

# 5. A SUSTAINABLE DEVELOPMENT STRATEGY

## The Need for a Development Strategy

5.1 One of the key roles of the Structure Plan is to give broad guidance on the future level and distribution of development to be provided for in Devon over the period of the Plan. This needs to be done in the context of an overall development strategy – and this strategy needs to ensure that the approach taken in the period leading up to 2011 also provides a basis for change in the longer term. The Vision and Aims, as set out in Chapters 3 and 4 above, provide a wider context and longer term framework for the development strategy, and an important part of the Vision was to ensure that the decisions reached in the shorter term would not prejudice the ability of future generations to enjoy an enhanced quality of life.

5.2 The development strategy for Devon must be “sustainable” in environmental, economic and social terms. An approach which enabled shorter term needs to be met but did not look beyond 2011 to the needs of future generations would not be acceptable. By explicit consideration of these longer term issues through each stage of the plan making process, the principles of sustainability and sustainable development have been carried forward into the development strategy and the policies and proposals that flow from it.

5.3 The Vision and strategic Aims therefore provide a basis for the more specific Development Strategy. The Development Strategy establishes the general principles to be taken into account when considering the accommodation of change in the County and it consists of four main elements:

1. **Strategic Development Objectives** - as set out under the Aims identified in Chapter 4
2. **Broad strategic areas** - the overall approach to the accommodation of change within each part of the County
3. **Settlements and their Function** - the settlement hierarchy, self sufficiency and development implications
4. **Strategic Infrastructure** - the major strategic infrastructure supporting existing planned development

5.4 Map 6 illustrates the Development Strategy for the Devon as set out in more detail in the following sections of the Review.

## Strategic Development Objectives

5.5 The strategic Aims reflect three key areas of concern for the future - the environment, the economy and the social well being of the Devon and its residents. In doing so they give a general indication of the way in which change should be provided for in the period to 2011. The strategic Development Objectives set out in Chapter 4 relate directly to the policies in the Review and to the more specific development proposals set out in Chapter 8.

5.6 These Objectives also had implications for the overall level and distribution of development provision within the period to 2011.

5.7 In assessing these implications, it was necessary to take account of existing circumstances and the characteristics of the established patterns of land use, infrastructure and development. It was also important to recognise that Devon is a very diverse County and that this diversity is one of its great assets. The following section reflects the way in which these differences in economic, social and environmental characteristics influenced the overall development strategy.

## Broad Strategic Areas

5.8 Three broad strategic areas have been identified which provide the framework for the overall development strategy. These three areas can be described as:

1. the Areas of Economic Activity
2. the Rural Areas of Development Constraint
3. the Rural Areas requiring Economic Diversification

## Areas of Economic Activity

5.9 The strategic Objectives highlight the importance of economic forces in determining the level and distribution of development provision. Economic activity in Devon is not evenly distributed and certain parts of the County have become established as major centres of employment and commercial activity. These centres of activity act as focal points for wider hinterlands and neighbouring settlements, and have the greatest potential for attracting new investment.

5.10 It is in this context that the strategy has therefore identified four Areas of Economic Activity - areas in which there are significant existing levels of economic activity, where there are good prospects for new economic investment and where there are specific benefits to be gained from the encouragement of such investment. These four areas account for more than 80% of all employment as at 1997 and over the period from 1981 to 1995 they attracted nearly 75% of all new employment land development. Not surprisingly these areas are also the major centres of population in the County.

5.11 The development strategy recognises that it is within these areas that new economic investment is most likely to occur, and it is here that the bulk of new provision for housing and economic development is proposed. The strategy therefore indicates that these Areas of Economic Activity should accommodate an increased proportion of overall development provision in the period to 2011.

### *(a) Plymouth Area of Economic Activity*

5.12 The first of these areas is that centred on Plymouth. The City and its environs have an extensive economic base and provide a major focal point for commercial activity. Despite recent reductions in defence-related employment, the scale of the local economy gives the area a regional importance and potential for attracting major future investment. The core area of economic activity extends into neighbouring parts of South Hams District including Ivybridge - and the eastern part of Caradon District in Cornwall, including Saltash and Torpoint. The Structure Plans for Devon and Cornwall therefore have a joint responsibility to ensure that their respective development Strategies adequately address the needs of the Plymouth area in terms of residential and economic development provision.



### **Plymouth from the air.**

### *(b) Exeter Area of Economic Activity*

5.13 The second area of regional significance is that centred on Exeter. This area has been successful in attracting economic investment in recent years and it has developed as a major centre for the service sector. The City itself is the core of the area's economic base although, even more so than in the case of Plymouth, its economic influence extends over an extensive hinterland.

5.14 The potential for future economic investment in the Exeter area is recognised in the 1994 Regional Planning Guidance which stated that the Exeter area was well placed to develop its regional role. It has a strategic location within the region and lies at a focal point of national communications networks, including the rail, road and air networks, making it potentially attractive to further economic investment. It is also a focus for local road and rail links.

### *(c) Newton Abbot / Torquay / Paignton Area of Economic Activity*

5.15 The third area in which economic activity is concentrated is related to the main urban centres of Newton Abbot, Torquay and Paignton. The area includes a large resident population and there is a significant economic base, with Torquay and Paignton being heavily dependent on the tourism industry. It is an area that has been under considerable pressure in terms of residential growth but this has not always been matched by economic investment and there is a need for greater economic diversification. The scope for future development is affected by significant landscape and other constraints and existing infrastructure has come under increasing pressure. This Area of Economic Activity is of critical importance to the future prosperity of south Devon.

#### **(d) Barnstaple / Bideford Area of Economic Activity**

5.16 Within northern Devon a significant proportion of economic activity and population is concentrated in the Barnstaple / Bideford area. Barnstaple has developed a sub-regional role as the main centre serving northern Devon in terms of commercial and economic activity but the Bideford / Northam area also accommodates a substantial population and employment base. The northern part of the County is relatively remote from the other main centres of economic activity in Devon and from the national communications networks. Over recent years it has attracted only a limited amount of new economic investment, and rates of employment land take up have been low. Despite these problems, infrastructure investment has improved the area's economic competitiveness and it is within this area that there is the best prospect for attracting economic growth and employment opportunities to meet the needs of the northern part of the County.

#### **Rural Areas of Development Constraint**

5.17 The strategic development Objectives indicate that in the more rural parts of Devon, development provision should be more limited given the need to avoid dispersed settlement patterns, reduce the need to travel and conserve the landscape. They also recognise that in those parts of the County having special landscape quality the need for conservation should generally take precedence over other factors. These areas broadly correspond to those parts of the County that fall within national or county landscape designations and adjacent areas of open countryside including:

1. all of Dartmoor National Park and Exmoor National Park (Note: For the application of the Review to Exmoor National Park – see notice on page i)
2. all of the Areas of Outstanding Natural Beauty
3. most of the Areas of Great Landscape Value
4. the undeveloped coast - including Heritage Coasts, and
5. areas adjacent to the above which contribute to their wider landscape and environmental quality and setting.

5.18 In some of these areas, notably the coast, there are continuing pressures for development which threaten to diminish their special character and importance for the overall quality of Devon's environment. The development strategy recognises a general need for a greater degree of constraint within these areas than has been achieved in the past.

5.19 These rural areas do include some larger towns where there may be development potential, or specific development needs, which could be consistent with the other development Objectives. Much of the area is, however, rural in character and its special qualities in terms of its landscape and its vulnerability require that, if the overall development objectives are to be adhered to,

there needs to be a greater degree of development constraint than in other rural parts of the County.

5.20 A continuation of past development rates could lead to a relatively dispersed pattern of development which would not be sustainable in economic or transport terms. Within these areas, therefore, the Strategy provides for a reduced rate of development in the future as compared to past experience.

#### **Less Constrained Rural Areas requiring Economic Diversification**

5.21 Much of central and northern Devon is similarly rural in character but it is less constrained by its inherent landscape quality. Within this area there is greater scope for economic diversification to be accommodated without harming areas of recognised special landscape value. The strategic Objectives still argue against a dispersed settlement pattern and development in the open countryside but the balance between accommodating development needs and conservation would not support the same degree of development constraint.

5.22 Within this part of the County, past rates of development have been relatively low and over the period to 2011 the Strategy provides for a level of development similar to that experienced over recent years. This is considered to be consistent with strategic objectives - promoting economic diversification without harming the rural character or landscape quality of the area.

#### **Devon's Settlements and their Function**

5.23 The strategic objectives imply a need to increase the proportion of new development in Devon's cities and larger towns. Such settlements provide the best opportunity to locate homes close to jobs, services and other facilities and they have the greatest potential for journeys to be made by means other than the car. The role and development of the settlements within the Devon will therefore be important in terms of the development strategy for the County as a whole.

#### **Devon's Settlement Hierarchy**

##### **Regional and Sub-Regional Centres**

5.24 The County's settlements vary greatly in scale, in the way in which they interact with each other and in the role they play in the community. In effect, the main towns and urban areas can be seen to form a settlement hierarchy which reflects their differing scale and function. This hierarchy includes those settlements which have a Regional importance - whose influence and function can extend beyond the County level. Below this there are a number of Sub Regional Centres that act as focal points for significant parts of the County. Both Regional and Sub Regional Centres provide a wide range of services and functions including a major role as centres of economic activity. This is reflected in the fact that all of these centres lie at the heart of one of the Areas of Economic Activity referred to in paragraph 5.9 above.

5.25 Both **Plymouth** and **Exeter** are identified as Regional Centres which should be developed as major focal points for economic investment, new development and the provision of facilities and services which can meet the higher order needs of their surrounding areas – which in the case of Plymouth include significant parts of south eastern Cornwall.

5.26 The Sub Regional Centres of **Barnstaple**, **Newton Abbot** and **Torquay** complement the role of the Regional Centres and should also accommodate economic investment and new development and provide a focus for a wide range of services and facilities.

**Policy S1a**

**Plymouth and Exeter are defined as Regional Centres which will act as focal points both for new development and the provision of regional services and specialist facilities necessary to meet the needs of their extensive hinterlands.**

**Barnstaple, Newton Abbot and Torquay are defined as Sub Regional Centres which will complement the role of the Regional Centres by acting as focal points for the provision of new development and major services and facilities within the northern and southern parts of the County.**

**Area Centres**

5.27 Below the Regional and Sub Regional Centres the strategy identifies a key role for Area Centres. These centres should provide a range of services and act as focal points for rural hinterlands of varying size. It is an integral element of the strategy that the role of these centres be developed and supported - through investment in infrastructure, facilities, communications and employment opportunities.

5.28 To function effectively, the Area Centres need to be identified on the basis of their strategic location and their ability to provide for the needs of the areas within which they are located. Such centres must be accessible to the communities they serve and have the potential to offer an appropriate range of services and facilities.

5.29 In preparing Local Plans, Local Planning Authorities will need to determine if the Area Centres identified in previous Plans meet the criteria set out in Policy S1b. They will also need to consider if any other Area Centres need to be identified. Table 1 lists the Area Centres previously identified in the Third Alteration.

| Authority          | Alteration  |
|--------------------|---|
| <b>East Devon</b>  | Axminster, Exmouth, Honiton, Ottery St Mary, Sidmouth, Seaton |
| <b>Mid Devon</b>   | Crediton, Cullompton / Willand, Tiverton                      |
| <b>North Devon</b> | Braunton, Ilfracombe, South Molton                            |
| <b>South Hams</b>  | Dartmouth, Ivybridge, Kingsbridge, Totnes                     |
| <b>Teignbridge</b> | Dawlish, Teignmouth   |
| <b>Torbay</b>      | Brixham   |
| <b>Torridge</b>    | Bideford / Northam, Great Torrington, Holsworthy              |
| <b>West Devon</b>  | Tavistock. Okehampton   |

**Table 1: Area Centre identified in the previous Structure Plan (Third Alteration)**

**Policy S1b**

**Towns that could function as focal points for the provision of local employment opportunities, education facilities and other local services should be identified in Local Plans as Area Centres. Such Centres should**

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

**Accommodating New Development  
Regional and Sub Regional Centres**

5.30 In order to provide for development in a sustainable way consistent with the overall Aims and Objectives set out in Chapter 4, provision for the major part of new development should be located within the main urban areas and larger towns i.e. the Regional and Sub Regional Centres and the Areas of Economic Activity within which they are located. These centres offer the best opportunity to ensure accessibility to employment opportunity, services and facilities – minimising the need to travel – while also offering scope for the development of public transport.

**New Communities**

5.31 A key element of the development Strategy is that a significant part the provision needed in the Plymouth and Exeter Areas of Economic Activity should be met through the development of two new communities. These major proposals are considered in detail within Chapter 8 of the Review. It is, however, important to recognise that the new communities created should also form an integral part of the overall settlement hierarchy within the County and interact effectively with existing settlements.

**Towns with a Strategic Development Role**

|                       |  |
|-----------------------|--|
| <b>Local Planning</b> | <b>Area Centres previously identified in the Third</b> |
|-----------------------|--|

5.32 The Area Centres also have an important role to play in meeting development needs - but certain centres as listed within Policy S1c are considered to be particularly significant in this context within the period to 2011. In some cases – such as Exmouth - this strategic contribution could be realised through the implementation of existing commitments while in some other centres additional provision may be required.

5.33 In providing for all new development within the County, particular care will need to be taken so as to ensure that it can be accommodated in a way consistent with the strategic criteria set out in Policy S1c.

**Policy S1c**

**The bulk of new development should be accommodated within the Regional Centres of Plymouth and Exeter and their Areas of Economic Activity, the Sub Regional Centres, and the towns of:**

**Bideford/Northam,  
Exmouth,  
Honiton,  
Ivybridge.  
Okehampton,  
Paignton  
Tiverton,**

**Provision for new development should be made at scales and locations that meet transport demands in energy efficient ways, primarily aiming to reduce the need to travel, conserve natural resources of minerals, best and most versatile agricultural land, wildlife and high quality landscape.**

### Local Centres

5.34 Within the rural areas of the County there are a number of smaller towns and larger villages which are well placed to provide more localised services and facilities for the rural community. Taken together, these Local Centres serve an extensive area of the County. They need to be accessible to the local community and be able to support an appropriate range of local facilities

5.35 Such centres can act as a focal point for the rural community and need to be accessible to the communities they serve. They should have the capacity to accommodate small-scale development related to local needs including residential and commercial development. Policy S2 below seeks to ensure that all of Devon’s rural areas are accessible to a Local Centre and that such centres are identified in a co-ordinated way through the Local Plan process.

**Policy S2**

**Particular rural settlements should be identified in Local Plans as Local Centres. These will form the focal points for a modest scale of development, supporting services and the economic well-being of the hinterland. They should therefore:**

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

5.36 In preparing Local Plans, Local Planning Authorities will need to determine if the Selected Local Centres identified in previous Plans meet the criteria set out in Policy S2. They will also need to consider if any other Local Centres need to be identified. Table 2 lists the Selected Local Centres previously identified in the Third Alteration.

| Local Planning Authority | Selected Local Centre in Third Alteration  |
|--------------------------|--|
| <b>East Devon</b>        | Budleigh Salterton, Colyton.   |
| <b>Mid Devon</b>         | Bampton, Bradninch, Coplestone, Hemyock, Lapford, Uffculme. Willand                                  |
| <b>North Devon</b>       | Chulmleigh, Combe Martin, Lynton/Lynmouth <sup>1</sup> , Witheridge, Woolacombe.                     |
| <b>South Hams</b>        | Modbury, Salcombe, South Brent, Stokenham/Chillington, Yealmpton.                                    |
| <b>Teignbridge</b>       | Ashburton, Bovey Tracey, Buckfastleigh, Chudleigh, Coldeast/Heathfield, Exminster, Moretonhampstead. |
| <b>Torridge</b>          | Appledore, Bradworthy, Halwill Junction, Hartland, High Bickington, Shebbear, Winkleigh.             |
| <b>West Devon</b>        | Bere Alston, Chagford, Hatherleigh, Lifton, North Tawton, Yelverton/Horrabridge.                     |

**Table 2: Selected Local Centres identified in the previous Structure Plan (Third Alteration)**

<sup>1</sup> (Note: For the application of the Review to Exmoor National Park – see notice on page i)

## Development in the Countryside

### *Minimising the Use of Green Field Sites*

5.37 One of the most effective ways in which the open countryside can be protected is by ensuring that, wherever possible, land within existing built-up areas is used for accommodating new development, rather than green field sites. Opportunities for redevelopment will often be particularly important in this context.

5.38 Policy S3 reflects the need to take advantage of such opportunities, while recognising that the quality of the urban environment should not be diminished as a consequence.

#### **Policy S3**

**In order to minimise the loss of greenfield sites to built development, priority should be given to the development of land within existing built up areas, particularly land available for redevelopment, where this would not be detrimental to the urban environment. These areas should be utilised to their maximum efficiency, consistent with the character and appearance of the wider location and the quality of life of those living and working in that locality.**

### *Controlling development in the Open Countryside*

5.39 If the special quality of the County's environment is to be conserved it is essential to ensure that development in the open countryside is not permitted unless it is specifically provided for in the Plan. It is also important to ensure that development of dispersed settlement patterns, which are less consistent with the concept of sustainable development, is effectively discouraged.

5.40 The Plan does however make provision for certain types of development which bring direct economic or social benefits to the rural community. In the less constrained rural areas there may be greater scope for economic investment than in those areas where the special quality of the landscape necessarily limits development opportunities.

#### **Policy S4**

**Development within the open countryside should be strictly controlled and only provided for where consistent with the policies and proposals set out in the Plan.**

## Settlement Self Sufficiency

5.41 For most residents, the established cities, towns and villages form the principal focal points for employment, services, community facilities, cultural, recreational and social activity. One of the strategic development Objectives is to promote the self sufficiency of Devon's settlements so that as many of these services as possible are provided locally.

5.42 This contributes to the quality of life in two ways - firstly, it maximises the accessibility of services to those

who need them and secondly it reduces the need to travel, with consequent benefits in terms of sustainability objectives. Self-sufficient communities may also be better placed to maintain a distinct identity and social cohesion

5.43 Community facilities and other services are provided by a range of public and private bodies and organisations, each having different criteria for making decisions about the provision of new investment and the retention or enhancement of existing services. A greater role for the private sector highlights the importance of recognising market forces and commercial pressures, but social considerations will continue to play an important part in framing policies which seek to guide the pattern of facility provision.

### *Facilities in Devon's Settlements*

5.44 The concept of self-containment points to a need to consider each settlement in terms of the extent to which it can function in a sustainable way, i.e. the extent to which it can provide for its own needs in terms of housing, community facilities, retailing and employment, and the extent to which such facilities can be accessed by public transport.

5.45 The settlement hierarchy outlined earlier in this Chapter established the role of different settlements in providing for new economic, residential and other development.

5.46 In some cases, however, settlements do not provide the full range of facilities that their position in the hierarchy would indicate.

5.47 Policy S5 seeks to ensure that facilities within communities are maintained and enhanced so as to promote the greatest degree of self sufficiency - recognising that the range of facilities that can be supported will vary according to the role of the settlement in the hierarchy set out in Policies S1a, S1b and S2.

#### **Policy S5**

**The self-sufficiency of communities should be maintained and enhanced through the provision of a range of local services and facilities. In preparing Local Plans and considering development proposals, local authorities should have regard to the need for community facilities and services, including education, recreation, open space, health and cultural facilities, local shopping facilities, transport infrastructure, employment, housing including affordable housing, and public utilities.**

## Strategic Infrastructure

### *The Strategic Transportation Network*

5.48 An effective strategy for the future of the County requires the development of a strategic transportation system that provides for the interaction between Devon and the rest of the UK and Europe and the strategic links between its settlements and their hinterlands. Without this transportation system, the economic and social life of the County would not function in an effective way. The key elements of the strategic transportation system are the road and rail networks, including all aspects of public transport, and the port and airport networks serving the County.

5.49 The strategic aim is to develop an integrated transport system combining all of these elements in the most appropriate way so as to maintain and improve accessibility and to promote modal choice and a more sustainable pattern of transportation in the County. The strategic transportation network also supports and the overall development strategy - the Areas of Economic Activity, the Rural Areas of Development Constraint and the Rural Areas requiring Economic Diversification, and the settlement hierarchy.

5.50 The strategy therefore identifies the key elements of the strategic network and gives an indication of the priorities for investment over the Plan period. In doing so, it recognises the significance of the emerging European transportation networks - the Trans European Networks being identified by the European Union. These networks improve inter-regional links within Europe, and they include high-speed rail, 'combined transport', road and airport facilities, energy and telecommunications networks. Access to these networks will have an increasing importance to the future development of the wider transportation systems within the County, and the strategic County networks will need to feed into and complement these major European links.

### ***The Strategic Rail Network***

5.51 The rail network as a whole is an important element of the strategic transportation network, but the main line links from Devon to rest of UK and Europe and their relationship to the European rail network are of critical importance. In particular, the main Plymouth - Paddington and the Exeter - Waterloo lines both form part of the Trans European conventional rail network. Feeding into these routes are the main rail links serving Torquay and Paignton, and the local network serving Exmouth, Barnstaple, Tavistock and Okehampton. The Areas of Economic Activity are linked to the rail network. The strategy promotes the retention of these strategic links, in order to support the overall development strategy and to provide modal choice. In this context it is important to maintain the rail links to the Barnstaple / Bideford area.

5.52 Looking to the longer term, it will be important for Devon to be accessible to the European 'combined transport network' and this will require improvements and substantial investment in the main rail routes into the County. In this context, inter-modal facilities will also be important, especially for freight movement, and the strategy identifies a need for such facilities to be located at Exeter and Plymouth as part of the "combined transport" system serving the County.



**High Speed Train**

### **The Strategic Highway Network**

5.53 The A30 / A303 link from Exeter to London, the A38 Exeter to Plymouth route and the M5 are all included within the Trans European Road Network, and the A30 Exeter - Cornwall route is considered to be of equal importance to the overall network. These routes are complemented by strategic cross County routes which serve each of the Regional and Sub Regional Centres - and will also provide links to the Area Centres.

5.54 This strategic network is of particular importance to the effectiveness of the commercial and economic aspects of the development strategy in that it provides the link between the Areas of Economic Activity, and the other comparable areas within the rest of the South West Region. The network is also important for accommodating inter urban through traffic and flows relating to the tourism industry of Devon and Cornwall.

### **Ports and Airports**

5.55 The County's major commercial port at Plymouth is strategically important in terms of its contribution to the local economy and the maintenance of trading links with Brittany and Spain, and is linked to the Trans European Road and Rail Networks. Its function is related to the proposed inter modal facility referred to in paragraph 5.52 above and to the location of Plymouth on the strategic road and rail networks. Other commercial ports in the Devon include Bideford, Teignmouth, and the fishing port of Brixham.

5.56 Similarly, the role of the County's major airports at Exeter and Plymouth is important in strategic terms both in a regional, national and European context, and while Plymouth Airports role is recognised within the Trans European Network, Exeter airport is considered to be of importance to the future development of the County's economy. The strategy therefore supports improvements at both airports and an improved strategic role for Exeter.

### **Infrastructure Related to New Development**



5.57 In addition to the maintenance and provision of strategic infrastructure, the strategy is also concerned to ensure that where development does take place all supporting infrastructure is provided so that the needs generated by that development can be met.

5.58 Policy S5 relates to the general provision of facilities and their accessibility to those who rely on them. There is also a more specific need to ensure that the social and physical infrastructure directly required to service proposals for new development is provided in phase with that development. It is also important, in terms of ensuring the most effective use of resources, to take full advantage, where appropriate, of any existing infrastructure capacity within the County when determining the detailed distribution of development.

5.59 Policy S6 seeks to guide new development to those areas where such capacity exists and ensure that supporting infrastructure is provided as development proceeds. 'Infrastructure' includes services like educational, recreational, sporting, health or other community provision as well as roads, water supply drainage and sewers.

5.60 Local Plans should aim to identify the important infrastructure and facility requirements in relation to development they propose or sites they allocate. The Policy also recognises that in appropriate circumstances the development industry will need to play a direct role in providing for new facilities and infrastructure.

**Policy S6**

**Planning authorities should not provide for development unless the infrastructure which is directly required to service the development can be made available at the appropriate time. In determining the location of development, the adequacy of infrastructure will be taken into account. Provision for new development will be made where the infrastructure required to service it is in place or will be provided in phase with development in an environmentally acceptable way. Developers will be expected to contribute to, or bear the full cost of, such new or improved infrastructure and facilities where appropriate for them to do so.**



## **A Summary of the Development Strategy**

5.61 The key elements of the development strategy can therefore be summarised as follows :

### **Development distribution**

- a) accommodate the major part of the residential and economic development in the period 1995 - 2011 in the four main areas of economic activity
- b) increase the overall proportion of development located in the main urban areas and larger towns
- c) provide for the development of two new communities to ensure that the housing and employment needs of the Plymouth and Exeter areas can be adequately met.
- d) significantly reduce rates of development within the Areas of Constraint as compared to past experience
- e) maintain rates of development in the Rural Areas requiring Diversification

### **Economic development**

- f) provide for new economic investment in the areas with the greatest potential and greatest need
- g) promote overall economic diversification in the County

### **Settlement self sufficiency**

- h) provide for development in existing centres to promote their self-sufficiency and to reduce the need for development in the countryside
- i) provide for development in existing centres so that they provide the full range of facilities that their position in the settlement hierarchy indicates

### **Transportation**

- j) reduce the need for travel
- k) promote the use of public transport, cycling and walking
- l) maintain and improve the transport and telecommunication infrastructure to support the overall development strategy, promote modal choice and provide a more sustainable pattern of transport.

### **Conservation**

- m) protect the finite, and irreplaceable, historic and environmental resources in the County and be consistent with the need to conserve and enhance the County's biodiversity
- n) provide for new development where it would not conflict with the need to conserve natural resources, the special environment and heritage of the County

