Sub-Regional Policies and Housing Distribution

Plymouth HMA

4.1.57 The Plymouth HMA is centred on the city of Plymouth, which is the main destination for services, comparison shopping and leisure in the area. The HMA also covers part of the Dartmoor National Park and extends across the River Tamar into south eastern Cornwall. The HMA includes a range of market towns, some of which lie outside Plymouth's travel-to-work area (such as Tavistock), as well as attractive rural and coastal areas which are attractive for 'lifestyle' and retirement migration and include areas of high second home ownership.

4.1.58 The corridors linking Plymouth city centre with Langage and the Sherford new community, with Saltash and with Plymouth Airport will experience growth in movement and it will be important to ensure that these corridors work effectively to avoid local journeys taking place on the A38.

Plymouth SSCT

4.1.59 Plymouth (population 244,000) has a high quality landscape and waterfront setting and a vibrant cultural life, high order retail centre and a growing university. Plymouth has emerged from a period of fundamental economic restructuring with the city’s economy modernising. Plymouth's vision is for the city to fulfil its economic potential, and becoming a vibrant waterfront city, providing the highest order of educational, cultural, health and leisure services in this part of the region.

4.1.60 Stimulating economic development will offer the opportunity to transform the city into a place where people want to live, work and relax, making real progress in reducing deprivation in the city and its hinterland. Plymouth is ideally placed to spread the benefits of this investment to the wider south west of the region, making a greater contribution to regional prosperity.

4.1.61 The main strategic development issues for the city are how best to simulate economic potential, deliver a step change in employment and bring about an improved quality of life for all residents. The successful achievement of the vision to transform the city will result in higher growth rates than previously experienced. This will require significant expansion of indigenous business activity as well as inward investment and support from public agencies.

4.1.62 Plymouth has the potential to accommodate the majority of its development needs within the existing urban area with the potential for the release of significant new sites for development. Increased economic activity, accompanied by a balance of housing provision, will enable Plymouth to achieve a level of performance and quality of life appropriate to its size. It will also enable disparities and inequalities, both at the local and regional level, to be reduced.
4.1.63 Additional housing and economic development that cannot be accommodated within the existing urban area can be provided for early in the plan period at the Sherford new community, to the east of the city. Urban extensions, such as the new community, should be fully integrated with the existing urban area, including through provision for high quality public transport.
Policy HMA8: Plymouth HMA

In the Plymouth HMA provision will be made for:

- growth of about 52,000 jobs
- growth of at least 55,700 homes, distributed amongst the local authorities as:

<table>
<thead>
<tr>
<th>Location</th>
<th>Homes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plymouth</td>
<td>33,000</td>
</tr>
<tr>
<td>South Hams</td>
<td>12,300</td>
</tr>
<tr>
<td>Caradon</td>
<td>6,000</td>
</tr>
<tr>
<td>West Devon</td>
<td>4,400</td>
</tr>
</tbody>
</table>

Plymouth SSCT

Plymouth will be transformed and revitalised, realising its potential as the economic hub for the far South West and enhancing its role as a retail and cultural centre, by providing for:

- development of cultural and tourist attractions and a high quality public realm, including the waterfront
- a range of employment opportunities, services and facilities to improve the physical fabric of the urban area
- improvement of the retail performance of the city centre and its continued development as the focus for the wider urban area.

Provision for sustainable housing growth will comprise:

- 33,000 new homes within the existing urban area of Plymouth (Plymouth)
- 6,000 new homes at Sherford to the east of Plymouth (South Hams)
- 500 new homes at Area of Search 8A at Plymouth (South Hams)
- 500 new homes at Saltash/Torpoint (Caradon)

Planning for employment will provide for about 42,000 jobs over the plan period including the provision of about 150 hectares of employment land.
Sub-Regional Policies and Housing Distribution

Transport outcomes

Action should be taken to improve movement and accessibility for all on the following corridors:
- Langage - Sherford - Plymouth city centre
- Saltash - Plymouth city centre
- Plymouth Airport - Plymouth city centre

This should comprise:
- demand management measures
- sustainable travel measures; and
- if necessary targeted new infrastructure investment to unlock pinch points.

West Cornwall HMA

4.1.64 The West Cornwall HMA includes the three ‘core’ settlements of Truro, Camborne/Pool/Redruth and Falmouth-Penryn, which the RSS considers as a single SSCT. The HMA extends over the lower part of the Cornwall peninsula, including larger towns such as Penzance, Newquay and St Austell, as well as extensive coastal and rural areas. Tourism is a key part of the local economy and, consequently, retirement migration, second homes and holiday accommodation are significant factors in the housing market.

4.1.65 Cornwall is a priority area for addressing regional disparities in economic performance and qualifies for EU Convergence Funding for the period 2007-2013. This reflects its low GVA and high levels of deprivation. The spatial strategy for the HMA needs to build on Objective 1 and Convergence Funding opportunities and create a framework to enable sustained prosperity and growth in the future. This will require concerted action to stimulate the economy across the whole sub-region, including cultural and environmental tourism.

4.1.66 The corridors linking Redruth with Camborne and between Truro city centre and the western part of the urban area will experience growth in movement and it will be important to ensure that these corridors work effectively to support regeneration and avoid local journeys taking place on the A30.

Truro, Falmouth-Penryn and Camborne/Pool/Redruth SSCT

4.1.67 Although they perform very different roles, Truro, Camborne/Pool/Redruth and Falmouth-Penryn function as an interrelated network and are collectively of sub-regional significance, accounting for around 30% (51,000) of jobs in Cornwall. The three 'core' settlements are, therefore, identified as a single SSCT, which has the potential to become the centre of Cornwall's economic growth. Planning for the future of the SSCT in an integrated way offers a major opportunity to address issues of low GVA and comparative disadvantage in this part of the region.