> <td>(450)</td> <td>85</td> </tr> <tr> <td>Mid Devon</td> <td>5,850</td> <td>(390)</td> <td>60</td> </tr> <tr> <td>North Devon</td> <td>4,900</td> <td>(330)</td> <td>70</td> </tr> <tr> <td>Plymouth</td> <td>10,000<sup>1</sup></td> <td>(670)</td> <td>80</td> </tr> <tr> <td>South Hams</td> <td>8,350</td> <td>(560)</td> <td>105</td> </tr> <tr> <td><i>at the Plymouth PUA<sup>3</sup></i></td> <td><i>4,500</i></td> <td></td> <td>80</td> </tr> <tr> <td><i>Elsewhere</i></td> <td><i>3,850</i></td> <td></td> <td>25</td> </tr> <tr> <td>Teignbridge</td> <td>7,500</td> <td>(500)</td> <td>55</td> </tr> <tr> <td><i>Newton Abbot SRC</i></td> <td><i>3,100</i></td> <td></td> <td>30</td> </tr> <tr> <td><i>at the Exeter PUA</i></td> <td><i>150</i></td> <td></td> <td>-</td> </tr> <tr> <td><i>Elsewhere</i></td> <td><i>4,250</i></td> <td></td> <td>25</td> </tr> <tr> <td>Torbay</td> <td>4,300</td> <td>(290)</td> <td>60</td> </tr> <tr> <td>Torridge</td> <td>5,100</td> <td>(340)</td> <td>55</td> </tr> <tr> <td>West Devon</td> <td>3,450</td> <td>(230)</td> <td>30</td> </tr> <tr> <td>Dartmoor</td> <td>900</td> <td>(60)</td> <td>4</td> </tr> <tr> <td><b>DEVON TOTAL</b></td> <td><b>65,500</b></td> <td><b>(4370)</b></td> <td><b>700</b></td> </tr> </tbody> </table>		Dwellings	(an av <sup>2</sup> )	Employment (ha)	East Devon	8,450	(560)	100	<i>at the Exeter PUA<sup>3</sup></i>	<i>3,500</i>		65	<i>Elsewhere</i>	<i>4,950</i>		35	Exeter	6,700	(450)	85	Mid Devon	5,850	(390)	60	North Devon	4,900	(330)	70	Plymouth	10,000 <sup>1</sup>	(670)	80	South Hams	8,350	(560)	105	<i>at the Plymouth PUA<sup>3</sup></i>	<i>4,500</i>		80	<i>Elsewhere</i>	<i>3,850</i>		25	Teignbridge	7,500	(500)	55	<i>Newton Abbot SRC</i>	<i>3,100</i>		30	<i>at the Exeter PUA</i>	<i>150</i>		-	<i>Elsewhere</i>	<i>4,250</i>		25	Torbay	4,300	(290)	60	Torridge	5,100	(340)	55	West Devon	3,450	(230)	30	Dartmoor	900	(60)	4	<b>DEVON TOTAL</b>	<b>65,500</b>	<b>(4370)</b>	<b>700</b>	<p><b>Policy ST17</b></p> <p><b>General Summary of Public Response</b></p> <p>33 representations were received in respect of this Proposal, objections relating to :</p> <ul style="list-style-type: none"> <li>the inclusion of annual development figures</li> <li>the transfer of development from Cornwall</li> <li>the inclusion of sub District totals</li> <li>the absence of sub District totals</li> <li>the specific inclusion of 150 dwellings at the Exeter PUA within Teignbridge</li> <li>the retention of employment land figures</li> </ul> <p>Others however also supported and welcomed the proposed changes.</p>	<p><b>Policy ST17</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public in considerable detail or already taken into account by the Structure Plan Authorities.</p>
	Dwellings	(an av <sup>2</sup> )	Employment (ha)																																																																															
East Devon	8,450	(560)	100																																																																															
<i>at the Exeter PUA<sup>3</sup></i>	<i>3,500</i>		65																																																																															
<i>Elsewhere</i>	<i>4,950</i>		35																																																																															
Exeter	6,700	(450)	85																																																																															
Mid Devon	5,850	(390)	60																																																																															
North Devon	4,900	(330)	70																																																																															
Plymouth	10,000 <sup>1</sup>	(670)	80																																																																															
South Hams	8,350	(560)	105																																																																															
<i>at the Plymouth PUA<sup>3</sup></i>	<i>4,500</i>		80																																																																															
<i>Elsewhere</i>	<i>3,850</i>		25																																																																															
Teignbridge	7,500	(500)	55																																																																															
<i>Newton Abbot SRC</i>	<i>3,100</i>		30																																																																															
<i>at the Exeter PUA</i>	<i>150</i>		-																																																																															
<i>Elsewhere</i>	<i>4,250</i>		25																																																																															
Torbay	4,300	(290)	60																																																																															
Torridge	5,100	(340)	55																																																																															
West Devon	3,450	(230)	30																																																																															
Dartmoor	900	(60)	4																																																																															
<b>DEVON TOTAL</b>	<b>65,500</b>	<b>(4370)</b>	<b>700</b>																																																																															
<p>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.</p> <p>2. Averaged over the full 15 year plan period. In some areas, actual rates of development will vary significantly during the period to 2016.</p>																																																																																		

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
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	Affordable Housing	Affordable Housing
<p><b>Policy ST18 (Policy H6 revised)</b></p> <p>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><u>Amendment to Explanatory Text</u></p> <p>Add additional text to set out comparative levels of need for affordable housing need within Devon.</p>	<p><b>Policy ST18</b></p> <p><b>General Summary of Public Response</b></p> <p>18 representations were received. mostly in terms of the need for a clear definition of affordable housing. GOSW suggested combining Policies ST18 and ST18a. There was also considerable support for both Policies.</p>	<p><b>Policy ST18</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. Combining the policies would have limited benefit and the interrelationship between them can be explained in the text.</p>
Mix and Type of Housing	Mix and Type of Housing	Mix and Type of Housing
<p><b>Policy ST18a</b></p> <p>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.</p>	<p><b>Policy ST18a (new Policy)</b></p> <p><b>General Summary of Public Response</b></p> <p>GOSW suggested combining Policies ST18 and ST18a, while it was also suggested the policy was not positive / prescriptive enough</p>	<p><b>Policy ST18a (new Policy)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>Combining the policies would have limited benefit and the interrelationship between them can be explained in the text. The plan cannot be prescriptive.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p>Strategic Development Sites</p>	<p>Strategic Development Sites</p>	<p>Strategic Development Sites</p>
<p><b><u>Proposal ST19 (New Proposal)</u></b>                      Strategic Development Sites for employment are proposed in or adjacent to the Plymouth, Exeter and Torbay PUAs , and additional strategic provision is also identified at the Barnstaple Sub Regional Centre. These Sites must be of a sufficient scale to accommodate major economic development proposals, and be developed in a sustainable way to a high environmental standard. They should be located where they can be accessed from the Strategic Road Network and have a high degree of accessibility from the main public transport networks.</p> <p>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:</p> <p><b>SITES OF REGIONAL SIGNIFICANCE</b>  <u>At the Exeter PUA</u></p> <ul style="list-style-type: none"> <li>• East Devon :Science Park ( 25 ha )</li> <li>• East Devon : Skypark ( 30 ha )</li> </ul> <p><u>At the Plymouth PUA</u></p> <ul style="list-style-type: none"> <li>• Plymouth : International Business Park ( 40 ha )</li> <li>• South Hams : Langage ( 50 ha )</li> </ul> <p><b>SITES OF SUB REGIONAL SIGNIFICANCE</b>  <u>At the Torbay PUA</u></p> <ul style="list-style-type: none"> <li>• Torbay : Long Road South ( 12 ha )</li> </ul> <p><b>Barnstaple Sub Regional Centre</b></p> <ul style="list-style-type: none"> <li>• North Devon : Roundswell (25 ha )</li> </ul> <p><u>Amendment to Explanatory Text</u>                      Add additional text to explain the role of each Strategic Site, and its relationship to other proposed development..</p>	<p><b><u>Policy ST19</u></b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>10 representations were received - most in general support for the science park concept at Exeter, although some concern (e.g. from East Devon District and STAX) at the locational specificity of the Key Diagram.</p>	<p><b><u>Policy ST19</u></b></p> <p><b><u>Decision:</u></b> No further Modification, but clarify in the text of the Explanatory Memorandum that Science Park proposal is not site specific but that it should be at the Exeter Principal Urban Area in East Devon District..</p> <p><b><u>Justification</u></b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. RPG10 requires the Structure Plan o identify the location of strategic employment sites.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Re-assessing and Safeguarding Employment Land</b></p> <p><b>Policy ST 20 (former Policy E4)</b>                      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.</p> <p><u>Amendment to Explanatory Text</u>                      Add additional text to emphasise the need to raise the quality of employment land available.</p>	<p><b>Re-assessing and Safeguarding Employment Land</b></p> <p><b>Policy ST20</b></p> <p><b><u>General Summary of Public Response</u></b>                      9 representations were received - a number of objections related to the reassessment of employment land, its loss to other development and the reference back to Proposal ST17. GOSW were concerned that there was a burden of proof for the use of employment land for housing.</p>	<p><b>Safeguarding Employment Land</b></p> <p><b>Policy ST20</b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The approach to the assessment of employment land for other development is set out in the policy.</p>
<p><b>REGENERATION</b></p>	<p><b>REGENERATION</b></p>	<p><b>REGENERATION</b></p>
<p><b>Regeneration Priority</b></p> <p><b>Policy ST21 (Policy C10 revised)</b>                      In considering initiatives for economic and social regeneration priority should be given to:</p> <ol style="list-style-type: none"> <li>1) those parts of the PUAs and the Sub Regional Centres which suffer from social exclusion and economic deprivation</li> <li>2) the tourist resorts of Ilfracombe, Teignmouth, Dawlish, Seaton and Westward Ho! which have experienced significant decline in economic vitality and viability,</li> <li>3) those Area Centres and their associated hinterlands where a specific need for regeneration has been identified to address environmental, social or economic disadvantage.</li> </ol> <p><u>Amendment to Explanatory Text</u>                      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.</p>	<p><b>Regeneration Priority</b></p> <p><b>Policy ST21</b></p> <p><b><u>General Summary of Public Response</u></b>                      6 representations were received in respect of this Policy – generally supporting the proposed changes.</p>	<p><b>Regeneration Priority</b></p> <p><b>Policy (Policy C10 revised)</b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<b>Rural Regeneration Areas</b>	<b>Rural Regeneration Areas</b>	<b>Rural Regeneration Areas</b>
	<p><b>Policy ST22 (new Policy)</b></p> <p><b>General Summary of Public Response</b>                      6 representations were received in respect of this Policy – some seeking the retention of the Policy, others supporting its deletion.</p>	<p><b>Policy ST22 (new Policy)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<b>IMPLEMENTING STRATEGIC PROPOSALS</b>	<b>IMPLEMENTING STRATEGIC PROPOSALS</b>	<b>IMPLEMENTING STRATEGIC PROPOSALS</b>
<b>Concept of New Community Development</b>	<b>Concept of New Community Development</b>	<b>Concept of New Community Development</b>
<p><b>Policy ST23 (former Policy N3)</b></p> <p>The new communities provided for in Policies ST8 and ST12 should be subject to an Environmental Impact Assessment and should be developed to secure the highest standards of design, and in such a way as to avoid pollution, minimise the use of resources and minimise waste. They must include provision for:</p> <ol style="list-style-type: none"> <li>1) local community facilities, including primary and secondary education, shopping, cultural and health facilities, together with local employment opportunities</li> <li>2) a range of housing types, including a significant element of affordable housing</li> <li>3) a land use and transportation system that promotes pedestrian, cycle and public transport accessibility and minimises the need for travel by private car</li> <li>4) design features and layout of buildings that promote energy conservation</li> <li>5) public and private open space, structural landscaping and features that promote nature conservation</li> <li>6) all necessary physical infrastructure.</li> </ol>	<p><b>Policy ST23</b></p> <p><b>General Summary of Public Response</b>                      A small number of representations were received in respect of this Policy – objections relating to the use of the term new community rather than new settlement.</p>	<p><b>Policy ST23</b></p> <p><b>Decision: No Modification proposed</b></p> <p><b>Justification</b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>New Community Implementation</b></p> <p><u>Policy ST24 (former Policy N4)</u>                      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>New Community Implementation</b></p> <p><u>Policy ST24</u></p> <p><b><u>General Summary of Public Response</u></b>                      A small number of representations were received in respect of this Policy – objections relating to the use of the term new community rather than new settlement</p>	<p><b>New Community Implementation</b></p> <p><u>Policy ST24</u></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p><b>New Community Landscape Setting</b></p> <p><u>Policy ST25 (former policy N5)</u>                      Where new communities are proposed in accordance with Proposals ST8 and ST12, the appropriate District-wide Local Plans should include policies to protect the setting of those new communities within the landscape, ensure that they retain a separate identity and do not coalesce with existing settlements.</p>	<p><b>New Community Landscape Setting</b></p> <p><u>Policy ST25</u></p> <p><b><u>General Summary of Public Response</u></b>                      A small number of representations were received in respect of this Policy – objections relating to the use of the term new community rather than new settlement</p>	<p><b>New Community Landscape Setting</b></p> <p><u>Policy ST25</u></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<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>Landscape Character and Local Distinctiveness</b>	<b>Landscape Character and Local Distinctiveness</b>	<b>Landscape Character and Local Distinctiveness</b>
<p><b>Policy CO1 (Policy C2 revised)</b>                      The distinctive qualities and features of Devon's Landscape Character Zones, illustrated in Map 9, should be sustained and enhanced.</p> <p>Within the context of this broad characterisation, Local Planning Authorities should undertake more detailed assessments of landscape character in order to identify priority areas for the maintenance, enhancement and / or restoration of that character and provide an appropriate policy framework in Local Plans for each area.</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>                      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><b><u>Policy CO1 (Policy C2 revised)</u></b></p> <p><b><u>General Summary of Public Response</u></b>                      3 representations were received in respect of this Policy, with only one objection - relating to the status of Map 9 rather than the Policy itself.</p>	<p><b><u>Policy CO1 (new Policy)</u></b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objection does not raise any new substantive issues not previously considered by the Examination in Public. Any necessary clarification in respect of Map 9 can be included in the supporting text.</p>
<b>National Parks</b>	<b>National Parks</b>	<b>National Parks</b>
<p><b>Policy CO2 (former Policy C3)</b>                      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> <ul style="list-style-type: none"> <li>1) conserve and enhance the natural beauty, wildlife and cultural heritage of the Park, or</li> <li>2) promote the understanding and enjoyment of the special qualities of the Park, or</li> <li>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.</li> </ul> <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</p>	<p><b><u>Policy CO2 (former Policy C3)</u></b></p> <p><b><u>General Summary of Public Response</u></b>                      No representations received.</p>	<p><b><u>Policy CO2 (former Policy C3)</u></b></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
otherwise prejudice the achievement of National Park purposes.		
<b>Areas of Outstanding Natural Beauty</b>	<b>Areas of Outstanding Natural Beauty</b>	<b>Areas of Outstanding Natural Beauty</b>
<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>Policy CO3 (former Policy C4)</u></p> <p><u>General Summary of Public Response</u>                      No representations received.</p>	<p><u>Policy CO3 (former Policy C4)</u></p> <p><b>Decision: No Modification proposed</b></p> <p><u>Justification</u>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<b>Areas of Great Landscape Value</b>	<b>Areas of Great Landscape Value</b>	<b>Areas of Great Landscape Value</b>
<p>Policy CO4 (Policy C6 revised)</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 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.</p> <p><u>Amend Explanatory Text</u>                      Delete Map 5 Devon Strategy Diagram</p>	<p><u>Policy CO4 (Policy C6 revised)</u></p> <p><u>General Summary of Public Response</u>                      7 representations were received in respect of this Policy – most objections relating to the retention of the sentence “New development ....limited in its visual impact”. Some proposing its deletion, others the retention of the reference to the scale of development.</p>	<p><u>Policy CO4 (Policy C6 revised)</u></p> <p><b>Decision: No further Modification</b></p> <p><u>Justification</u>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<b>Coastal Preservation Area</b>	<b>Coastal Preservation Area</b>	<b>Coastal Preservation Area</b>
<p>Policy CO5 (Policy C7 revised)</p> <p>Within the Coastal Preservation Area, development, other than that of a minor nature, will not be provided for except where it is required: for the benefit of the community at large, in connection with public access for informal recreation, or for the purposes of agriculture or forestry and only when such development cannot reasonably be accommodated outside the protected areas. Such development will only be provided for when it would not detract from the unspoilt character and appearance of the coastal area.</p>	<p><u>Policy CO5 (Policy C7 revised)</u></p> <p><u>General Summary of Public Response</u>                      5 representations were received in respect of this Policy – all in general support but two concerned raised concerns about relating to the wording of the Policy.</p>	<p><u>Policy CO5 (Policy C7 revised)</u></p> <p><b>Decision: No further Modification</b></p> <p><u>Justification</u>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Quality of New Development</b></p>	<p><b>Quality of New Development</b></p>	<p><b>Quality of New Development</b></p>
<p><b>Policy CO6 (Policy C9 revised)</b>                      The identity, distinctive character and features of existing settlements, urban and rural areas should be conserved and enhanced. In planning for new development the Local Planning Authority should maintain and improve the quality of Devon’s environment by requiring attention to good design and layout that respects the character of the site and its surroundings and by providing for regeneration and conservation, townscape enhancement, traffic management and the retention and provision of open space.</p>	<p><b>Policy CO6 (Policy C9 revised)</b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>5 representations were received in respect of this Policy – 3 generally in support and 2 objections.</p>	<p><b>Policy CO6 (Policy C9 revised)</b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p><b>HISTORIC HERITAGE</b></p>	<p><b>HISTORIC HERITAGE</b></p>	<p><b>HISTORIC HERITAGE</b></p>
<p><b>Historic Settlements and Buildings</b></p>	<p><b>Historic Settlements and Buildings</b></p>	<p><b>Historic Settlements and Buildings</b></p>
<p><b>Policy CO7 (Policy C11 revised)</b>                      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.</p>	<p><b>Policy CO7 (Policy C11)</b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>3 representations were received in respect of this Policy – all in support of the proposed changes.</p>	<p><b>Policy CO7 (Policy C11)</b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The representations support the content of the Policy and no new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Archaeology</b></p>	<p><b>Archaeology</b></p>	<p><b>Archaeology</b></p>
<p><b>Policy CO8 (Policy C12 revised)</b>                      Internationally, nationally and regionally important archaeological sites and their settings, whether Scheduled Monuments or unscheduled, will be preserved. Other important sites and their settings should be preserved wherever possible, and in considering proposals for development which would have an adverse impact on them, the importance and value of the remains will be a determining factor. Where a lack of information precludes the proper assessment of a site or area with archaeological potential, developers will be required to arrange appropriate prior evaluation in advance of any decision to affect the site or area. Where the loss of an archaeological site or area is acceptable, proper provision for archaeological excavation and recording will be required.</p>	<p><b>Policy CO8 (Policy C12 revised)</b></p> <p><b>General Summary of Public Response</b></p> <p>3 representations were received in respect of this Policy – all supportive except for GOSW who questioned the meaning of regionally important sites.</p>	<p><b>Policy CO8 (Policy C12 revised)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. Regionally important sites are referred to in the equivalent RPG10 Policy.</p>
<p><b>NATURE CONSERVATION</b></p>	<p><b>NATURE CONSERVATION</b></p>	<p><b>NATURE CONSERVATION</b></p>
<p><b>Biodiversity and Earth Science Diversity</b></p>	<p><b>Biodiversity and Earth Science Diversity</b></p>	<p><b>Biodiversity and Earth Science Diversity</b></p>
<p><b>Policy CO9 (Policy C13 revised)</b>                      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.  <u>Amend Explanatory Text</u>                      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</p>	<p><b>Policy CO9 (Policy C13 revised)</b></p> <p><b>General Summary of Public Response</b></p> <p>Only one representation, in support of the policy.</p>	<p><b>Policy CO9 (Policy C13 revised)</b></p> <p><b>Decision: No Modification proposed</b></p> <p><b>Justification</b>                      The representation supports the Policy.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p align="center"><b>Protection of Nature Conservation Sites and Species</b></p> <p>Policy CO10 (Policies C14 to C17 revised)                      Sites of National and International importance for nature conservation will be protected from development which would harm their nature conservation interest or conflict with their conservation objectives. Where practical, opportunities for enhancement should be sought.                      Local Plans should also define sites and features of local nature conservation importance, including landscape features which provide wildlife corridors, links or stepping stones between habitats, and seek to protect these sites and features from harmful development and promote their beneficial management.                      Development likely to have an adverse effect on a specially protected species should only be permitted where appropriate measures are taken to secure its protection. Special consideration should be given to any development proposals likely to affect a European Protected Species.</p>	<p align="center"><b>Protection of Nature Conservation Sites and Species</b></p> <p><b>Policy CO10 (Policies C14 to C17 revised)</b></p> <p><b><u>General Summary of Public Response</u></b>                      GOSW repeated their objection to the second and third paragraphs – on the basis that they are too prescriptive, and the policy should distinguish between protection for national and international sites. The third paragraph is development control orientated.</p>	<p align="center"><b>Protection of Nature Conservation Sites and Species</b></p> <p><b>Policy CO10 (Policies C14 to C17 revised)</b></p> <p><b><u>Decision: No Modification proposed.</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p align="center"><b>CONSERVATION OF RESOURCES AND POLLUTION</b></p>	<p align="center"><b>CONSERVATION OF RESOURCES AND POLLUTION</b></p>	<p align="center"><b>CONSERVATION OF RESOURCES AND POLLUTION</b></p>
<p align="center"><b>Conserving Energy Resources</b></p>	<p align="center"><b>Conserving Energy Resources</b></p>	<p align="center"><b>Conserving Energy Resources</b></p>
<p>Policy CO11 (former Policy C22)                      The direct and indirect energy consumption of new development should be minimised by requiring the incorporation of energy saving features into its design and layout.</p>	<p><b>Policy CO11 (former Policy C22)</b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>One supportive representation</p>	<p><b>Policy CO11 (former Policy C22)</b></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <b>additions underlined / deletions strikethrough</b> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Renewable Energy Developments</b></p>	<p><b>Renewable Energy Developments</b></p>	<p><b>Renewable Energy Developments</b></p>
<p>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 identified on the Key Diagram.</p> <p><u>Amend explanatory text</u>                      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</p>	<p><u>Policy CO12 (Policy C23 revised)</u></p> <p><u>General Summary of Public Response</u>                      33 representations were received in respect of this Policy - 10 in support of the proposed modifications but some objection to the area of search, its extension (including North Devon District Council ) and the implication that off shore energy generation would contribute towards the sub regional target.</p>	<p><u>Policy CO12 (Policy C23 revised)</u></p> <p><u>Decision:</u> No further Modification, but rephrase the first sentence to read:                      “Provision should be made for renewable energy developments, including off shore development, <del>to contribute towards in the context of</del> Devon’s sub regional target of 151MW of electricity production from <u>land based</u> renewable sources by 2010, subject to ....nearby”</p> <p>The Key Diagram should also be adjusted to ensure that the extent of the Area of Search for wind based energy generation in North Devon does not imply a potential conflict with Policies CO2 and CO3, relating to areas adjacent to the National Parks and AONBs.</p> <p><u>In the text of the Explanatory Memorandum indicate that:</u>                      a) <u>as shown on the Key Diagram, the Area of Search for wind based energy production includes the central part of Torridge District (extending into adjacent parts of West Devon and North Devon) and the central / south eastern part of North Devon District (extending into Mid Devon ), with a separate, more limited, area to the south of Ilfracombe within North Devon District, and</u>                      b) <u>in assessing wind farm proposals consideration will also need to be given to avoiding conflict with Policies CO2 (National Parks) and CO3 (AONB).</u></p> <p><u>Justification</u>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The current wording of the first paragraph is however potentially misleading in that it inadvertently implies that off shore generation will contribute towards the sub regional target. The wording order should be adjusted to avoid this misinterpretation. Reference to the origin of the target will be included in the supporting text. The extent of the Area of Search is intended to be strategic, and should be adjusted to avoid any implied level of precision or potential conflict with other policies in the Plan.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> additions underlined / deletions <del>struckthrough</del> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p align="center"><b>Protecting Water Resources and Flood Defence</b></p>	<p align="center"><b>Protecting Water Resources and Flood Defence</b></p>	<p align="center"><b>Protecting Water Resources and Flood Defence</b></p>
<p>Policy CO13 (Policy C24 revised)</p> <p>All new development should be subject to an appropriate drainage assessment, and wherever possible appropriate 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 a 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 a 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 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</li> <li>4) it is likely to have an adverse effect on fisheries, nature conservation, landscape and recreation in river corridors, coastal margins, other water areas or any facet of the natural water environment.</li> </ol>	<p>Policy CO13 (Policy C24 revised)</p> <p><b>General Summary of Public Response</b></p> <p>6 representations were received in respect of this Policy – objections (including those from GOSW) relating to the deletion of the word “unacceptable”, and the reference to other Government guidance (GOSW).</p>	<p>Policy CO13 (Policy C24 revised)</p> <p><b>Decision:</b> No further Modification, but the reference to other Government guidance in (3) is unnecessary and should be omitted so as to avoid confusion..</p> <ul style="list-style-type: none"> <li>• After ‘sequential assessment of flood risk’ delete ‘as set out in Government guidance’</li> </ul> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. Repetition of existing government guidance is however unnecessary..</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> additions underlined / deletions strikethrough (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Conserving Agricultural Land</b></p> <p><b>Policy CO14 (Policy C27 revised)</b>                      The use of agricultural land, particularly the best and most versatile agricultural land (grades 1, 2 and 3a), for any form of development not associated with agriculture or forestry should only be permitted where there is an over-riding need for development in that location which outweighs the need to protect such land or where it implements other policies and proposals of the Development Plan.</p>	<p><b>Conserving Agricultural Land</b></p> <p><b>Policy CO14 (Policy C27 revised)</b></p> <p><b>General Summary of Public Response</b>                      Only 3 representations were received, the only objection relating to the recognition of the potential for the restoration of mineral extraction sites</p>	<p><b>Conserving Agricultural Land</b></p> <p><b>Policy CO14 (Policy C27 revised)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p><b>Air Quality</b></p> <p><b>Policy CO15 (former Policy C29)</b>                      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><b>Air Quality</b></p> <p><b>Policy CO15 (former Policy C29)</b></p> <p><b>General Summary of Public Response</b>                      Only one representation, stressing the need to avoid any air quality deterioration.</p>	<p><b>Air Quality</b></p> <p><b>Policy CO15 (former Policy C29)</b></p> <p><b>Decision: No Modification proposed.</b></p> <p><b>Justification</b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p><b>Noise Pollution</b></p> <p><b>Policy CO16 (Policy C30 revised)</b>                      Development should not be located where it would result in a significant increase in the level of noise affecting existing or proposed land uses in the vicinity, and noise sensitive land uses should not be located in areas affected by significant existing noise.</p>	<p><b>Noise Pollution</b></p> <p><b>Policy CO16 (Policy C30 revised)</b></p> <p><b>General Summary of Public Response</b>                      4 representations were received in respect of this Policy – most objections seeking greater protection from noise related to development.</p>	<p><b>Noise Pollution</b></p> <p><b>Policy CO16 (Policy C30 revised)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <b>additions underlined / deletions strikethrough</b> <b>(Column 1)</b>	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> <b>(Column 2)</b>	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> <b>(Column 3)</b>
MINERALS	MINERALS	MINERALS
<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><b>Policy MN1 (former Policy E14)</b></p> <p><b>General Summary of Public Response</b></p> <p>One representation suggested the inclusion of the word “permanent” in respect of development affecting mineral deposits.</p>	<p><b>Policy MN1 (former Policy E14)</b></p> <p><b>Decision: No Modification proposed</b></p> <p><b>Justification</b></p> <p>The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<b>Environmental Effects of Mineral Working</b>	<b>Environmental Effects of Mineral Working</b>	<b>Environmental Effects of Mineral Working</b>
<p><b>Policy MN2 (Policy E15 revised)</b></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 and take into account relevant landscape character issues.</p>	<p><b>Policy MN2 (former Policy E15)</b></p> <p><b>General Summary of Public Response</b></p> <p>No substantive representations received.</p>	<p><b>Policy MN2 (former Policy E15)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<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><b>Policy MN3 (former Policy E16)</b></p> <p><b>General Summary of Public Response</b></p> <p>No representations received.</p>	<p><b>Policy MN3 (former Policy E16)</b></p> <p><b>Decision: No Modification proposed</b></p> <p><b>Justification</b></p> <p>No representations were received on this Policy.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Mineral Working Areas</b></p> <p>Policy MN4 (former Policy E17)                      The continuation of mineral development will be acceptable in principle at Mineral Working Areas, except where it would have an unacceptable adverse impact on the landscape character, best and most versatile agricultural land, natural beauty, nature conservation, historic environment, hydrogeology or hydrology of the area.</p>	<p><b>Mineral Working Areas</b></p> <p><u>Policy MN4 (former Policy E17)</u></p> <p><u>General Summary of Public Response</u></p> <p>No representations received.</p>	<p><b>Mineral Working Areas</b></p> <p><u>Policy MN4 (former Policy E17)</u></p> <p><u>Decision: No Modification proposed</u></p> <p><u>Justification</u>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p><b>Aggregate Minerals</b></p> <p>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.</p>	<p><b>Aggregate Minerals</b></p> <p><u>Policy MN5 (Policy E18 revised)</u></p> <p><u>General Summary of Public Response</u></p> <p>No representations received</p>	<p><b>Aggregate Minerals</b></p> <p><u>Policy MN5 (Policy E18 revised)</u></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u>                      No representations were received on this Policy.</p>
<p><b>Secondary and Recycled Materials</b></p> <p>Policy MN6 (Policy E19 revised)                      The use of alternatives to primary aggregates should be promoted through development that provides for the beneficial use of secondary material from mineral waste and the recycling of construction and demolition waste provided that any adverse environmental and transportation impacts can be reduced to an acceptable level.</p>	<p><b>Secondary and Recycled Materials</b></p> <p><u>Policy MN6 (Policy E19 revised)</u></p> <p><u>General Summary of Public Response</u></p> <p>No representations received</p>	<p><b>Secondary and Recycled Materials</b></p> <p><u>Policy MN6 (Policy E19 revised)</u></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u>                      No representations were received on this Policy.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<b>WASTE</b>		
<b>Waste Management</b>	<b>Waste Management</b>	<b>Waste Management</b>
<p><b>Policy WM1 (Policy C18, C19, C20, C21 revised)</b>                      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:</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 (including landfill).</li> </ol> <p>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.</p> <p>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.</p>	<p><b>Policy WM1 (Policies C18, C19, C20 and C21 revised)</b></p> <p><u>General Summary of Public Response</u>                      10 representations received - 5 objections concerned at the loss of detail from deleted Waste Policies, or detailed application issues. GOSW were concerned about clarification on the meaning of main centres of population, the reference to Environmental Impact Assessment and the wording of the final sentence.</p>	<p><b>Policy WM1 (Policies C18, C19, C20 and C21 revised)</b></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. Necessary clarification can be include in the text, and the Policy does not refer to formal EIA procedures.</p>
<b>Waste Management Facilities</b>	<b>Waste Management Facilities</b>	<b>Waste Management Facilities</b>
	<p><b>Policy WM2 (former Policy C19)</b></p> <p><u>General Summary of Public Response</u>                      No specific representations received.</p>	<p><b>Policy WM3 (former Policy C19)</b></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u>                      No representations were received on this Policy.</p>
<b>Waste to Energy and Landfill</b>	<b>Waste to Energy and Landfill</b>	<b>Waste to Energy and Landfill</b>
	<p><b>Policy WM3 (former Policy C20)</b></p> <p><u>General Summary of Public Response</u>                      No specific representations received.</p>	<p><b>Policy WM3 (former Policy C20)</b></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u></p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
		No representations were received on this Policy.
<b>Management of Waste Generated by Development</b>	<b>Management of Waste Generated by Development</b>	<b>Management of Waste Generated by Development</b>
	<u>Policy WM4 (former Policy C21)</u>  <u>General Summary of Public Response</u> No specific representations received.	<u>Policy WM4 (former Policy C21)</u>  <u>Decision: No further Modification</u>  <u>Justification</u> No representations were received on this Policy.

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<b>III : TRANSPORT</b>	<b>III : TRANSPORT</b>	<b>III : TRANSPORT</b>
<b>Devon Travel Strategy</b>	<b>Devon Travel Strategy</b>	<b>Devon Travel Strategy</b>
<p><b>Policy TR1 (Policy T1 revised)</b>                      The movement of people and goods within and through Devon will be planned and provided for through an integrated approach to travel which will support the overall development Strategy - meeting the social and economic needs of all sectors of the community in a way which improves safety, reduces the need to travel and its environmental impact and minimises the use of resources. In doing so the strategic priorities will be to:</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> <li>6) Minimise the impact of transport on the environment</li> </ol>	<p><b>Policy TR1 (Policy T1 revised)</b></p> <p><u>General Summary of Public Response</u>                      7 representations were received in respect of this Policy – generally in support.</p>	<p><b>Policy TR1 (Policy T1 revised)</b></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u>                      Support noted - The representations do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<b>INCREASE EFFICIENCY IN TRAVEL</b>	<b>INCREASE EFFICIENCY IN TRAVEL</b>	<b>INCREASE EFFICIENCY IN TRAVEL</b>
<b>Co-ordinating Land Use / Travel Planning</b>	<b>Co-ordinating Land Use / Travel Planning</b>	<b>Co-ordinating Land Use / Travel Planning</b>
<p><b>Policy TR2 (New Policy)</b>                      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.</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 only be located where it can be effectively and conveniently accessed by public transport.</p>	<p><b>Policy TR2 (new Policy)</b></p> <p><u>General Summary of Public Response</u>                      7 representations general support for the proposed modifications and 2 objections suggested the deletion of ‘only’</p>	<p><b>Policy TR2 (new Policy)</b></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Managing Travel Demand</b></p> <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.</p> <p>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 sustainable modes, and</li> <li>3) requiring new businesses and other establishments to implement travel plans which identify specific measures to minimise private car use and promote sustainable modes of travel, and encouraging existing businesses to introduce similar plans.</li> </ol>	<p><b>Managing Travel Demand</b></p> <p><u>Policy TR3 (new Policy)</u></p> <p><u>General Summary of Public Response</u></p> <p>6 representations were received in respect of this Policy – generally in support of the proposed modifications.</p>	<p><b>Managing Travel Demand</b></p> <p><u>Policy TR3 (new Policy)</u></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u></p> <p>Support noted and does not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p><b>Parking Strategy, Standards and Proposals</b></p> <p>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:</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 to be at or below current regional guidance, with stricter parking standards applying in town and city centres.</li> </ol>	<p><b>Parking Strategy, Standards and Proposals</b></p> <p><u>Policy TR4 (Policy T14)</u></p> <p><u>General Summary of Public Response</u></p> <p>12 representations were received in respect of this policy – primarily concerned about the stricter parking standards implied for town centres, and the loss of long stay provision.</p>	<p><b>Parking Strategy, Standards and Proposals</b></p> <p><u>Policy TR4 (Policy T14)</u></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. Stricter parking standards in town centres reflect national policy and the policy does not imply the removal of all long stay provision.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<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>
<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><b><u>Policy TR5 (Policy T2 revised)</u></b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>No substantive objection, but support from the Highways Agency</p>	<p><b><u>Policy TR5 (Policy T2 revised)</u></b></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<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>
<p>Policy TR6 (New Policy)</p> <p>New or improved interchanges should be provided in order to facilitate efficient transfer between modes of travel and to maximise the use of more sustainable modes of travel. Priority will be given to the improvement of facilities – including bus stations, park and ride sites and rail stations – and the effective co-ordination and integration of service provision, including community transport initiatives.</p>	<p><b><u>Policy TR6 (new Policy)</u></b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>5 representations were received in respect of this Policy - generally supporting the modifications</p>	<p><b><u>Policy TR6 (new Policy)</u></b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Walking and Cycling</b></p>	<p><b>Walking and Cycling</b></p>	<p><b>Walking and Cycling</b></p>
<p>Policy TR7 (Policy T3 revised)                      Walking and cycling will be improved by:                      1) identifying a network of strategic routes within towns and urban areas which provides a safe and convenient means of pedestrian and cycle access to facilities,                      2) improving pedestrian and cycle links between settlements and adjacent rural areas, and                      3) ensuring that all development proposals make provision for pedestrians and cyclists, and that, wherever possible, such provision is well related to the defined network of pedestrian and cycle routes referred to in (1) above.</p>	<p><b>Policy TR7 (Policy T3 revised)</b></p> <p><b>General Summary of Public Response</b>                      8 representations were received in respect of this Policy – generally supporting the proposed modifications</p>	<p><b>Policy TR7 (Policy T3 revised)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p></p>	<p></p>	<p></p>
<p></p>	<p><b>Policy TR8 (Policy T6 revised)</b></p> <p><b>General Summary of Public Response</b>                      2 representations were received in respect of this Policy deletion – with no substantive objections</p>	<p><b>Policy TR8 (Policy T6 revised)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p><b>Public Transport</b></p>	<p><b>Public Transport</b></p>	<p><b>Public Transport</b></p>
<p>Policy TR9 (Policy T7 Revised)                      The use of public transport in Devon, including bus, rail and long distance coach, will be promoted by:                      1) locating major development where it can maximise accessibility to strategic and local public transport ,                      2) integrating public transport services more effectively                      3) improving accessibility to public transport networks by supporting rail and bus station development and enhanced service frequency wherever possible                      4) improving the quality of travel by supporting the enhancement of facilities, infrastructure and user information, and                      5) managing the highway network so as to give greater priority to road based public transport services</p>	<p><b>Policy TR9 (Policy T7 revised)</b></p> <p><b>General Summary of Public Response</b>                      9 representations were received in respect of this Policy – with objections relating to lack of clear commitment to rural transport, but also support for the proposed amendments.</p>	<p><b>Policy TR9 (Policy T7 revised)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Strategic Road Network</b></p> <p>Policy TR10 (Policy ST10 and ST11 revised)                      Devon’s road network will be maintained and enhanced in such a way as to minimise the impact of traffic, reduce congestion, improve safety, promote environmental and economic enhancement and maximise operational efficiency.                      Priority will be given to maintaining and developing the Strategic Road Network (SRN), as defined on the Key Diagram, to a high standard. The SRN will support the overall development strategy by providing strategic road links:                      1) through Devon, and between Devon and other parts of the South West, Britain and Europe                      2) between the main Principal Urban Areas and Sub Regional Centres                      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.                      Where a need has been established, provision should be made for new and improved roadside service areas on the Trunk Routes and National Primary Routes of the SRN identified on the Key Diagram.                      Development proposals should not adversely affect the road network in terms of traffic and road safety, and access to the network should not detract from or conflict with the function of the route.</p>	<p><b>Strategic Road Network</b></p> <p><u>Policy TR10 (Policy ST10 and ST11 revised)</u></p> <p><u>General Summary of Public Response</u>                      A small number of representations were received in respect of this Policy –generally in support of the proposed modifications.</p>	<p><b>Strategic Road Network</b></p> <p><u>Policy TR10 (Policy ST10 and ST11 revised)</u></p> <p><u>Decision:</u> No further Modification – but clarification/correction as follows:                      Amend Item 2 by the deletion of ‘main’ before Principal Urban Areas, and at the end of the sentence the addition of ‘and’                      Amend Item 3 deletion on ‘between the’ and insertion of ‘to’                      The revised wording to read:                      2) between the Principal Urban Areas and Sub Regional Centres and                      3) to Area Centres.</p> <p><u>Justification</u>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p><b>Safeguarding Transport Networks</b></p> <p>Policy TR11 (New Policy)                      To ensure that opportunities to re-use or exploit existing, disused or safeguarded transport routes are not compromised - such routes will be protected for future transportation use wherever justified. This will include the retention of safeguarded road routes and disused railway track, rail heads and associated land.</p>	<p><b>Safeguarding Transport Networks</b></p> <p><u>Policy TR11 (new Policy)</u></p> <p><u>General Summary of Public Response</u>                      No substantive objection received, except to refer to canal corridors .</p>	<p><b>Safeguarding Transport Networks</b></p> <p><u>Policy TR11 (new Policy)</u></p> <p><u>Decision:</u> No Modification proposed</p> <p><u>Justification</u>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Roadside Service Areas</b></p>	<p><b>Roadside Service Areas</b></p> <p><b><u>Policy TR12 (former Policy T15)</u></b></p> <p><b><u>General Summary of Public Response</u></b>                      No substantive objection received, other than one seeking its retention.</p>	<p><b>Roadside Service Areas</b></p> <p><b><u>Policy TR12 (former Policy T15)</u></b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p><b>Ports</b></p> <p>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:</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><b>Ports</b></p> <p><b><u>Policy TR13 (former Policy T20)</u></b></p> <p><b><u>General Summary of Public Response</u></b>                      No representations received</p>	<p><b>Ports</b></p> <p><b><u>Policy TR13 (former Policy T20)</u></b></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p><b>Airports</b></p> <p>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:</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> <li>4) improving public transport access.</li> </ol>	<p><b>Airports</b></p> <p><b><u>Policy TR14 (Policies T22 and T23 revised)</u></b></p> <p><b><u>General Summary of Public Response</u></b>                      Two representations, one seeking a new airport for northern Devon the other a specific runway extension.</p>	<p><b>Airports</b></p> <p><b><u>Policy TR14 (Policies T22 and T23 revised)</u></b></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation. The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Freight Distribution Network</b></p>	<p><b>Freight Distribution Network</b></p>	<p><b>Freight Distribution Network</b></p>
<p>Policy TR15 (Policy T16 revised)                      Local Authorities, freight transport operators and other agencies will work together to achieve more sustainable patterns of freight distribution by:</p> <ol style="list-style-type: none"> <li>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</li> <li>2) providing for strategic inter-modal facilities for the transfer of freight in the Plymouth area and the Exeter area including, where appropriate, a freight distribution centre, ensuring in all cases that the use of such facilities is limited to the transfer and handling of freight</li> <li>3) providing for local freight handling and trans-shipment facilities where appropriate,</li> <li>4) developing comprehensive freight management strategies within the Areas of Economic Activity as defined on the Key Diagram, and</li> <li>5) implementing a structured programme of freight quality partnership action plans.</li> </ol>	<p><b>Policy TR15 (Policy T16 revised)</b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>9 representations – with general support for the proposed modifications, except objections seeking a freight terminal in northern Devon, and concerned about the impact of a terminal in East Devon.</p>	<p><b>Policy TR15 (Policy T16 revised)</b></p> <p><b><u>Decision:</u> No further Modification</b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> additions underlined / deletions strikethrough (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<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>
<p><b>Policy TR16 (New Policy)</b>                      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><b>Urban Areas (PUAs and Sub Regional Centres)</b>                      Transport investment within the PUAs and Sub Regional Centres will prioritise the development of comprehensive networks of pedestrian, cycle and high quality, high frequency public transport routes which link residential areas, main employment centres, town centres, education and other community facilities. Investment in the road network should be focused on schemes that would reduce the environmental effects of traffic by reducing congestion or removing traffic from sensitive areas, or promote public transport effectiveness by introducing bus priority and other traffic management measures. Traffic flows within the urban areas should be reduced by the provision of Park and Ride facilities on the periphery of the urban area, and by the improved effectiveness of and accessibility to the local rail network. The potential for innovative public transport systems should also be assessed.</p> <p><b>Area Centres</b>                      In the Area Centres investment will seek to improve public transport links between those Centres and the main urban areas. Within Area Centres and other towns, pedestrian and cycle routes should link residential areas to main destinations, and investment in the road network should allow for improved public transport effectiveness and reduce congestion. Park and Ride facilities may be appropriate in larger towns or in settlements with seasonal traffic pressures.</p> <p><b>Rural Areas</b>                      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><b>Policy TR16 (new Policy)</b></p> <p><b>General Summary of Public Response</b>                      4 representations were received in respect of this Policy – generally supportive except for concern about transport in rural areas and HGVs</p>	<p><b>Policy TR16 (new Policy)</b></p> <p><b>Decision: No further Modification</b></p> <p><b>Justification</b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <b>additions underlined / deletions strikethrough</b> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p align="center"><b>Strategic Network Investment Proposals</b></p>	<p align="center"><b>Strategic Network Investment Proposals</b></p>	<p align="center"><b>Strategic Network Investment Proposals</b></p>
<p><b><u>Proposal TR 17 (Proposal T12 revised)</u></b>                      The following major schemes are programmed to commence in the period 2001 to 2016.</p> <p><b><u>A. Improvements to the Strategic Road Network</u></b></p> <ul style="list-style-type: none"> <li>• A386 – Plymouth, corridor improvement including 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>• A379 / A374 – Plymouth, Laira Bridge corridor improvements</li> <li>• A380 – Haldon Chalets junction improvement</li> <li>• A30 (east) / A3015 - improved Junction 29 approach capacity</li> <li>• A30 Merrymeet improvement</li> <li>• A30 Fingle Glen improvement</li> <li>• Clyst Honiton Link</li> <li>• A30/A303 - Marsh to Honiton (see note 1 below)</li> </ul> <p><b><u>B. Rail Network Investment</u></b>                      Improvements in track and signalling to provide increased capacity so as to enable more frequent services and reduce journey times on the following lines :</p> <ul style="list-style-type: none"> <li>• Great Western Main Line (Taunton – Exeter – Plymouth)</li> <li>• Waterloo – Salisbury – Exeter line</li> <li>• Newton Abbot – Paignton line</li> <li>• Exeter – Barnstaple branch line</li> <li>• Exeter – Exmouth branch line</li> <li>• Cattedown – Inter Modal Freight Facility improvement, Plymouth</li> </ul> <p>Reinstatement of former railway route:</p> <ul style="list-style-type: none"> <li>• Bere Alston – Tavistock</li> </ul> <p>New Stations at:</p> <ul style="list-style-type: none"> <li>• Tavistock</li> <li>• the new community within East Devon</li> <li>• Edginswell (Torbay)</li> </ul> <p>Further rail infrastructure may be considered in the light of the SWARMMS study, and Local Transport Plans, including the</p>	<p><b><u>Proposal TR17 (Proposal T12 revised)</u></b></p> <p><b><u>General Summary of Public Response</u></b>                      15 representations supporting the modifications and 14 objections. GOSW objected to the retention of the A30 / A303 scheme in that it is not clear that it could be implemented before 2016. A number of other representations supported its retention. Other objections related to the timing of scheme delivery, the precise definition of schemes included, lack of clarity in the wording used (e.g. re Cattedown freight terminal link), need for greater priority to be attached to specific schemes, and additional schemes proposed. The SRA note that all new station provision will be subject to assessment.</p>	<p><b><u>Proposal TR17 (Proposal T12 revised)</u></b></p> <p><b><u>Decision:</u></b> No further Modification, but amend the reference to the ‘Cattedown - Inter modal Freight Facility Improvement’ to read ‘Cattedown <u>to</u> Inter modal Freight Facility <u>Link</u> Improvement, Plymouth’.</p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The retention of improvements to the A30 / A303 is of strategic importance to the future development of Devon, although the precise definition of that improvement is not specified in the Proposal. The change to the Cattedown to Inter modal Freight Facility link is a clarification of wording. The definition of the A30 / A303 improvement should be set out in the supporting text.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p>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>C. Investment in other public transport infrastructure</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, Torquay 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> <li>• 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.</li> </ul> <p><b>D. Investment in Airport Facilities</b></p> <ul style="list-style-type: none"> <li>• additional terminal capacity at Exeter Airport</li> <li>• runway extension at Plymouth Airport</li> </ul> <p><b>E. National Cycle Network</b></p> <ul style="list-style-type: none"> <li>• Plymouth to the Dorset border</li> </ul> <p>Note 1 : subject to the outcome of further Government studies                      Note 2 : Transport Options to be determined by 2006</p> <p><u>Amend text to:</u>                      Clarify the purpose of the schemes</p>		

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
IV : SHOPPING, TOURISM, RECREATION AND LEISURE	IV : SHOPPING, TOURISM, RECREATION AND LEISURE	IV : SHOPPING, TOURISM, RECREATION AND LEISURE
SHOPPING	SHOPPING	SHOPPING
Shopping Facilities (Sequential Approach)	Shopping Facilities (Sequential Approach)	Shopping Facilities (Sequential Approach)
<p>Policy SH1 (former Policy E20)</p> <p>Where a need for additional retail facilities can be identified such facilities should be provided for within town centres. Where a town centre location is not available or appropriate, edge of centre sites may be acceptable. Only where such sites are also unavailable should out of centre locations be considered. In all cases new retail development should:</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. it would be readily and conveniently accessible by public transport, cyclists and pedestrians,</li> <li>5. be sited so as to reduce the need to travel by car, and</li> <li>6. be well related to, but not adversely affect, residential areas.</li> </ol>	<p><u>Policy SH1 (former Policy E20)</u></p> <p><u>General Summary of Public Response</u></p> <p>2 representations were received in respect of this Policy – but objection to the use of the word “unavailable” rather than “inappropriate”.</p>	<p><u>Policy SH1 (former Policy E20)</u></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u></p> <p>The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The policy wording is considered to be consistent with national policy guidance.</p>
Shopping Facilities and Settlement Hierarchy	Shopping Facilities and Settlement Hierarchy	Shopping Facilities and Settlement Hierarchy
<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>Policy SH2 (former Policy E21)</u></p> <p><u>General Summary of Public Response</u></p> <p>No substantive objections received.</p>	<p><u>Policy SH2 (former Policy E21)</u></p> <p><u>Decision: No Modification proposed</u></p> <p><u>Justification</u></p> <p>The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Retail Warehousing</b></p> <p>Policy SH3 (Policy E23 revised)                      Retail warehouses should be located on the fringes of the central areas of the Principal Urban Areas, Sub-Regional and Area Centres where there is a demonstrated need and where suitable sites can be identified. Elsewhere within these settlements provision for such development will only be made where:</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>Retail Warehousing</b></p> <p><u>Policy SH3 (Policy E23 revised)</u></p> <p><u>General Summary of Public Response</u>                      1 objection was received in respect of this Policy – suggesting the final paragraph could be improved to indicate the this is not intended to exclude similar but different goods.</p>	<p><b>Retail Warehousing</b></p> <p><u>Policy SH3 (Policy E23 revised)</u></p> <p><u>Decision: No further Modification</u></p> <p><u>Justification</u>                      The objection does not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<p><b>Shopping Facilities in Rural Settlements</b></p> <p>Policy SH4 (former Policy E24)                      The maintenance and enhancement of shopping facilities in rural settlements should be supported through the retention, provision and/or diversification of small shops and sub-post offices. Stores intended to serve more than the local community will not be permitted within Local Centres or other rural areas.</p>	<p><b>Shopping Facilities in Rural Settlements</b></p> <p><u>Policy SH4 (former Policy E24)</u></p> <p><u>General Summary of Public Response</u>                      No substantive objections received.</p>	<p><b>Shopping Facilities in Rural Settlements</b></p> <p><u>Policy SH4 (former Policy E24)</u></p> <p><u>Decision: No Modification proposed</u></p> <p><u>Justification</u>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p><b>Large Food Stores</b></p>	<p><b>Large Food Stores</b></p> <p><u>Policy SH5 (Policy E25 revised )</u></p> <p><u>General Summary of Public Response</u>                      No substantive objections received.</p>	<p><b>Large Food Stores</b></p> <p><u>Policy SH5 (Policy E25 revised )</u></p> <p><u>Decision: No further Modification</u></p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<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>
<p>Policy TO1 (former Policy E5)                      Within coastal resorts Local Plans should consider the need for additional tourist accommodation and tourism facilities on a scale compatible with existing development which would not adversely impact on the environment. In these resorts, Local Plans should also identify the main tourist areas within which proposals that would detract from their tourist function and character would not be permitted.</p>	<p><u>Policy TO1 ( former Policy E5)</u>   <u>General Summary of Public Response</u>                       No objections received.</p>	<p><u>Policy ST1 (new Policy)</u>   <b>Decision: No Modification proposed</b>   <u>Justification</u>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<b>Tourism Development in Other Settlements</b>	<b>Tourism Development in Other Settlements</b>	<b>Tourism Development in Other Settlements</b>
<p><u>Policy TO2 (former Policy E5a)</u>                      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>Policy TO2 ( former Policy E5a)</u>   <u>General Summary of Public Response</u>                       No objections received.</p>	<p><u>Policy TO2 ( former Policy E5a)</u>   <b>Decision: No Modification proposed</b>   <u>Justification</u>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<b>Tourist Development in Rural Areas</b>	<b>Tourist Development in Rural Areas</b>	<b>Tourist Development in Rural Areas</b>
<p>Policy TO3 (Policy E6 revised)                      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. accommodation and/or facilities directly related to existing recreational development, which would be compatible in scale and character to that development and the surrounding area,</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, Devon's natural or historic heritage, and</li> <li>6. development permitted by Policy TO4.</li> </ol>	<p><u>Policy TO3 (former Policy E6)</u>   <u>General Summary of Public Response</u>                       1 objection received.</p>	<p><u>Policy TO3 (former Policy E6)</u>   <b>Decision: No further Modification</b>   <u>Justification</u>                      The objection does not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>
<b>Touring Parks and Camping Sites</b>	<b>Touring Parks and Camping Sites</b>	<b>Touring Parks and Camping Sites</b>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Policy TO4 (Former Policy E7)</b>                      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><b><u>Policy TO4 (former Policy E7)</u></b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>No substantive objections received</p>	<p><b><u>Policy TO4 (former Policy E7)</u></b></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p><b>Major Recreation Facilities (and Golf Courses)</b></p>	<p><b>Major Recreation Facilities (and Golf Courses)</b></p>	<p><b>Major Recreation Facilities (and Golf Courses)</b></p>
<p><b>Policy TO5 (former Policy E10)</b>                      The development of major recreational facilities will only be provided for outside the Dartmoor National Park, Areas of Outstanding Natural Beauty, Coastal Preservation Areas and Areas of Great Landscape Value. Such development should be close to the main areas of demand, and not have an unacceptable impact on a settlement, on the natural landscape, on areas valuable for wildlife, on the historic environment, or on the best and most versatile agricultural land, and should have adequate road access. Golf courses may be acceptable outside National Parks, Areas of Outstanding Natural Beauty and Coastal Preservation Areas where the above criteria can be met.</p>	<p><b><u>Policy TO5 (former Policy E10)</u></b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>2 representations received</p>	<p><b><u>Policy TO5 (former Policy E10)</u></b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities.</p>

<b>PROPOSED MODIFICATIONS PLACED ON DEPOSIT FEB 2004</b> <u>additions underlined / deletions strikethrough</u> (Column 1)	<b>SUMMARY OF RESPONSE</b> <b>TO THE PROPOSED MODIFICATIONS</b> (Column 2)	<b>DEVON STRUCTURE PLAN JOINT COMMITTEE</b> <b>RECOMMENDATION AND JUSTIFICATION</b> (Column 3)
<p><b>Long Distance Recreational Footpaths and cycle routes</b></p>	<p><b>Long Distance Recreational Footpaths and cycle routes</b></p>	<p><b>Long Distance Recreational Footpaths and cycle routes</b></p>
<p>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.</p>	<p><b>Policy TO6 (former Policy E13)</b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>No substantive objections received</p>	<p><b>Policy TO6 (former Policy E13)</b></p> <p><b><u>Decision: No Modification proposed</u></b></p> <p><b><u>Justification</u></b>                      The policy contained no modification and was not the subject of the Proposed Modifications consultation.</p>
<p style="text-align: center;"><b>MONITORING</b></p>	<p style="text-align: center;"><b>MONITORING</b></p>	<p style="text-align: center;"><b>MONITORING</b></p>
<p>Policy MON1 (New Policy)</p> <p>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.</p> <p>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.</p>	<p><b><u>Policy MON1 (new Policy)</u></b></p> <p><b><u>General Summary of Public Response</u></b></p> <p>7 representations were received in respect of this Policy – objections related to the trigger for early review in the light of monitoring.</p>	<p><b><u>Policy MON1 (new Policy)</u></b></p> <p><b><u>Decision: No further Modification</u></b></p> <p><b><u>Justification</u></b>                      The objections do not raise any new substantive issues not previously considered by the Examination in Public or already taken into account by the Structure Plan Authorities. The wording of the policy is considered to properly reflect the role of monitoring, bearing in mind the new planning system being introduced by central Government. Early review cannot be prescribed or triggered in the rigid way suggested.</p>