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Dear Member

COUNCIL - THURSDAY, 15 NOVEMBER 2018

I am now able to enclose, for consideration at the Thursday, 15 November 2018 meeting of the Council, the following reports that were unavailable when the agenda was printed.

Agenda No	Item	Page
6.	Torquay Neighbourhood Plan - Determination of Independent Examination (a) Covering note updates (b) Updated Appendix 3	(Pages 698 - 777)
7.	Brixham Peninsula Brixham Peninsula Neighbourhood Plan - Determination of Independent Examination (a) report from the Monitoring Officer (b) covering note for updates to Appendices 2 and 3 (c) Updated Appendix 2 (d) Updated Appendix 3	(Pages 778 - 913)

Yours sincerely

June Gurry
Clerk

Torquay Neighbourhood Plan – Appendix 3 (updated version 14 November 2018)

It is brought to attention and should be noted that Appendix 3 to the Council Report (to be decided on 15 November 2018) has been updated to incorporate the following minor changes. These changes are consistent with the Decision Statement and this text should be read in conjunction with that statement:

- Red, boldened and underlined and highlighted text is included to help indicate changes (newly modified text) from the previous submitted version (pre-examination) of the Torquay Neighbourhood Plan. Note that deleted text is not shown.
- Contents table updated to reflect pages and titles. Bold text added to development plan section (containing policies) to further distinguish from the Appendix which is separate.
- Presentation and formatting changes throughout (e.g. paragraph spacing, title formatting, etc.)
- Typo and grammar corrections throughout
- Minor amendments to supporting text to add clarity, including on pages 12, 15, 19, 41, 42, 50
- Page 68, reference to development plan aspirations removed from Community Aspirations
- Appendix A – numerous minor text changes to underline status of community aspirations and add clarity
- TH1 – amend text to reflect that sites are shown on Policies Maps not Appendices



The Community's Plan to 2030

The Torquay Neighbourhood Plan

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*...to be the best place to live, work
or visit in the West...*

Agenda Item 6
Appendix 6

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Foreword

Our Plan forms part of the statutory development plan for Torbay and provides a community inspired plan for the future of Torquay; by our community for our community.

Our ambition is to see Torquay as the **best place to live in the West Country** - a vibrant and well balanced economic area, with sufficient well paid jobs **and** homes that are suitable and affordable for all with a revitalised central area offering quality retail, leisure, homes and office space.

The Torquay Neighbourhood Plan Forum is a community group made up of the Community Partnerships and stakeholders in Torquay who have been working over the last few years to produce a Neighbourhood Plan for the whole of Torquay; anyone who lives or works in Torquay have been welcomed to be a member of the Torquay Neighbourhood **Plan Forum.**

The concept of Neighbourhood Plans was introduced in England by the Localism Act, 2011. Their purpose is to give local communities the power to truly shape development at a local level. This Plan has been prepared through an extensive programme of consultation with local residents, businesses, Community Partnerships, our Council and other interested parties.

Our Plan sits beside the proposed Plans for Paignton and Brixham that together will shape the whole of Torbay and give detail to the strategic policies contained within the adopted Torbay Local Plan and complies with National Planning Policies. **It will help shape development in Torquay over the period to 2030 and lay the foundations for a successful future;** it articulates how our communities wish to see their neighbourhoods change and where development **should** take place.

Our Plan is a statutory 'Development Plan' and provides **a statement from the community about how development will be managed positively for growth while maintaining and enhancing the area's distinctive character and landscape.** **It also ensures** the community truly benefits from the right development, both homes and businesses, in the right places. **It also grants our most precious greenspaces with a special level of protection as 'Local Green Spaces'.**

Our Plan has positively supported the 'ambitious' jobs growth predictions contained within the Local Plan and it is also accompanied by a full sustainability appraisal that concludes it is in compliance with the provision of sustainable development.

The Neighbourhood Plan supports sustainable housing growth through the provision of housing land and does so in general conformity with the Local Plan.

Leon Butler
Chair, Torquay Neighbourhood Plan Forum

Introduction

Why does Torquay need a Neighbourhood Plan?

Torquay is a traditional seaside town in a beautiful setting with an international reputation as the English Riviera. It is one of England's most visited holiday destinations and its mild climate and superb setting make for an excellent quality of life. It is home to some 65,000 people, many drawn here in retirement.

Torquay's undoubted attractions are counter-balanced by a stagnating economy with deep-rooted needs for affordable homes, new well paid job opportunities, good quality health and social care and investment in the town's physical and social infrastructure. It is a town of enormous contrasts, with some relatively wealthy parts but areas of genuine deprivation.

We want to see Torquay's economy and communities growing stronger as we cherish the best of our rich heritage and nurture sustainable growth for a successful future. Torquay needs to change, it needs targeted care and attention, it needs our Plan.

What area does the plan cover and how has it been prepared?

The plan covers the whole of Torquay.

A group of local residents and business representatives came together in late 2011 to start the process. A public meeting was held, and in November 2011 the Torquay Neighbourhood Forum was established to steer the plan.

The nine local Community Partnerships have taken a leading role within the Torquay Neighbourhood Forum, each one aiming to ensure that the needs and

aspirations of its area are included in the plan. Those partnerships are:

1. Barton and Watcombe
2. Cockington, Chelston and Livermead
3. Ellacombe
4. Shiphay and The Willows
5. Hele and Lower Barton (Hele's Angels)
6. St Marychurch and District
7. Torre and Upton
8. Torquay Town Centre
9. Wellswood and Torwood

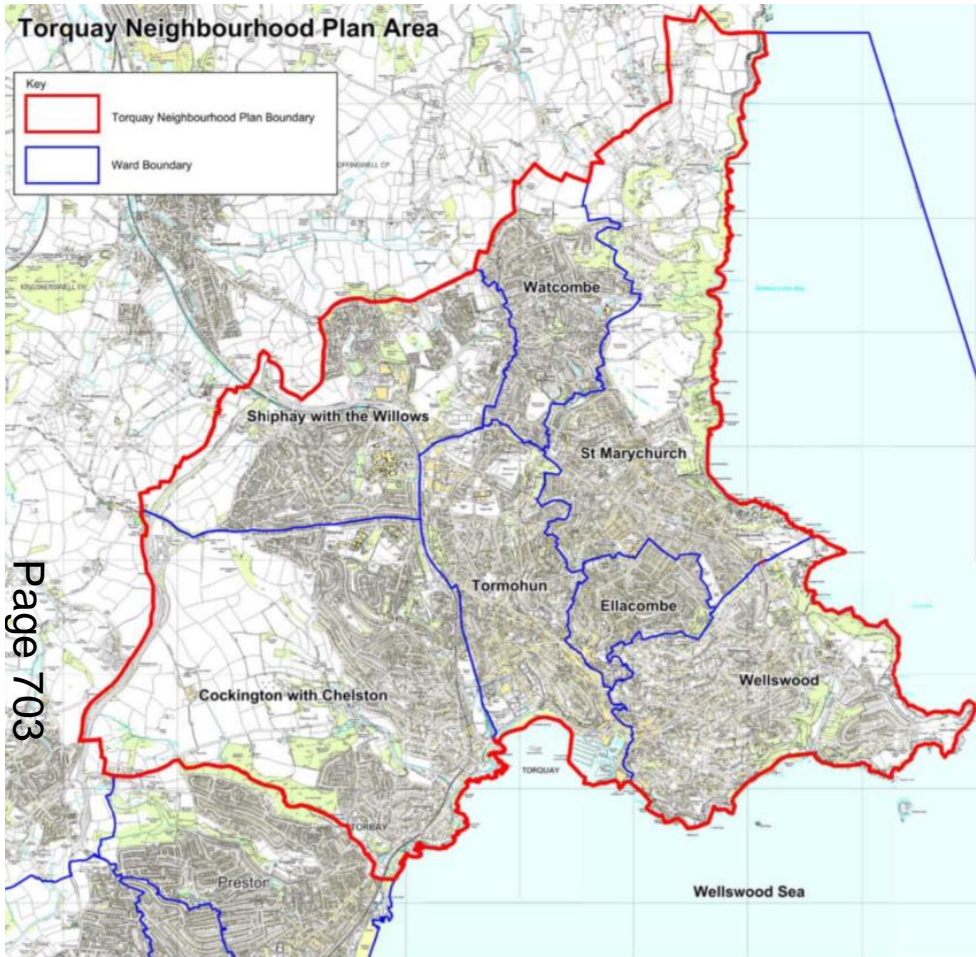
In active collaboration with the whole community, the steering group of the Forum and local Community Partnerships have shaped the plan for our town.

The Prince's Foundation for Building Community was commissioned to help support development of the Plan. During 2012 the Foundation identified key issues for Torquay including:

- size and complexity of area
- housing need
- defining the tourism offer
- town centre decline
- areas of growth

The policies and proposals of this plan respond to the issues identified and the aspirations of the communities, setting out their shared priorities and aspirations for Torquay's future planning.

The Torbay Local Plan with its supporting documentation and the National Planning Policy Framework (NPPF) have been used to draft those policies and to ensure our Plan is in general compliance with the strategic policies of the Local Plan and the NPPF.



Who is the plan for and how will it be used?

The plan is for anyone and everyone with an interest in Torquay – residents, visitors, businesses and investors. It is a Statutory Development Plan and will be used to promote investment in the town and our community, signpost new

development to the most suitable sites, protect valuable assets, help secure improvements of all kinds, give a continuing voice to the community and promote a better quality of life for current and future generations.

How is this plan related to other plans?

The Torquay Neighbourhood Plan (the Plan) has been developed in parallel with the new Torbay Local Plan which was adopted by Torbay Council in December 2015, and the Plans for Paignton and Brixham.

The Neighbourhood Plan has to have regard to national policy and advice, be compatible with European legislation and be in general conformity with the strategic policies of the Local Plan.

What time period does the Plan cover?

The plan, in common with the Local Plan, covers the period from 2012 to 2030. The development proposals it contains relate to the same period as the Local Plan's development horizon.

Vision and Aspirations

Torquay is enviably situated, with an outstanding coastal location and a temperate climate. The quality of life it offers attracts business investors, visitors and new residents. After many years of anticipation, it has also been connected to the rest of Devon by a major new road – the South Devon Highway. Torquay is open and ready for new business and investment.

To retain this quality of life, the beauty of the town and its setting **should** be preserved and enhanced. There have already been measures to conserve the coastal margins and areas of countryside; new buildings are being designed to improve the town's appearance while our heritage is being cared for and maintained.

Our Plan aims to reinforce this balance – attracting new interest and investment while protecting and enhancing the considerable assets and attractions of Torquay.

We want a happy and attractive town, growing economically stronger and healthier each year. We want to share the best of Torquay with our visitors and enjoy its continual improvement.

The Plan aims to express a simple, memorable and distinctive vision for the town and its communities, capturing the shared aspirations of the community as a whole and setting out clear achievable objectives to guide the way ahead.

The Vision for Torquay

- We want to protect **and support** the best of Torquay's heritage, its cherished neighbourhoods and villages and the distinctive local character of each one; **while securing** their future as vibrant communities and attractive places to live, work and visit.
- We want to drive and support sustainable development delivering economic recovery and sustainable growth through rebalancing the economy, providing a sustainable future with new businesses, new jobs and infrastructure supported by the required number of new homes; helping our communities to flourish as it meets present and future demands.
- We want to improve health, social and cultural well-being including sport and leisure for all, ensure facilities and services are in place to meet local needs and help to grow a vibrant community that provides for and supports people of all ages.
- We want to create a more effective, safe, accessible and efficient transport and travel network for pedestrians, cyclists, motorists and users of public transport
- We want to protect and enhance our natural, built and historic environment.

Objectives

Planning and Development

We want to drive and support sustainable development to meet economic growth and help our communities flourish as they meet present and future demands by delivering:

- recovery and growth in investment and new businesses
- economic diversity through rebalancing the economy away from the dominance of Tourism and the Public Sector
- new homes and infrastructure to support net jobs growth.
- holistic planning for the whole town and clear aspirations for each of its neighbourhoods (Community Partnership areas)
- a planning processes that has real community involvement
- provision of a good range of quality, appropriate and affordable homes for all sections of the community
- Brownfield development is prioritised before Greenfield
- a framework to ensure that public funds collected in connection with new developments (through the Community Infrastructure Levy or similar) are used to address local priorities identified by the community.

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The Economy

We wish to drive the change to a diverse economy away from the dominance of Tourism and Public Sector to a broad range of job creation businesses including high tech, light industrial and office based:

- change to a higher quality/higher value year round and sustainable tourism sector through change of use of unsustainable tourism businesses through clear planning policies.
- retain our purpose built job creation areas and make space for new areas within the well-connected Edginswell Gateway area located at the end of the new South Devon Highway.

Services and Facilities

We want to improve health, social and cultural well-being for all, ensure facilities and services are in place to meet local needs, and help to grow a vibrant community that provides for and supports people of all ages:

- identify valued green spaces and public spaces, protect them and promote their improvement
- produce Community Partnership statements identifying local community needs and aspirations
- produce aspirations and policies within our Plan on Sports and Leisure, Health and Wellbeing and Arts and Culture.

Traffic and movement

We want to create a more effective, safe, accessible and efficient transport and travel network for pedestrians, cyclists, motorists and users of public transport:

- improve the flow of traffic and improve signposting in to and around Torquay.
- make it easier to find the way in to and around Torquay, especially to the town centre, identify visitor accommodation and attractions.
- improve safety and ease of access for pedestrians, cyclists and all users of public transport.

Environment

We want to protect and enhance our natural, built and historic environment:

- protect and enhance the local natural, built and historic environment.
- secure recognition of the features and characteristics which shape and contribute positively to the identity, character and unique qualities of Torquay and its communities.
- protect, conserve and enhance those features and characteristics that make Torquay special.
- protect all our highly valued green spaces.
- protect local, nationally and internationally important sites and species

The Town Centre

We want to celebrate and enhance the vibrancy and uniqueness of Torquay town centre and harbour front and to increase the residential element of the centre to maintain and grow a mix of quality retail, social, entertainment and evening economy fit for the future:

- continue the process of improving the flow of traffic and supporting pedestrian use by signposting and routing traffic more directly into the town centre and making shopping a positive experience for pedestrians.
- enhance the shopping and social experience in a town centre that is sustainable and fit for purpose
- assure good quality and safe access for all.
- improve car parking access and quality of provision meeting the needs of a future town centre experience.
- increase residential density in the current town centre, promoting increased residential use of upper floors and redevelopment of redundant sites.

The Gateway to Torquay

We want to deliver a gateway of significance for the town. A gateway of mixed use, well-connected with sustainable communities, robust in structure and adaptable in form to allow change and growth as the economy expands:

- promote well-designed new buildings providing structured growth based on net job creation and inward investment while positively enhancing the appearance of the gateway to Torquay.
- support, integrate and strengthen existing neighbourhood centres at Shiphay, Barton and The Willows.
- preserve and enhance employment areas
- preserve and enhance the habitats for protected species

The following section contains the planning policies of our Neighbourhood Plan, which are in general conformity with the strategic policies of the Torbay Local Plan and have regard to the National Planning Policy Framework. These Policies will form part of the development plan and be used to manage development through the planning process.

The Neighbourhood Plan also identifies a number of Community Aspirations. Whilst these are not Neighbourhood Plan Policies and have no land use planning policy status, their inclusion in the Neighbourhood Plan relate to associated land use matters and are intended to capture some of the aims and aspirations of communities in Torquay, as identified through the plan-making process. Appendix 1 also contains a set of further Community Aspirations, including those identified by the Community Partnerships of Torquay.

General Policies and Aspirations

This is a Plan for the whole of Torquay and for each of its neighbourhoods, aimed at securing sustainable development to promote investment in the town's physical and social fabric, strengthening its economy, conserving its heritage, promoting its natural beauty and growing a safer and healthier community.

The policies in this section are designed to help deliver those aims for:

- Housing
- Economy and Jobs
- Tourism
- Health and Wellbeing
- Sports and Leisure
- Transport

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Policy TS1 – Sustainable Development
The Torquay Neighbourhood Plan provides a framework which contributes to the achievement of sustainable development in Torquay.
Development proposals should accord with the policies contained in the Torquay Neighbourhood Plan, where relevant, unless material planning considerations indicate otherwise.

This Plan's policies aim to steer and shape development. The policies of this Plan and the Local Plan are complementary, together providing a platform for promoting, enabling and delivering **sustainable development.**

When the plan is formally made by Torbay Council it will become part of the **statutory development plan.** That means it will be a material consideration in the determination of planning applications.

Master Plans

Master Plans were adopted by Torbay Council for Torquay Town Centre and The Torquay Gateway (Edginswell) Future Growth Area in 2015 and form key Supplementary Planning Documents (SPD) that give guidance to development proposals. They were prepared during the parallel-process of preparing the Torbay Local Plan and the Torquay Neighbourhood Plan.

To be **an** effective **planning tool**, Master Plans **should** be kept up to date to reflect **changes to the local economy, regeneration aspirations,** viability, **new** constraints, **new thinking and** align with the policies contained within a Neighbourhood Plan.

Policy TS2 - Master Plans

Major development proposals within the town centre and Torquay Gateway areas will be supported where they contribute to meeting the objectives of the Torquay Neighbourhood Plan for these areas and they conform to the area wide Master Plans adopted by the Council as SPDs where those masterplans are in compliance with the policies of this Plan.

Community led planning

To support the continuance of community led planning and accord with the Localism Act, community involvement **at an early stage in the planning of new development is encouraged**. The Community Partnership network within Torquay is an established community-based, properly constituted, consultation network set up by Torbay Council for the purposes of channelling ideas and feedback on Council policies and services.

Policy TS3 - Community led planning

Early engagement with the relevant Community Partnership in respect of all proposals for major development, new housing or business proposals on non-allocated, greenfield land, will be supported.

Greenfield and Brownfield Land

The NPPF provides a definition of brownfield (previously developed) sites. This definition is important in the context of policies contained in this plan.

“Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.”

Other sites will be classed as greenfield for the purposes of this Plan.

Most sites available for development within Torquay are Brownfield or previously developed sites. Most are within the town centre and other urban areas. Our communities support the urgent need for regeneration and the NPPF supports that Brownfield sites are redeveloped in preference to Greenfield.

The development of the Future Growth Area would be required to support a substantial and very optimistic net jobs growth contained within the strategic economic policies of the Local Plan. Net jobs growth has been negative since the start of the Local Plan period and although jobs are being created the loss of employment opportunities within Torbay has been greater. This has meant residents need to travel outside the area to seek employment and therefore a risk of unsustainable development.

Policy TS4 - Support for Brownfield and Greenfield development

Development proposals for brownfield sites will be supported, providing there are no significant adverse impacts, having regard to other policies in this plan.

Development of greenfield sites can have an adverse impact through the loss of green space, so will be supported where this is an allocated site within the Plan or the loss is required to meet the strategic economic policies within the Local Plan.

Housing

The Torquay Neighbourhood plan recognises the importance of new housing developments to provide the homes to support the job creation plans identified within the Local Plan and creating thriving and sustainable communities. It is in full compliance with the Local Plan requirement for homes over the Plan period.

The strategy **is to provide good quality housing to meet** the needs of Torquay's communities now and **through to 2030**. The Local Plan sets the overall strategy; our Neighbourhood Plan sets out to provide the detail to achieve this strategy by ensuring our communities benefit from the provision of new quality homes and that policies are in place to shape **their** development to maximise **the** value to the community **in terms of quality of life**.

There are relatively few opportunities for sustainable, major new housing development (particularly those greater than 20 units) on greenfield sites within Torquay other than the Future Growth Area at Edginswell.

The provision of affordable housing from sites with good inherent viability while protecting our environment by promoting brownfield developments will be priorities for housing policies within the Plan.

Allocated Housing Sites

Our Plan allocates sites for housing (and employment).

The Torquay Local Plan is 'jobs led' with an ambitious target for net job creation. The allocation of residential (and employment sites) within our Plan will meet the needs of the economy and the projected demand within the Torbay Local Plan.

The greenfield Future Growth Area at Edginswell will represent a small but significant proportion of the possible housing growth (approx. 12.5%) while most of the sites arise from allocated sites and windfall developments (less than 6 homes).

This is in contrast to a currently stagnant economy, and little demand for housing. Our Plan supports housing growth where this is linked to job creation and an improving economy but recognises that to achieve the ambitions contained within the Local Plan may be challenging and may significantly affect housing demand.

Our Neighbourhood Plan, together with the adopted Torbay Local Plan, allocates sufficient housing sites to meet the strategic growth target of approximately **3969** dwellings between 2012 and 2030 (18 years). This housing figure is made up of committed sites (1156 dwellings) and the future growth area (550) within the Local Plan; plus housing site allocations made in our Plan and a proportionally significant windfall provision of smaller sites (below 6 dwellings) of 1040.

Our Plan allocates specific sites for more than **1223** dwellings, drawing almost entirely from the pool of identified/potential sites in the Local Plan (minimum 1111 dwellings), and has added a number of new sites (minimum of **112** dwellings). **There are just two sites that were proposed as a potential development sites within the Local Plan (TNPH48 and TNPH6) that have not been supported.**

TNPH48 forms a strategic link between key designated Local Green Spaces and is a wildlife corridor; during consultation on the Local Plan it received more than 80% of the representations, unanimously opposing development of the site. This was further supported in Neighbourhood Plan public consultations.

TNPH6 is designated a Local Green Space with this Plan.

Table 1 and 2 presents a breakdown of housing supply by source.

The number of units on each site is a notional number based on an assessment of the site’s potential and the aspirations of the relevant Community Partnership for types of homes provided. The number of units could be changed subject to material Planning considerations, the policies within our Plan and the Local Plan.

Policy TH1 - Housing Allocations

The Torbay Local Plan allocates sites within Future Growth Areas for residential development. The Neighbourhood Plan allocates further sites for residential development, as shown on Table 1 and 2 below, with the approximate number of houses to be delivered on each site shown alongside.

Site specific plans, clearly identifying site boundaries, are provided in the Policies Maps to this Plan. For clarity, the Policies Maps also set out (in a Table and on Plans) all of the housing allocations in Torquay during the plan period. These include the commitments contained in the Torbay Local Plan.

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Table 1: Neighbourhood Plan allocated sites			
Site ref	Name	Yield	CP area
TNPH1	Holiday Park, Kingskerswell Rd	45	SHIP
TNPH2	Torquay Holiday Park	150	SHIP
TNPH3	North of Nuthatch Drive	100	SHIP
TNPH4	Starpitten Lane	15	BART
TNPH5	Land off Plantation Way	10	SHIP

TNPH6	Site 2 Higher Cadewell Ln	12	SHIP
TNPH7	Site 1 Higher Cadewell Ln	18	SHIP
TNPH8	Foxlands, York Rd	12	STMD
TNPH9	TGGS Shiphay Manor	20	CHEL
TNPH10	Quintaville	10	ELLA
TNPH11	Torre Station	9	CHEL
TNPH12	16/18 Lower Thurlow Rd	6	TORR
TNPH13	Richwood Hotel	8	TORR
TNPH14	Transport Yard	8	ELLA
TNPH15	300-302 Union St	6	TORR
TNPH16	Sherwell Valley Garage	20	CHEL
TNPH17	Tor House & Gospel Hall	25	TORR
TNPH18	Zion Church	8	TORR
TNPH19	Town Hall Car Park regeneration	50	TORR
TNPH20	Laburnum St	8	TORRE
TNPH21	Barclay Court Hotel	8	ELLA
TNPH22	Market Street	89	ELLA
TNPH23	Ansteys Lea Hotel	9	WELL
TNPH24	Municipal Chambers	12	TOWN
TNPH25	Lower Union Lane, Temperance Street Regeneration	130	TOWN
TNPH26	Braddons St Disused Playground	9	TOWN

TNPH27	Roebuck House	20	TOWN
TNPH28	22-28 Union Street	13	TOWN
TNPH29	3-9 Pimlico	10	TOWN
TNPH30	Pimlico	50	TOWN
TNPH31	39 Abbey Road	12	TOWN
TNPH32	Shedden Hall Hotel	14	TOWN
TNPH33	Former Laundry site, Rock Road	30	TOWN
TNPH34	Brampton Court Hotel	10	TOWN
TNPH35	8-9 Braddons Hill Rd W	8	TOWN
TNPH36	Melville St Joinery Works	6	TOWN
TNPH37	40-44 Swan St	10	TOWN
TNPH38	Lansdowne Hotel	8	WELL
TNPH39	Fleet Walk	25	TOWN
TNPH40	Golden Palms	12	TOWN
TNPH41	Terrace Car Park	60	WELL
TNPH42	Hermosa	6	WELL
TNPH43	Ingoldsby	7	CHEL
TNPH44	La Rosaire	7	CHEL
TNPH45	Lee Hotel, Torbay Road	6	CHEL
NP1	Old Cockington School	20	CHEL
NP2	Dainton Storage Yard (Torre Station)	30	CHEL
NP3	Dairy Crest site (Parkfield Road)	40	TORR
NP4	Bancourt Hotel	12	TORR

NPS	Chilcote Close Car Park	10	STMD
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Table 2: Housing provision broken down by type of site

	Total
Commitments and other deliverable sites in Local Plan	1156
TNP allocated sites drawn from Local Plan pool of identified sites	1111
Additional TNP allocated sites	112
Future growth area in Local Plan	550
Windfalls	1040
TOTAL	3969

Housing and Development Policies

Community led development

Torquay has a well-developed network of Community Partnerships based on election ward areas. These areas often represent distinct neighbourhoods based on historic expansion areas to the town. They have in depth knowledge of their communities and have developed community consultation networks allowing them to be ideally placed to fully support and take a leading role in Neighbourhood Planning. We wish to ensure the continuation of a community led development plan for Torquay

COMMUNITY ASPIRATION

Any revision to the economic outlook that forms part of a future adopted Torbay Local Plan **should** include changes to the requirement for residential development. Any significant change to the economic outlook or housing needs for Torquay within a revised Torbay Local Plan **should** be accompanied by a revision to the Torquay Neighbourhood Plan.

Design to reduce risk and fear of crime

To ensure developments support safe communities, the Plan fully supports the 'Secured by Design' initiative by the Police Designing Out Crime Officer's' protocol with Torbay Council.

Policy TH2 - Designing out crime

New development should provide for a safe environment and consider opportunities to prevent crime or the fear of crime from undermining quality of life or community cohesion

Affordable Homes

In the Torbay Local Plan Evidence Study Housing Requirement Report it states (S4.1.8) 'it is a truth that the more homes that are allocated with a policy clearly linking delivery to the provision of affordable units, the more affordable homes will be achieved'; also (S4.1.3) 'affordable housing constitutes about 60% of the overall housing requirement'.

S4.1.2 states, 'historically Torbay has had a very pressing need for affordable housing. The 2003 Housing Need Survey found a need comparable to Inner London'.

Torbay currently has a shortage of affordable homes but Torquay is recognised as having a nationally high demand. In 2012 the Council refreshed its waiting list, and as at March 2013 this shows that there is a waiting list of 3050 people for social rented properties (S 4.2.1); although only 1,648 are actually 'in need' (S4.2.2).

This all has a significant effect on the quality of life of the young and those in the low wage or benefits economy that predominates in our town. This critical issue has not been addressed during the past decades due to low economic growth fuelling low housing growth and a high volume of low viability sites that have avoided provision of affordable housing. Over the plan period **we would like to**

see this issue be positively addressed by policies to increase the supply of affordable housing to a nationally recognised level.

To achieve this there will be opportunities through private sector developments to provide or contribute towards providing affordable housing but it is also acknowledged that the provision of affordable homes over the last 10 years has not achieved the percentage rate required in the adopted Local Plans. Our Plan therefore identifies positive policy statements for affordable homes on **greenfield** development sites and aspirations for additional means of provision.

Our Plan acknowledges the value of land to developers is variable and directly related to profitability or potential viability within the known planning policies for that site. Our Plan does not want the provision of affordable housing and community facilities to be compromised.

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By making the following policy for the Future Growth Area, it does not restrict the supply of land **but prioritises obligations for the benefit of developing a sustainable community.**

Policy TH3 - Future Growth Area **priorities**

Within the Edginswell Future Growth Area, the delivery of affordable housing and community facilities will be given highest priority as part of the obligations arising from development proposals for the area after the provision of essential site specific matters to mitigate the impact of development.

COMMUNITY ASPIRATION

The community would like to see, aspirations raised and the provision of affordable housing maximised through a range of measures applied through the private and public sector investment. To meet the high demand for affordable housing, if 20% of all new housing provided in Torquay was a combination of affordable and social homes over a rolling 5 year period, this would equate to approximately 850 homes overall and would make significant contribution to providing for local needs.

We recommend that the disposal of suitable Council owned land should be to Housing Associations and self-building schemes as part of an appropriate commercial arrangement, to ensure the level of provision of affordable and social housing is not less than 20% of total homes built during any rolling 5 year period. To enable this we accept that some open market housing may be required on those sites for viability purposes.

The following policy will ensure maximum benefit for the community from provision of affordable housing **by providing flexibility for development proposals to achieve their affordable housing requirements, consistent with the approach of the Local Plan.**

Policy TH4 - Affordable homes from **greenfield developments**

To encourage a wider range of opportunities for the provision of affordable housing and priority use of brownfield land, development proposals for 20 units or more on greenfield sites will be supported where the provision to meet the affordable housing requirement of the Local Plan is achieved through, in sequentially preferred order:

- on-site provision, or;**
- a mix of on-site and off-site provision, or;**

- via commuted payments.

This policy supports on-site provision of affordable housing as the most preferred approach. Circumstances may arise where there are material reasons to indicate that providing affordable housing on-site may not be achievable, in those circumstances the provision of homes off-site on brownfield sites or via commuted payments will be supported.

Community Infrastructure Levy

The Community has identified the specific need for Community Infrastructure Levy funds to regenerate the community facilities in the deprived Town Centre area.

COMMUNITY ASPIRATION

As part of the Community Partnership submissions that form part of this Plan there are a number of key projects that have been identified for each area. The community wishes that these projects and future projects that arise in each area are funded through the CIL levy and are prioritised across Torquay by the Neighbourhood Plan Forum or Community Partnership structure.

To help regeneration of the community facilities within the Town Centre Master Plan Area and Community Investment Area while acknowledging the range of site viabilities within that area; the community would like to see development where CIL contributions are not sought, but S106 contributions are, provide the equivalent amount of money to that from the normally prescribed neighbourhood portion CIL contribution be provided for the community's own spend decisions.

The community would also like to see the reduced CIL levy for the Town Centre Master Plan Area be reviewed and adapted to reflect changes in economic regeneration.

Homes for an ageing population

Exeter and Torbay Strategic Housing Market Assessment 2007 Section 18/P10 states 'The household structure of Torbay UA follows from its older than average population. In particular 28% of all households were comprised of all pensioners, over half of which were single persons living alone.' In S19 'One of the key messages from stakeholders was that the ageing population of the area was having a considerable impact on the housing in the sub-region.'

The Torquay Neighbourhood Plan encourages downsizing for its ageing population so that more, larger homes will be available to families.

To acknowledge the needs of reduced mobility, later life homes must be in locations that provide essential services in close proximity

We therefore support the provision of purpose built homes for later life in suitable locations where there is ease of pedestrian access to local **community facilities (for instance, typically a Doctor's surgery, a pharmacy, post office facilities, convenience food retail and public transport).**

Policy TH5 - Sustainable later life homes

New residential units designed for retirement or accommodation for assisted living **will be supported where their location makes them easily accessible by walking or public transport to shops, the town centre and community facilities.**

Torquay Gateway (including the Edginswell Future Growth Area)

The Neighbourhood Plan supports the development of the greenfield Torquay Gateway (Edginswell) site (the Future Growth Area) as part of a jobs led, phased development of Torquay.

Any development in this area **should** exploit its unique position adjacent to the new link road for good quality housing that **meets sustainable housing growth** and includes purpose built employment space to promote job creation.

The location is of prime value for both job creation and homes relying on the easy access to the stronger economies of Newton Abbot and Exeter via the new Link Road and dual carriageway network. This site is allocated as a Future Growth Area within the Torbay Local Plan.

Our Plan also seeks to rebalance the economy of Torquay away from the low value Tourism offer and towards higher value skilled jobs and therefore the development of this area must be of mixed use.

NPPF 8/70 states we should 'deliver the social, recreational and cultural facilities and services the community needs' while NPPF 8/72 states 'the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities'.

There has been a history of ad hoc, unstructured development within the Willows area that has not developed the community infrastructure to support a sustainable community. A key priority for the current community is to ensure this is corrected by making sure any new major residential development within the adjacent strategic expansion area is integrated within the surrounding

communities by ensuring enabling connections are made and community facilities (for instance, typically a Doctor's surgery, a pharmacy, post office facilities, convenience food retail and public transport) exist to support a sustainable community covering a large area.

Policy TH6 - Gateway sustainable community planning

Development proposals within the Edginswell Future Growth Area should be developed with consideration of the immediate surrounding communities of Shiphay, the Willows and Barton. Opportunities to provide transport connectivity as well as complement, augment and/or support the provision of community facilities and primary schools which serve the wider area are important considerations for creating an integrated sustainable community.

Design and quality of development

The redevelopment of larger properties often formerly used for Tourism has led to much low value poorly designed homes providing basic amenities often on an HMO basis that has in turn led to social issues and degradation of the surrounding communities.

We wish to see the stock of homes reflect a sustainable future and promote good quality living environments.

We therefore wish to see the redevelopment of Torquay support good quality design that sits comfortably within the existing built environment and supports the established character of the area.

Policy TH7 - HMO's

The provision of houses in multiple occupation (HMOs) will not be supported when they would adversely affect the tourism offer or worsen concentrations of deprivation or create conditions of community conflict.

Policy TH8 - Established architecture

Development must be of good quality design, respect the local character in terms of height, scale and bulk; and reflect the identity of its surroundings.

Communities have identified lack of parking as a key issue within their areas often exacerbated by developments that have insufficient or no on-site provision causing congested on street parking, parking on pavements and destruction of community assets like **grass verges and open spaces.**

Policy TH9 - Parking facilities

All housing developments must meet the guideline parking requirements contained in the Local Plan unless it can be shown that there is not likely to be an increase in on-street parking arising from the development or, the development is **within the town centre and an easy walk of a public car park which will be available to residents for the foreseeable future.**

In addition, any application for new residential units or additional bedrooms to existing units must be assessed for their impact on parking requirements and proposals shall identify suitable and appropriate parking arrangements so that parking will not add to the potential for antisocial behaviour or conflict within the community. New major developments must contribute to better pedestrian/cycle links where possible and encourage modal shift towards active travel.

Conservation of the historic built environment

Our Plan supports the preservation of our historic homes and other buildings through a policy that protects key historic elements **and acknowledges** the need for a sustainable future for **such buildings.**

Policy TH10 Protection of the historic built environment

Alterations to Listed Buildings will be supported where they safeguard and enhance their historic qualities and elements according to their significance. In doing so, proposals which at the same time contribute to providing a sustainable economic future for such buildings will be particularly supported.

Special protection for rural village environments

To protect the character, historic environment and tourism value of unique rural enclave communities within a largely urban area there will be special provisions to restrict potential development within and on the fringes of the only two rural villages found within Torquay: Maidencombe and Cockington.

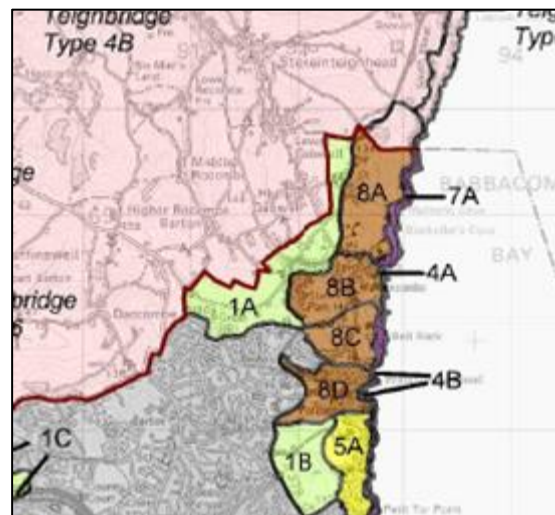
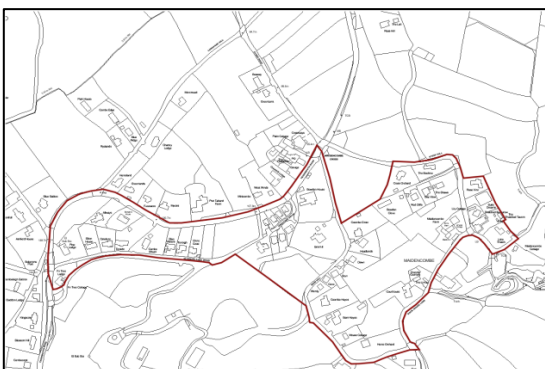
Policy TH11 - Rural village conservation areas

Within the Maidencombe and Cockington Village designated Conservation Areas, **subject to other policies in this Plan, development proposals consisting of sensitive conversions, extensions and alterations will be supported where this would protect or enhance the character and setting of the designated Conservation Area and also have regard to the significance of existing open spaces in terms of their contribution to the Conservation Area.**

Special policies for Maidencombe

Village Envelope

In conjunction with the LPA, local residents and in accordance with the Local Plan, the Village Envelope has been redefined and is designated in the policy mapping for the area and illustrated in the map below (and in more detail within the Torquay Neighbourhood Plan Policies Maps).



For information - extract from 'Landscape Character Assessment of Torbay Part 2 (2010)

To protect the character, historic environment and tourism value of this rural area development will be limited within the countryside and undeveloped coast in accordance with the Local Plan Policies C1, C2 and SS2.

General environment

The St Marychurch & Maidencombe CP submission identifies extremely sensitive environmental issues for the Maidencombe area as it lies within the Countryside (C1) and Undeveloped Coast (C2) designation within the Local Plan and is a known habitat for internationally protected species. The landscape at Maidencombe is special and classed as highly sensitive according to the most recent Landscape Character Assessment which states that infill development and other significant changes will generally not be suitable and could have substantial adverse effects. Opportunities for infill development are therefore likely to be very limited in this regard due to those constraints. In particular areas identified as 8A, 8B and 8D of the 'Landscape Character Assessment of Torbay Part 2 (2010)' are classed as 'highly sensitive'.

Policy TH12 - Maidencombe area

Any proposal for development within Maidencombe Village Envelope must demonstrate that it respects local character and it conserves or enhances heritage and landscape assets where it might impact on those assets.

To achieve this, any development must be of a scale, height, footprint, location and massing in keeping with its built surroundings and the overall physical characteristics within the Village Envelope; and to protect the amenity of existing homes.

Designs and construction materials must draw from and be in keeping with local features and design characteristics and be appropriate in relation to its landscape sensitivity. Development must take into account the value of the rural landscape and comply with the Local Plan policies in the designated Countryside Area (C1) and Undeveloped Coast (C2).

Major developments in C1 countryside, outside the Village Envelope, will not be supported and any greenfield development will be resisted unless it is compatible with the rural character and setting and it fits within the constraints of the existing landscape and visual character of the area.

Special policies for Cockington Village and Country Park

Cockington Village and Country Park form an exceptionally well preserved historic and environmentally sensitive area; **and visitor destination.**

Cockington Village and Country Park form what was an old manorial village and private estate until 1933 when it was given to the people of Torbay. The manor house has become a crafts centre while the village has been uniquely preserved and has a quintessentially Devon thatched village environment with constrained historic development (the pub being the last significant development in the late 1920's). Being close to a Torquay means its popularity arose in Victorian times

and remains a seasonally busy day time visitor attraction with a largely residential population.

Visitors largely come to see the historic preserved village and use the recreational area of the Country Park that includes a crafts studios and manor house.

There has been a long standing balance between the residents' quality of life and commercial activities that has resulted in the community's support for the often intrusive day time commercial use; while protecting the peaceful evening and night time environment for the benefit of resident's quality of life.

Historically the visitor numbers have substantially decreased since their peak in the 1950's; the retail offering struggles to adapt to the changing market and its viability is low due to oversupply of similar product types. Some shrinkage in retail space would be beneficial to improve the long term viability of remaining outlets, improve the ambiance of the village centre and cater for a more demanding visitor market.

To reinforce the character of the Village and Country park and to complement the current C1 Countryside designation within the Local Plan, special constraints will be placed on some forms of development.

Policy TH13 – Cockington Village and Country Park

Within Cockington Village and Cockington Country Park: the change of use to or new A3, A4 or A5 class use will only be supported if it is restricted to opening for trading in daytime hours (generally between 08.00 and 18.00).

New homes or new businesses will not be supported on greenfield sites;

Within Cockington Village, change of use from employment space to dwellings will be supported where there is no reasonable, viable prospect of the site being sustainable for employment uses and subject to the external appearance being retained or restored, where possible or appropriate, to its historic origins.

Economy and Jobs

Our Plan supports the ambition of the Torbay Local Plan to increase net jobs created in Torbay **and also to** improve and diversify Torquay's economy for the benefit of our community's quality of life. A full assessment of the economy has been provided within the supporting evidence.

The Local Plan has a very ambitious goal of net job increase during the Plan period. The current published data shows a large net job loss for the first 4 years to 2016.

Currently Tourism and the Public Sector are responsible for over half the economy of Torquay. The Tourism industry employs around one third of the local workforce and is widely recognised as currently unsustainable due to limited growth in the traditional markets and lack of investment in support of future market demands from poor profitability.

There have been some recent significant signs that inward investment to Torbay is increasing in both high tech businesses and the tourism sector. This trend must be continued to enable the economy to support the increase in net jobs predicted by the Torbay Local Plan.

The Tourism policies in the Neighbourhood Plan require a managed transition of the Tourism industry to a higher visitor spending, higher quality accommodation and attraction provision, to encourage better paid full time jobs, and sustainable businesses.

This transition may reduce the net tourism jobs created within the first 10 years of the Plan and, with a potentially shrinking public sector, special emphasis in this Plan is on creating non-tourism jobs that will be required to provide the new jobs in Torquay as identified within the Torbay Local Plan.

There will be a net value of an improved economy to the local community from more and better paid jobs supporting better quality homes and secure futures.

A key part of job creation will be to revitalise the town centre and harbour area through development for homes and an effective fit for purpose retail and leisure area. This is the goal of the Torquay Town Centre Master Plan SPD; this goal has the general support of the Plan subject to continued review and updating based on the predicted needs of the changing high street retail and tourism sectors.

Supporting existing and new businesses

To ensure the job creating enterprises can be in the best locations for businesses to flourish it is essential that their location offers the very best communications routes both within Torbay and to surrounding centres of population, and the reduction of existing purpose built permanent employment areas is resisted by the Plan.

The following policies are designed to encourage new businesses in to Torquay and prevent further loss of employment space.

The following policy designates key Employment Sites for Torquay for the retention and 'smarter' use of existing space and also highlights opportunities for new space for instance that which is allocated through the Local Plan within the Edginswell Future Growth Area (consistent with the adopted Masterplan SPD) and at Nightingale Park (possible employment uses associated with sports and recreation, consistent with the retention of significant public greenspace).

Other sites may be considered as significant employment sites within the context of this Plan. The Town Centre area is defined to protect a key retail/leisure area that will form the foundation of a revitalised 'town centre' experience. The intention is that the front facing street level units will be

protected for employment but residential will be allowed above and behind subject to Policy TC4 in the Local Plan.

Policy TJ1 – Employment

New development should help contribute to the strategic needs for employment land for Torquay, as set out in in the Local Plan.

The provision of new employment space will be supported across Torquay, consistent with policies for managing development contained within the Torquay Neighbourhood Plan and the Torbay Local Plan.

Loss of employment uses at the following sites which are allocated for employment use in this plan will be resisted. Support will be given to the retention and improvement of employment space.

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TNPE01 – Torbay Hospital

TNPE02 – Woodlands/Lawes Bridge

TNPE03 – Kerswell Gardens

TNPE04 – Lymington Road Area and Chatto Road Industrial Estate

TNPE05 – Lummaton Quarry

TNPE06 – Torquay Town Centre street level (Fleet Walk)

TNPE07 – Broomhill Industrial Estate

TNPE08 – Newton Road commercial area

TNPE09 – Browns Bridge

TNPE10 – Edginswell Business Park

TNPE11 – Barton Hill/Barton Way/Hele Road commercial and industrial area

The provision and delivery of new employment uses on sites at Nightingale Park (see TSL2) and at the Edginswell Future Growth Area (consistent with Policy TS3) will be given support.

There is a trend towards home based enterprises and home working. The following policy will ensure homes are built to accommodate this trend for fit for purpose space.

Policy TJ2: Home based enterprises

All new residential units should have fibre optic superfast broadband connected or provision made for retrospective fitting where this is not possible at the time of development.

Protection of the historic commercial environment

Our Plan supports the retention of historic street scenes in Conservation Areas

Policy TJ3 - Commercial street scenes

Development within Conservation Areas should conserve or enhance commercial heritage assets and their settings.

Tourism

‘Torquay – a destination in transition’

The vision is to be ‘the best in the west’: a quality, all year round sustainable tourist destination based on: coast, countryside, culture and cuisine.’

Torquay’s tourism sector is acknowledged as requiring transition to a higher value, higher quality, year round offering to improve the sustainability of the sector and provide one foundation of a secure and prosperous economy for Torquay. The following policies underpin this transition.

‘Turning the Tide for Tourism’ identifies an oversupply of in the small B&B guest house sector (less than 10 rooms) with significant oversupply of low quality low value added small hotels. There is an identified lack of good quality large hotels and branded chains.

Increase in the quality and sustainability of the accommodation sector

The foundation for the transition of Torquay to the ‘best in the west’ should be by the following aspirations:

COMMUNITY ASPIRATION

The community would like to see, and where possible will work towards enabling the following:

- A thorough and on-going bed audit and research key accommodation data to support the investment in rebalancing of the quantity and quality of bed spaces in each accommodation sector. This research should include a

professionally assessed market evaluation and predicted future (20 year) trends. The results should be published and advice and guidance to Tourism businesses should be provided on the implications of the data.

- The transition of tourism should be managed through the delivery of the Local and Neighbourhood Plans within the framework of the Planning process whereby the bed audit and market evaluation will provide evidence for decision making.
- Businesses should be allowed to change use where there are areas of over-supply or low quality or low spend value by a presumption in favour of a change of use to other high quality accommodation or homes, or
- New developments should be allowed in those areas that support the vision for our resort and are on Brownfield sites.
- Visitor infrastructure investment priorities by the Council should be concentrated in the Core Tourism Investment Areas (CTIA’s).
- The Council should support and promote the investment in and development of quality, accessible and green tourism businesses.
- There should be no Houses in Multiple Occupation (HMO’s) or other hostel accommodation allowed in established tourism areas.
- The Council should persuade or use their power to serve Section 215 Notices on landlords and owners of properties to improve maintenance and visual appearance in established tourism areas.
- The planning process should protect the green open spaces within Torquay’s environment by restricting new holiday accommodation and tourism sites to the extensive availability of existing or Brownfield sites.
- Council policies should encourage tourism businesses to improve quality, trade all year round and provide quality jobs.
- The Council should support the creation of an international hotel school to underpin the change to a high quality Tourism Sector.
- The Council should support good quality sustainable conference facilities to underpin all year round tourism.
- Key tourism and retail areas outside the Core Tourism Investment Areas (CTIA’s) and town centre should be well signposted.

Concentrate tourism investment within CTIA's to develop a vibrant, quality visitor experience

Two CTIA's are created within the Local Plan:

- The coastal strip from Livermead Cliff Hotel to the Imperial Hotel including the areas around Torre Abbey/RICC, Lower Belgrave Road and harbour, and
- Babbacombe cliff and coastal strip.

Although in general key serviced accommodation businesses within a CTIA should be retained where possible it **is** important to improve the ambiance of **the overall tourism offer across Torquay** by change of use of unsustainable businesses to high quality, mixed use developments of holiday apartments, homes, retail or restaurant/café uses with a design sensitive to the heritage value of the area. This policy should be extended to the redevelopment of any sites not trading so that the visual amenity value of the area is improved.

COMMUNITY ASPIRATION

The community would like to see, in general, key serviced accommodation businesses within CTIA's being retained where possible as it will be more important in the first 5 years of this Plan to improve the ambiance of the area by change of use of unsustainable businesses to high quality, mixed use developments of holiday apartments, homes, retail or restaurant/café uses with a design sensitive to the heritage value of the area. This approach should be extended to the redevelopment of any sites not trading so that the visual amenity value of the area is improved.

Policy TT1: Change of use constraints within and outside a CTIA

HMO

Change of use from tourism accommodation within a CTIA to HMO or student halls of residence or hostel type accommodation will not be supported.

Change of use from tourism accommodation outside a CTIA to HMO or student halls of residence or hostel type accommodation will not be supported where this would detrimentally affect the holiday character of the area.

Outside CTIAs

The change of use to residential dwellings from tourism properties outside the CTIA's will be supported subject to the site being of limited significance to the tourism setting (typically 10 letting rooms or less of serviced holiday accommodation), or there is a lack of viability for tourism (including that it can be demonstrated that the current business has been marketed on realistic terms for 12 months without sale), or at least half of the units within the property are already of Class 3 residential status.

Within CTIAs

The change of use to residential units from tourism accommodation within a CTIA will be supported if there is no reasonable prospect of the site being used or redeveloped wholly for tourism accommodation and where tourism related use at street level (such as retail and/or cafes/restaurants) is provided that would not detract from and would add to the tourism offer of the CTIA.

The planning process must protect the built environment within conservation areas and help develop sustainable uses for historic buildings that are or have been used for tourism accommodation.

The following policies recognise the importance of the sustainable use of heritage assets through the protection and enhancement of existing properties:

Policy TT2: Change of Use in Conservation Areas and Listed Buildings

Within designated Conservation Areas or where Listed Buildings are involved, whether inside or outside of a CTIA, change of use from tourist accommodation and other development proposals requiring consent will be supported in principle (subject to other policies in this Plan) to ensure a sound future for such

heritage assets and wherever possible unsympathetic development of the past is removed or altered to enhance the historic environment.

A vital part of the long-term strategy is the general amenity value of tourism accommodation areas and this requires a robust and systematic approach to the improvement of run-down or derelict properties and sites.

Section 215 of the Town & Country Planning Act (1990) provides a method of supporting the overall improvement of these areas by a robust and systematic approach serving notices for improvements to run-down or derelict properties and sites.

COMMUNITY ASPIRATION

The Neighbourhood Forum would like to encourage Torbay Council to serve

derelict properties and run down sites within tourism areas with Section 215 notices if the property or site is having a substantial negative impact on the visual quality of the surrounding area and the local community requests action.

Torquay Seafront and harbour area

This is the primary CTIA for Torquay and should be the main focus for investment to create and retain high quality, high value tourism based accommodation, entertainment, retail, cafes and restaurants to underpin the transition to a higher spending visitor base.

COMMUNITY ASPIRATION

The community would like to see, and where possible will work towards enabling the following:

- The harbour area should have café, bars and restaurants creating a safe, al fresco experience in the summer months with good quality public space all year round.
- The beach and harbour-side environment should be a key investment area for refurbishment and maintenance to provide a high quality visitor experience while retaining its heritage, scale and resort ambiance.
- Provide e-information platform for visitors to access all information on Torquay at key points as technology improves.
- Invest to improve maintenance of roads, pavements and the street scene from public and private sector investments.
- Move fairground activities from Torre Abbey and transform the area to become a green space for summer festivals, music and other events.
- Develop national standard, good quality conference facilities to support all year round tourism and quality hotels by promoting the redevelopment of the Riviera International Conference Centre site to incorporate a top quality integrated conference hotel and fit for purpose sustainable conference centre and promoting hotel accommodation in the local area to support delegate requirements.

Babbacombe

Babbacombe is recognised as a satellite resort and secondary CTIA with two distinct areas, the beach side and the green downs area with its Victorian buildings.

Although some hotel businesses will thrive, in general the tourism based accommodation will be allowed to shrink by change of use unless it forms part of the key front line cliff top properties. This area forms an open green area popular for visitors to Babbacombe and would be enhanced by investment in a range of cafés/restaurants and retail units to assure economic viability of the whole area. To achieve this change of use should have some flexibility to provide incentive for redevelopment and support viability.

Policy TT3: Change of use constraints on Babbacombe Downs CTIA

Within the Babbacombe Downs CTIA and subject to other policies in this Plan, support will be given in principle to change of use from tourist accommodation to:

a) residential use, except where it would involve introduction of HMO accommodation or loss of high quality tourist accommodation;

b) tourist related use at street level such as retail and/or cafes/restaurants that would not detract from and would add to the tourist offer of the CTIA.

Any proposal involving new buildings should be of a design sensitive to the historic character of the area and comply with other policies within this Plan

Integrate water based sports and activities into the tourism offer.

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COMMUNITY ASPIRATION

The community would like to see, and where possible will work towards enabling the following:

Support the development of improved harbour and beach side facilities to support a quality tourism offer and develop regional and national standard sports facilities and water sports provision as an integral part of the broader Tourism offer and support the recently approved Cultural Strategy.

Positive actions to include:

- make access to the water easier for all users
- make storage and launching small craft from beaches and harbours easier
- maintain beaches to a high standard and ensure investments are made in infrastructure support Blue Flag/Quality awards for all beaches and provide good quality fit for purpose beach fronts.
- provide quality public toilets with extended opening and availability all year.

- redevelop Meadfoot west beach area with a quality sea view restaurant to support the new beach hut development and the local area's quality accommodation providers.

Develop Torquay as the cultural centre of the west with a broadened range of tourism infrastructure to diversify the visitor appeal.

COMMUNITY ASPIRATION

The community would like to see, and where possible will work towards enabling the following:

- Promote a range of quality all year round festivals based on coast and countryside, culture and cuisine linking to the objectives of the adopted Cultural Strategy and those submitted by Torbay Action for Art.
- Promote Heritage, Literary, Geology and Arts Trails.
- Promote walking and tour guides and bring to visitors' attention the 'hidden jewels' of Torbay.
- Identify a suitable site for a Torbay open air theatre.
- Support a Torbay Culture/Arts Centre on a suitable site.
- Support investment in all year round, quality indoor attractions and a major national attraction comparable with the Eden Project.
- Help businesses create packaged themed breaks and a resort tourist pass.
- Create a dedicated Agatha Christie centre housed in an iconic building such as the Pavilion where her life and works are also celebrated with history and live performances.
- Develop a festival/music/large event location on Torre Abbey green space in place of the fair.
- Support the development of a quality retail offering through town centre regeneration as an integral part of tourism offer by initiatives that bring together the tourism and retail sectors.

COMMUNITY ASPIRATION

The community would like to see, and where possible will work towards enabling the following:

Transition night-time economy to provide a quality harbour area to attract high spenders and visitors who use quality accommodation

- Support positive management of night time economy by retaining Purple Flag award.
- Establish zero tolerance policing of any anti-social behaviour, including but not limited to drunkenness, rough sleeping and begging.
- Promote a quality café/restaurant/bar/mixed accommodation area around harbour.
- Encourage relocation of clubs to distributed locations away from established residential areas but integrated with the main tourism accommodation areas
- Promote a dedicated entertainment complex with cinema/pubs/clubs/casino/retail integrated with the main tourism area such as the top end of town.
- Encourage continued investment in quality food and drink providers to encourage higher spend.
- Introduce 20 mph speed limit and pedestrian friendly areas around the harbour to provide a safer environment.

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- Sheddon Hill car park as coach park.
- Ensure all routes are accessible.
- Encourage development of existing railway buildings in to related uses.
- Route in to hub via Rathmore/Falkland Road from Avenue Road with a roundabout at the junction with Torbay Road (this will require the reversal of the current one way routes
- Improve direct rail links working with the Torbay Development Agency (TDA) and the Heart of the West Local Enterprise Partnership (HOSWLEP) to ensure continued investment.
- Incorporate controlled crossings for safe pedestrian access to transport hub.
- Consider a mass transportation system linking key areas within Torquay and the rest of Torbay.
- Encourage the linking of harbours along the South West coast with a coastal ferry service.

COMMUNITY ASPIRATION

The community would like to see, and where possible will work towards enabling the following:

Create a transport gateway hub at Torquay train station for trains, coaches, buses, bikes, taxis and the town centre land train

- Train station, coach drop off/collection facilities, bus stop to link with main routes (and land train), taxi rank and cycle hire with link to wider cycle/foot path routes.

Environment

The quality and character Torquay’s rural, urban and maritime landscapes have long been recognised as a valuable asset. Countryside and beaches are the top attractions for visitors to the area of South Devon and as such the environment within Torquay is vital to the tourism industry; as well as giving a significant motivation for new residents to move to the area. However, this means that the landscape is under continuous pressure for change from development, changes in land management practices, and the effects of climate change. Torquay’s rural landscape is heavily influenced by their patchwork of green spaces, undeveloped coastal fringe and agricultural activity. The continuation of agriculture is vital for the continued conservation and enhancement of the landscape.

Protection of environmentally important species and habitats

The Plan area contains a number of sites of or is in close proximity to designated sites of European or National importance for bio and geodiversity.

- South Hams Special Area of Conservation
- Lyme Bay and Torbay Marine SAC and Torbay Marine Conservation Zone (MCZ)
- Lummaton Quarry SSSI
- Babbacombe Cliffs SSSI
- Hopes Nose to Walls Hill SSSI
- Kents Cavern SSSI
- New Cut SSSI
- Meadfoot Sea Road SSSI
- Daddyhole SSSI
- Dyer’s Quarry SSSI
- Occombe SSSI

Promoting Brownfield sites **for new tourism developments**

Landscapes perceived as beautiful, tranquil and ‘natural’ improve mental wellbeing by reducing stress and evoking positive emotions, and help improve physical fitness by providing inviting and inspiring environments to exercise. Access to the countryside and green spaces, such as via the public rights of way network, is important for these benefits to be fully realised.

Growth in visitor numbers and the resident population will exert further pressure on Torquay’s landscape; this needs to be managed carefully to maintain the high quality and distinctive character of the landscape to secure future economic prosperity, health and wellbeing.

Torquay has a large number of Brownfield and redundant tourism sites providing a significant pool of assets for redevelopment and hence reducing the pressure on the few remaining green areas in Torquay.

Policy TE1 - Tourism accommodation on brownfield sites

New tourism developments will be particularly supported where they make use of brownfield land for the provision of that development.

Designated Local Green Spaces

Torquay has many open green spaces because of its location on the coast and because the large developments in the 19th and early 20th century placed special emphasis on provision of public access parks.

Each Community Partnership has audited their green spaces and identified their list of Local Greenspaces in compliance with NPPF 8/76

76. Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period.

Many other green area sites were rejected because they did not meet the strict criteria for designation so those designated have special significance to the local community be it historic asset, recreational, sport or food production use or wildlife refuge. It is of note that almost all homes within Torquay are in a largely urban area and local communities highly value those public access green spaces within walking distance of their homes. The preservation of these assets has been a high priority identified in public consultations.

The number of sites is considered unexceptional to the large urban area that the Plan covers, representing c. 1 green space for every 200 homes (with many supporting the Tourism industry). This is not disproportionate to that expected in contemporary urban planning.

It is recognised that some sites suffer from a lack of maintenance caused by a reduction in Torbay Council funding; this must not be taken as a lack of worth to the community.

Local Green Space justifications are contained within the supporting evidence document: Basic Conditions Statement.

Policy TE2: Local Green Spaces

The areas listed below, indicated on the accompanying plan and shown in detail on the Neighbourhood Plan Policies Maps, are designated as areas of Local Green Space, where development is ruled out, other than in very special circumstances.

Very special circumstances may include the provision of a new railway station at Edginswell, the provision of a new structure providing a café, beach facilities and toilets at Hollicombe Park. In addition, minor improvements to community access, or facilities that support their use for public recreation or amateur sports, or development allowing reasonable small extensions in a style that reflects the setting and the local area which would be consistent with the LGS designation, will be supported.

Table 3: Designated Local Green Spaces

Map Ref	Local Green Space Name	Community Partnership area
TLGSB1	Barton Downs	Barton & Watcombe
TLGSB2	Brunel Woods	Barton & Watcombe
TLGSB3	Firlands Green	Barton & Watcombe
TLGSB4	Great Hill	Barton & Watcombe
TLGSB5	Steps Cross Playing Field	Barton & Watcombe
TLGSB6	Woodend Project	Barton & Watcombe
TLGSC1	Armada Park	Cockington, Chelston & Livermead
TLGSC2	Ashfield Gardens	Cockington, Chelston & Livermead
TLGSC3	Cockington Country Park	Cockington, Chelston & Livermead
TLGSC4	Corbyns Head	Cockington, Chelston & Livermead

TLGSC5	Crownhill Park	Cockington, Chelston & Livermead
TLGSC6	Goshen Triangle	Cockington, Chelston & Livermead
TLGSC7	Highlands/Sherwell Valley Allotments	Cockington, Chelston & Livermead
TLGSC8	Hollicombe Park	Cockington, Chelston & Livermead
TLGSC9	John Coad Park (Innerbrook/Sandford Green Space)	Cockington, Chelston & Livermead
TLGSC10	Kings Gardens	Cockington, Chelston & Livermead
TLGSC11	Occombe Farm	Cockington, Chelston & Livermead
TLGSC12	Piggeries Green Space	Cockington, Chelston & Livermead
TLGSC13	Preston Primary School Play Park	Cockington, Chelston & Livermead
TLGSC14	Rocket Park	Cockington, Chelston & Livermead
TLGSC15	Sherwell Park	Cockington, Chelston & Livermead
TLGSC16	Sherwell Valley/Grenville Green Space (Markham Plantation)	Cockington, Chelston & Livermead
TLGSC17	St Matthews Field	Cockington, Chelston & Livermead
TLGSC18	Torre Valley North & South Sports Fields	Cockington, Chelston & Livermead
TLGSC19	Rugby/Cricket Club & Bowling Club	Cockington, Chelston & Livermead

TLGSC20	Two Parks	Cockington, Chelston & Livermead
TLGSC21	Victoria Park	Cockington, Chelston & Livermead
TLGSC22	Hollicombe Brake	Cockington, Chelston & Livermead
TLGSC23	Scadson Valley Green Space	Cockington, Chelston & Livermead
TLGSE1	Belmont Park	Ellacombe
TLGSE2	Brewery Park	Ellacombe
TLGSE3	Castle Road Park	Ellacombe
TLGSE4	Ellacombe Park	Ellacombe
TLGSE5	Quinta/Windsor Road Allotments	Ellacombe
TLGSE6	Stentiford Hill Park	Ellacombe
TLGSE7	Warberry Copse	Ellacombe
TLGSH1	Cricket Field Playing Field	Hele, Watcombe & Lower Barton
TLGSH2	Daison Wood	Hele, Watcombe & Lower Barton
TLGSH3	Truro Bank	Hele, Watcombe & Lower Barton
TLGSH4	Windmill Hill Playing Fields	Hele, Watcombe & Lower Barton
TLGSM1	Babbacombe Downs	St Marychurch & District
TLGSM2	Brunel Manor Gardens & Grounds	St Marychurch & District
TLGSM3	Cary Park	St Marychurch & District
TLGSM4	Easterfield Playing Fields	St Marychurch & District

TLGSM5	Glen Sannox Memorial Gardens	St Marychurch & District
TLGSM6	Hartop Road Allotments	St Marychurch & District
TLGSM7	Haytor Park	St Marychurch & District
TLGSM8	The Fields	St Marychurch & District
TLGSM9	Maidencombe Community Orchard	St Marychurch & District
TLGSM10	Maidencombe Village Green	St Marychurch & District
TLGSM11	Millenium Copse	St Marychurch & District
TLGSM12	Petitor Downs	St Marychurch & District
TLGSM13	Quinta Road Allotments	St Marychurch & District
TLGSM14	Quinta Road School Playing Fields	St Marychurch & District
TLGSM15	Plainmoor Recreation Ground	St Marychurch & District
TLGSM16	Tessier Gardens	St Marychurch & District
TLGSM17	The Grove	St Marychurch & District
TLGSM18	King George V Memorial Playing Fields	St Marychurch & District
TLGSM19	The Rose Garden	St Marychurch & District
TLGSM20	Valley of the Rocks	St Marychurch & District
TLGSM21	Walls Hill	St Marychurch & District

TLGSM22	Walls Hill Slopes	St Marychurch & District
TLGSM23	William's Field	St Marychurch & District
TLGSS1	Cadewell Park Green	Shiphay & Willows
TLGSS2	Darwin Park	Shiphay & Willows
TLGSS3	Ellacombe Plantation	Shiphay & Willows
TLGSS4	Exe Hill Green Space & Playground	Shiphay & Willows
TLGSS5	Furzebrake Plantation	Shiphay & Willows
TLGSS6	Green Space at Newton Road	Shiphay & Willows
TLGSS7	Huntacott Way Green Space & Playground	Shiphay & Willows
TLGSS8	Kitson Park	Shiphay & Willows
TLGSS9	Lindisfarne Park	Shiphay & Willows
TLGSS10	Lloyd Avenue Village Green	Shiphay & Willows
TLGSS11	Montserrat Rise, Barton/Willows	Shiphay & Willows
TLGSS12	Riviera Way Woodland	Shiphay & Willows
TLGSS13	Shiphay Park	Shiphay & Willows
TLGSS14	South Parks Allotments	Shiphay & Willows
TLGSS15	Beechfield Allotments	Shiphay & Willows
TLGST1	Cary Green	Torquay Town Centre
TLGST2	Promenade; Princess Gardens & the Sunken Gardens	Torquay Town Centre
TLGST3	Royal Terrace Gardens (Rock Walk)	Torquay Town Centre
TLGST4	Abbey Park and Meadows	Torquay Town Centre
TLGST5	Old Maids Perch	Torquay Town Centre
TLGSTU1	Brunswick Square	Torre & Upton
TLGSTU2	Chapel Woods	Torre & Upton

TLGSTU3	Memorial Gardens	Torre & Upton
TLGSTU4	Parkfield Road Gardens	Torre & Upton
TLGSTU5	Stantaway Hill & Allotments	Torre & Upton
TLGSTU6	Torre Churchyard	Torre & Upton
TLGSTU7	Upton Park	Torre & Upton
TLGSW1	Daddyhole Plain	Wellswood & Torwood
TLGSW2	Ilsham Valley	Wellswood & Torwood
TLGSW3	Lincombe Woods	Wellswood & Torwood
TLGSW4	Manor Gardens	Wellswood & Torwood
TLGSW5	St Johns Wood	Wellswood & Torwood
TLGSW6	Stoodley Knowle Meadow	Wellswood & Torwood
TLGSW7	Thatcher Pines & Thatcher Point	Wellswood & Torwood
TLGSW8	Torwood Gardens	Wellswood & Torwood
TLGSW9	Wellswood Green	Wellswood & Torwood

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Green Infrastructure

People want to live, work and visit attractive places and the Bay's identity is its natural setting and stunning coastal environment. It is important with the increasing pressures that are being placed on Torbay's green infrastructure, that these qualities are not compromised. The value of green infrastructure, for the health of Torbay, needs to be acknowledged and measures put in place for long term investment. The economic regeneration of the Bay needs to consider green infrastructure alongside the built environment; only then can sustainable communities be created for the future.

COMMUNITY ASPIRATION

The Neighbourhood Forum would like to highlight the importance to the community of the Torbay Green Infrastructure Delivery Plan 2010 and would like to see its provisions taken into account wherever possible.

The diversity of landscapes in Torquay is striking, whether it is the rugged coastlines of rocky cliffs and sweeping bays, secluded valleys such as Cockington and Maidencombe, rolling hills of traditionally managed farmland, or its rich historic character. Torquay contains a number of valuable landscapes which have been designated in recognition of their international, national and local significance, in particular the approval of the whole area as a UNESCO Global Geopark, one of only 120 in the world. The Geopark provides a tool for promoting the area's geology and natural resources through education, and supporting the sustainable economic development of the area, especially through tourism.

Just as it is necessary to strategically plan and deliver roads, utilities and drainage, it is also important to plan strategically in order to deliver a healthy natural environment. Both require the same level of attention. A Green Infrastructure network is made up of interconnected open spaces that provide multiple environmental, economic and social benefits, linked together throughout the urban landscape and out to the wider countryside, coast and sea. These spaces provide a mix of functions including recreation, sustainable transport, education, wildlife habitat, flood risk management, local food production, energy production and ecosystem services. Often these functions are overlapping, for example woodland can be a recreational asset, a wildlife habitat, a landscape feature and a fuel supply all at once.

Parks, woodlands and green spaces

Our parks and green spaces are rightly valued as amongst our most precious assets.

COMMUNITY ASPIRATION

The Community would like to see the following:

- Improve the appearance of green space.

- Improve accessibility, especially for the disabled.
- Challenge people's perceptions of green spaces so they are seen as areas to value, visit and use more often.
- Improve facilities that support recreation.
- Increase numbers of sustainable events/entertainments where this does not adversely affect the quality of life of the surrounding community.
- Develop opportunities for using green spaces for learning.
- Promote and protecting the heritage assets of Torquay's green spaces.
- Promote green spaces as drivers for economic activity while protecting them.
- Develop opportunities for using green spaces for appropriate sporting activities thus contributing to peoples' health and wellbeing.
- Recognise, protect and enhance the biodiversity value of green space.
- Encourage children to play and be active

By rising to meet these challenges, we will enhance biodiversity and landscape character, improve economic prosperity and support regeneration of the Bay, benefit people and create healthy communities, adapt to climate change support a low carbon economy and safeguard our ecosystems.

A co-ordinated approach needs to be taken by all agencies to promote green tourism, and to increase and enhance the maritime offer for both residents and visitors. The number of sea based activities has declined in recent years, so there are many opportunities for businesses to be encouraged, making sure that there are no threats to the actual environment. Tor Bay is now designated a Marine Conservation Zone, and not enough is currently being done to inform the public about this, either through education in our schools, or through tourist information.

Maintaining the health of the environment provides a wealth of benefits which strengthen the economy and aid regeneration by offering more jobs, reduced need for healthcare, pride of place, improved tourism offer, better adaptation for climate change and increased property values. Outdoor education is an important

part of a child's development and Green Infrastructure provides access to open air classrooms and opportunities to explore nature first hand.

Our climate is changing and it is now established that we need to adapt in response. Green Infrastructure offers mechanisms to limit the effects of climate change by, for example, reducing the threat of flooding through incorporating Sustainable Urban Drainage Systems in new developments and restoring wetlands and ponds, which will store run-off. The cycle network being created across Torbay will reduce the need to use cars and provides sustainable transport links. A good network of urban trees and woodlands reduces the urban heat island effect and also provides shelter and insulation from cold temperatures, reducing the need for air conditioning in summer time and heating in winter, as well as cleaning the air that we breathe.

Our Plan wishes to protect established woodland, link green corridors and increase net tree planting. Torbay is a critical drainage area and established woodland and tree planting is known to reduce runoff and consequently reduce flood risk.

Policy TE3 Development on Established Woodland

Development on established woodland will not be supported unless it is related to the sustainable management of that woodland **and/or** improved public access.

Inappropriate tree species within domestic gardens or roadside locations can become a nuisance if left to outgrow the space and can lead to degradation in the quality of life of residents. A flexible approach to tree protection can enhance the number and diversity of tree planting while allowing mistakes to be corrected.

Torquay is a largely urban area surrounded by countryside and coastline. New large scale developments are on Greenfield sites that are close to countryside or coast.

To help protect the environment and promote access for wildlife to pockets of habitat the following policy supports the linking of existing areas of green space, woodland and hedgerows when greenfield development takes place.

Policy TE4 - Green Corridors

Greenfield development should, where deliverable and viable, support the provision and/or enhancement of green infrastructure through the provision of green corridors and/or links to existing green infrastructure, to facilitate the natural movement of wildlife.

Protected Species and biodiversity

All protected species under National and European Law must be protected from development that adversely has a negative impact on them. It is also important to ensure biodiversity is not lost

The Habitats Regulations Assessment for our Plan identifies Torquay as outside of the South Hams SAC sustenance zone for Greater Horseshoe bats; however there are two flyway ends; one at Sladnor Park and the other at Edginswell Future Growth Area.

It is unlikely development in the built up area of Torquay would have effect on the integrity of the SAC through an effect on the defined sustenance zone itself.

There is a possibility of disturbance of flyways at Edginswell Future Growth Area and at Sladnor Park. Greater horseshoe bats are particularly light sensitive and tend to avoid areas that are subject to artificial illumination. Increased lighting used for new developments, recreation and crime prevention in areas used by the bats would have a significant impact.

The Local Plan identifies a landscape buffer zone would be required along the western edge of the Future Growth Area between any future built development and the A 380 and the protection of hedgerows. This would retain and create connective corridors. A similar approach of suitable buffer zones and protection of sustenance and roosts at Sladnor Park would help protect the colony.

The area around Maidencombe is already recognised as a protected area for the European protected Cirl Buntings and therefore special measures should be in place to protect their nesting and sustenance zones.

Provision of such protection would be consistent with and support the Local Plan Policy NC1 while NPPF 27/119 States that the presumption in favour of sustainable development (paragraph 14) does not apply where development requiring appropriate assessment under the Birds or Habitats Directives is being considered, planned or determined.

Policy TE5 - Protected species habitats and biodiversity

Considering all stages of the construction process, the development of new homes, or a new commercial property or business premises of any class, on an unallocated site that could have an impact on a protected species or habitat must provide, as appropriate, an assessment of impacts upon any existing protected species or habitats and as necessary provide mitigating arrangements in order to protect and enhance those species and habitats.

Policy TE6 - European Protected species on specified sites

Considering all stages of the construction process, all development within the Edginswell Future Growth Area or the Maidencombe area (including the Village envelope and surrounding defined Buffer Zone) must have a Habitats Regulation Assessment as appropriate.

Marine Environment Planning

The marine planning authority for England the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent, a marine plan will apply up to the mean high water spring mark, which includes the tidal extent of any rivers. There could therefore be an overlap with terrestrial plans which generally extend to the mean low water springs mark. Beyond activities based at sea or on the coast, marine plans also apply where an authorised land-based activity may have an impact on these areas. Marine plans will inform and guide decision makers on development in marine and coastal areas.

Policy TE7 - Marine Management Planning

Development proposals on land adjacent to the coastline will be supported where do not have an adverse effect on a marine policy or management plan.

Health and Wellbeing

The concept of 'healthy urban planning' is being promoted by the World Health Organisation to draw attention to the need for planners, public health professionals and others to work together to plan places that foster health and well-being.

Physical activity, especially walking, has many important health benefits for older adults and the built environment plays a crucial role in encouraging healthy activity for this growing segment of the population. Current UK estimates from the Office of National Statistics (ONS 2011) see the proportion of over 60s rising from 23% to 31% by 2058. Torbay already has an over 60s population which exceeds the 2058 ONS national estimates with 31.4% of its population currently over the age of 60 (2011 census) – placing Torbay 45 years ahead of the rest of the country.

Torbay has the potential to act as a leading example of how the design of buildings and public spaces can facilitate beneficial activity for its ageing population as well as improving the health of the wider community. The comprehensive review of Torquay Town Centre through the Master Planning process and planned growth within Torquay offers a unique opportunity to integrate design guidelines which encourage healthy behaviour and increase accessibility, not just for older adults, but for all residents and visitors no matter what age or ability.

Walking, cycling and public transport environment

This plan encourages development proposals which bring together a range of principles resulting in a reduction in the environmental effects of traffic on the health of local people.

COMMUNITY ASPIRATION

The community would like to see and where possible, encourage the following:

- Provide joined up routes for walking, cycling and public transport across Torquay and ensure new developments are fully integrated to existing networks.
- Manage vehicular parking and speeds to promote safer communities including the use of mandatory 20mph speed restrictions and resident only parking restrictions.
- Encourage walking and cycling to schools by suitable parking arrangements, controlled crossings and mandatory speed limits for key walking and cycling routes.

COMMUNITY ASPIRATION

The community **would like to** encourage and enable more journeys to be undertaken in the town by walking, cycling or public transport by:

- Encouraging walking and cycling by ensuring all light controlled junctions and major intersections are appropriate for safe pedestrian and cycle use.
- Ensuring key community walking and cycling routes are well lit and designed to be safe
- Creating safe and secure layouts that minimise conflicts between traffic and cyclists
- Ensuring isolated communities and later life homes are served by a sustainable public transport route that links to major public transport routes and essential community hub facilities.
- Promoting sustainable public travel methods to dissuade the use of private cars

- Ensuring existing transport infrastructure, such as rail and bus services are integrated effectively and are sustainable.

COMMUNITY ASPIRATION

The community would like the development of new or expanded schools to include requirements for controlled crossings and mandatory 20mph speed limits for all key walking routes adjacent to the school **and the area Ward Councillors to be consulted on new and revised Travel Plans**

Policy THW1: Travel Plans

To encourage improved health and wellbeing from school developments, Travel Plans for new or expanded schools must include proposals consulted with the local Ward Councillors that demonstrate how the Travel Plans will provide safe and effective routes of benefit to staff, parents, pupils and all other route users.

Open spaces, recreation and play

COMMUNITY ASPIRATION

The community would like to see and will seek to encourage the use of open space for recreation and play being promoted by the following principles:

Retain existing open spaces, sports and recreational facilities and resist their loss without approval from the local Community Partnership.

Require high-quality public spaces and encourage active and continual use of public areas. Connect places with each other and make moving through them easy.

Ensure open spaces cater for a range of users with multiple social, health and environmental benefits.

Ensure play spaces are easy and safe to get to by sustainable transport, and well over-looked to ensure safety.

Ensure schools have adequately sized open spaces, including playing fields and opportunities for food growing.

Provide a range of sports and leisure facilities and pitches designed and maintained for use by the whole community.

Provide a wide range of high-quality play opportunities and experiences integrated into residential areas.

Growing food in the community

The **following** policy ensures opportunities are provided for households to have access to space to grow food on allotments. There is a high demand for allotments and **the policy below** supports their retention. **The policy also** protects high quality agricultural land.

Policy THW2: Change of use of allotments and retention of food production areas

The change of use of existing allotments and non-agricultural development on high quality agricultural land (unless allocated) will not be supported.

New Developments - community facilities

Community facilities (for instance, typically a Doctor's surgery, a pharmacy, post office facilities, convenience food retail, convenience food retail and public transport) for new major developments promote a sense of community and improve the quality of life of residents.

Policy THW3 - Community Facilities

To contribute to sustainable development, where major residential developments of more than 20 units are proposed, they will be supported where they will be served within a reasonable walking distance by a range of community facilities.
The greater the number and variety of facilities, the greater the support which will be provided.

Public Rights of way

We wish to see our public rights of way and **public** access are protected.

COMMUNITY ASPIRATION

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A public right of way should be closed without the express consent of the local Community Partnership.

Access to outside space

Many new homes in Torquay have been conversions of large properties in to small poor quality living spaces without access to outside space. A key principle of our Plan requires new housing developments to include adequate outdoor space, such as a front or back gardens or balconies.

Policy THW4: Outside space provision

All new houses shall have not less than 20 sqm of outside space (excluding space for cars or parking) and must have garden areas with not less than 10 sqm of space suitable for growing plants or the equivalent allocated communal growing

space within an easy walk. Flats or apartments must have either a balcony of not less than 10 sqm and as appropriate to the size of the home or a communal green area of not less than 10 sqm per unit within the curtilage of the property.

Where there are compelling opportunities to enhance nearby spaces that can be served by the new development, in lieu of providing sufficient open space within the development site, this will be considered on its individual merits on a case-by-case basis.

Sustainable Transport

To promote reducing the reliance on cars the Plan requires major housing developments and purpose built employment space to be within easy walking distance of a sustainable transport route.

Policy THW5: Access to sustainable transport

To encourage use of sustainable forms of transport, new development proposals will be supported where they are located on or near to public transport routes wherever possible and appropriate.

To ensure cycling to work is encouraged to reduce traffic issues and promote health the following policy makes it mandatory for basic cyclist friendly facilities for new employment space.

Policy THW6: Cycle storage and changing facilities

The provision of secure cycle storage and showers for staff as part of employment development, will be supported.

Sport and Leisure

Sports and Leisure facilities form an essential adjunct to a Health and Wellbeing strategy.

Many sports facilities are shared with the other towns that form Torbay and will not be appropriate for Torquay to provide independent facilities for all sports.

Torquay has many sports clubs covering a wide range of sports activities including unusually, alpine skiing. Some clubs struggle with sustainability as sometimes numbers of good facilities are limited or the size of the club is too small. Club facilities are vital to a vibrant sports offering. Our Plan promotes cooperation between clubs across Torquay (and Torbay) to provide improved investment in facilities to regional or national standards within Torbay that can host at least county events. These facilities will also support Tourism through increased visitor days.

COMMUNITY ASPIRATION

The community would like the Council to provide long term leases to Clubs at nominal rent so that they are in a position to improve those facilities by grant application and long term investment.

COMMUNITY ASPIRATION

The community would like to see Clubs working together to ensure their sustainability.

Sports and Leisure Facilities

Swimming

The swimming facilities in Torquay (and Torbay) are inadequate for clubs: the public pools in Torquay and Brixham have too few lanes for adequate training and without spectator space for galas; while Paignton has a pool with good spectator space and number of lanes but a non-standard length (33m) making it unsuitable for inter club galas.

COMMUNITY ASPIRATION

The Community would like there to be a single, fit for purpose swimming venue in Torquay or Torbay to cater for club swimmers and regional galas consisting 8 lanes, 25m length with c. 100 person spectator spaces. A modification to the Paignton pool to reduce the usable length to 25m could provide an interim step.

Alpine Skiing

Torquay has the first Alpine dry ski slope ever built in the UK and the Torbay Alpine Ski Club has been operating on the site since 1966. It continues as a well-used facility that provides open ski sessions, ski lessons and club tuition for skiers to national standard. It is a valuable asset for Torbay. In compliance with SC" of the Local Plan the following policy protects this facility

Policy TSL1 - Alpine Ski Facility

The loss of the Alpine Ski Facility will not be supported unless the facility is re-provided to the same, or a better standard, in any equally accessible location elsewhere in the Neighbourhood Area.

Athletics

COMMUNITY ASPIRATION

The Community would like there to be a regional standard athletics track at Nightingale Park at the Willows or in an equivalent accessible location elsewhere.

Policy TSL2: Sport and Leisure – Nightingale Park

The provision of new community sports, leisure and recreation facilities will be encouraged at Nightingale Park that also take into account the environmental quality of the existing park.

Football, cricket and rugby

COMMUNITY ASPIRATION

We wish to see our Clubs embedded in the community, working together and aspire to regional significance

Angling

Torquay has no major rivers or lakes within its boundary but relies on lakes in the surrounding area for fresh water angling.

Torbay is now a Marine Protection Zone and the benefits to fish populations should enhance the quality of sea angling options in Torquay.

COMMUNITY ASPIRATION

The Community would like the Council to provide facilities and access to angling spots in conjunction with local clubs.

Cycling and skateboarding

A range of cycling routes and options are supported for Torquay including BMX, family and off road.

COMMUNITY ASPIRATION

The Community would like there to be a new, purpose-built skate board park and BMX track that would be an important new facility for young people located in an accessible location and existing facilities to be maintained to a safe standard

Golf

Torquay has one golf course which also has public access.

COMMUNITY ASPIRATION

The Community would like there to be at least one good quality sustainable public access golf course accessible to Torquay; horse riding opportunities in Torquay's countryside; sufficient public hire tennis courts; and support for the provision of a modern well equipped range of water sport opportunities.

COMMUNITY ASPIRATION

We would like to see the Council ensure appropriate locations for water supports are designated that are harmonious with other users and integrated within the Tourism provision.

Protection of existing sports grounds and leisure facilities

Torquay Sports Cluster incorporating Cricketfield Road, Torquay Academy, Windmill Hill, The Acorn Centre and Barton Downs shall be prioritised as areas to develop a sustainable cluster for sports facilities.

Upton Park is a key park that serves the Torre, Upton and town centre areas and the existing plans to invest in the park as a Town Park with improved court facilities such as tennis and netball are supported.

Torquay Valley of Sport incorporates the area that includes the Bowling Green, Rugby/Cricket Club/Torquay Recreational Ground, Torre Valley South and Torre Valley North.

Planning Policy TSL3: Sport and Leisure – Sports Grounds and Facilities

The loss of the sports and recreational facilities at Torquay Valley of Sport, Torquay Sports Cluster and Upton Park (as shown on the Policies Maps) [and/or the loss of any other existing playing or sports field will not be supported, unless replaced by equal or better facilities in equally or more easily accessible locations in the Neighbourhood Area.

Transport

This plan brings together a range of transport projects that aim to reduce traffic and promote the use of public transport. Their implementation has already begun by the Council and partners. This Plan provides an expression of projects which are supported by the community and have been highlighted during the neighbourhood planning process.

Transport and education needs for major new developments

A major cause of congestion during peak times is the use of cars for school journeys. Major new developments of family homes should therefore be within walking distance of primary schools.

Policy TTR1: Access to primary schools

Major residential developments of more than 20 units will not be supported if there are insufficient existing Primary School places to meet reasonable predicted demand from the types of homes proposed within reasonable walking distance of that development; or there are adequate plans in place to accommodate future growth in primary school places arising as a result of development.

The following policy supports the development of low carbon sustainable communities by ensuring major Greenfield developments are located close to employment opportunities.

Policy TTR2: Sustainable Communities

To encourage reduction in the need to travel, support will be given wherever possible to development proposals that minimise the distance between homes and places of work, education, recreation and shopping.

Traffic in and around Torquay

It was claimed that *'the best view of Torquay was seen as you leave'*. The new traffic route is more direct and makes the best impression when entering the town centre. The Neighbourhood Forum promoted the new route reversing the flow of traffic through Torre and this is now being implemented by the Council.

COMMUNITY ASPIRATION

The community would like to see the following:

- Clearer signage for entry into Torquay - one way traffic to flow through Torre (past Post Office) straight down to Castle Circus.
- Exit from Torquay - one way traffic to flow via Abbey Road, Tor Hill Road and East Street to Newton Road. Two way traffic around Town Hall in Castle Circus, Lymington Road and Trematon Avenue.
- A review of the traffic light system on Newton Road and better interconnection between the trading estates.
- Coach Terminus to be relocated to Torquay Rail Station with parking at Sheddon Hill car park.
- Union Street through to GPO island to become a multi-user pedestrian area. Market Street, Pimlico, Lower Union Street and Temperance Street to be included.
- Fleet Street - pedestrian access across Cary Parade and Palk St to be improved. Further public consultation will be required if Fleet Street becomes bus free.
- Harbour area to become semi-pedestrian - will support the development of the area in line with the Tourism Strategy.

- Strand bus stops/taxi ranks to be moved to other areas such as the current bus stops adjacent to Princess Gardens.
- Key tourist and retail crossing routes should optimise the flow for pedestrians and road users through choice of appropriate crossing arrangements

Signage

Signage and wayfinding is critical to helping move people around the town.

COMMUNITY ASPIRATION

The community would like to see:

- Clearer signage for entry into and exit from Torquay Town Centre.
- Change priority at the junction of Union Street and Castle Circus to allow priority for vehicles entering the town.

Sign post established tourism accommodation areas and shopping areas

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Harbour Area

The Harbour area and the Strand should be developed as Torquay's main tourist area and also a recreational area for residents.

Currently this area is used as a terminus and stopping place for up to 15 buses and includes a taxi rank. To improve the area bus stops should be relocated to an alternative location. Torbay Road/Princess gardens already have bus stops and shelters as part of the current bus routes to harbour area. Proposed changes would allow buses to turn around at the Pavilion Island on Cary Parade.

COMMUNITY ASPIRATION

The community would like to see:

- The Strand/Harbour side to be pedestrian friendly with the exclusion of bus stops and taxi/car parking from the area; development of this area could then be based on a cafe culture style and used as a recreational space
- Fleet Street to be pedestrianised with buses excluded
- The main bus terminus to be moved to other areas such as Babbacombe Road, Torbay Road/Princess Gardens, Lower Union Street or Pimlico
- Taxi ranks to be moved to other areas such as Torbay Road/adjacent to Carey Green (existing), Lower Union Street or Pimlico.

Traffic route for buses in/out of 'town centre'

The following aspiration identifies an alternative route for buses.

COMMUNITY ASPIRATION

The community would like to see:

- Cars and Buses to/from Babbacombe/Vane Hill could still be able to travel through Cary Parade to the Strand to access stopping places along Babbacombe Road and Torbay Road.
- Buses from Paignton and Brixham to Newton Abbot could travel along Torbay Road as far as Pavilion island then return down Torbay Road (possible terminus) to Sheddon Hill, Abbey Road, (possible loop around Town Hall), Torhill Road, Newton Road
- Buses travelling South could go via Union Street, Pimlico, Abbey Road, Sheddon Hill to Torbay Road (north via a new roundabout in place of traffic lights) and turn at the Pavilion roundabout.

Community bus routes

COMMUNITY ASPIRATION

The community would like to see the routes of buses that service unconnected and isolated communities, mostly in hilly terrain being maintained. These are bus services on less profitable routes that are vital in the prevention of isolation for vulnerable older and less able residents who live in areas of Torquay where the local terrain can be difficult or far away from a main route.

Highway and transport considerations for gateway area at Edginswell

A potentially significant issue for the Gateway is the fact that the A380 Riviera Way and Newton Road acts as the main connection to the Willows, Edginswell Business Park, Broomhill Way, Wren Park, Woodlands, Torre Station area and the Asda Store. This therefore means a vehicle journey is required to move from one to another creating increased traffic on the main route into Torquay.

Site principles should include pedestrian, cycle, and vehicular connections to adjoining sites.

There is concern that with the new Link Road there will be greater traffic congestion on Riviera Way and Newton Road from the South Devon Highway junction right through to Torre Station.

COMMUNITY ASPIRATION

The community would like to see actions that encourage:

- Maximise the traffic flow through the traffic light controlled junctions on Newton Road.
- Improve lane markings to maximise traffic flow through junctions
- Use intelligent light controls to maximise flow at junctions

COMMUNITY ASPIRATION

The community supports the proposed new rail station at Edginswell but without general parking as this is deemed unnecessary in this location due to close proximity to the Hospital, retail areas and Future Growth Area.

COMMUNITY ASPIRATION Park and Ride

The community supports a Park and Ride facility serving Torquay and Paignton at Gallows Gate; the location could also support a helipad facility subject to material planning considerations

Air quality

The Hele area is designated an Air Quality Management Area (AQMA). To improve the quality of life for the community the following aspiration should be noted:

COMMUNITY ASPIRATION

The community would like to see the Hele Road area being the subject of a joint community and Council working party to examine, agree and implement an action plan to reduce the pollution arising from vehicular traffic to a reasonable level.

Appendix A – Community Aspirations and Statements

Introduction

Note regarding the status of this Appendix within the Torquay Neighbourhood Plan:

The following statements are not planning policies and are separate to the main part of the Torquay Neighbourhood Plan. This Appendix as whole has no land use planning policy status (it will not be used to decide planning applications) but contains ideas, proposals and initiatives captured as part of the production of the Torquay Neighbourhood Plan. The whole of this Appendix, including all the Community Aspirations in their entirety, should be viewed as ideas (not commitments) formed through community engagement and put forward by Community Partnerships.

This Neighbourhood Plan contains a clear vision, objectives and a series of policies that focus on Torquay, the successful delivery of which during the plan period, will achieve the collective community's vision for the town.

This Plan also recognises that Torquay is made up of a number of distinct communities which have come together to create nine strong Community Partnerships.

The following statements have been produced by each local Community Partnership and support the overall development of Torquay while reflecting the local needs within each Community Partnership area.

Each statement sets out a description of the area, Community Aspirations and suggests opportunities for action.

Community Infrastructure Levy

Once this plan comes into force, 25% of developer financial contributions (Community Infrastructure Levy) from developments within Torquay must be spent by the Council in line with the wishes of the local community (as mandated by Central Government).

The Community Partnership Statements identify a number of projects in each area. It is our expectation that CIL funding will be spent on projects identified, agreed and prioritised by the Community Partnerships.

COMMUNITY ASPIRATION: Community Infrastructure Levy (CIL)

The community would like to see the neighbourhood portion of the CIL spent on projects and priorities identified by and in agreement with the Community Partnerships. Although the current community projects and priorities are identified within this Plan, they are subject to change over the Plan period.

Universal Projects for all Community Partnership areas

Universal projects to be supported through the CIL funding have been identified for all Community Partnership areas to assure the safety of parents and children within our communities when travelling to/from school/other recreational areas and to improve play equipment for children.

COMMUNITY ASPIRATION: Safe routes to schools

The community would like to see all schools should be provided with enforceable 20 mph zones around the site, controlled crossings on roads within 100m of school for key routes on busy roads to school and enforceable safe drop off /pick up zones for parents with cars.

COMMUNITY ASPIRATION: Other safe routes

The community would like to see improved footpaths and road environments to give safe pedestrian and cycle routes to beaches, recreational areas and public places.

COMMUNITY ASPIRATION Children’s play equipment

The community support a range of children’s play equipment in appropriate green spaces across the area.

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Arts and Culture

COMMUNITY statement for Arts and Culture

Artists have been involved in the life of Torquay for centuries; whether its mason’s carving ornate stone for its buildings, painters and sculptors capturing the town, its people and coastline, musicians playing in the harbour, a performance in the theatre or simply someone photographing a view. Art enhances the quality and richness of the town and is an integral part of its cultural wellbeing.

These policies aim to promote and support economic, environmental and social development by attracting tourists and business, by enhancing the design of the buildings and spaces and by encouraging pride in the town.

The outcomes, support, material and narrative of public art can vary considerably. However, the consistent quality of public art is that it is site specific and relates to the town and the bay. It may include new buildings, architectural features and spaces, landscaping, materials, sculpture, landmarks, images, events and decoration. It may be small or large scale, permanent or temporary, internal or external.

It is also recognised that art and culture are major contributors to education, health and social well-being. The National Planning Policy Framework (NPPF) also promotes this approach: ‘take account of and support local strategies to improve health, social and cultural well-being for all, and deliver sufficient community and cultural facilities and services to meet local needs.’ (Paragraph 17)

The new Torbay Local Plan (2012 – 2030) includes *Aspiration 4: Create more sustainable communities and better places*. One of the objectives states: ‘To create more enjoyable, creative built and natural environment using heritage assets, public art and revitalisation of the public spaces to attract events, exhibitions and festivals which celebrate and enhance the culture of Torbay.’

Also, reference is made more specifically in the Town Centre CP submission: ‘The use of heritage assets, public art and public space, events, exhibitions and festivals to provide more enjoyable, creative environment in town centres.’

The following key aspirations would help establish Torquay as a major cultural destination and inspirational place for people to live, work and visit. Therefore the community would like to work towards and see:

COMMUNITY ASPIRATION: Arts activity

Support, develop and fund opportunities for the people of Torquay to take part in and experience a wide range of arts activity and to share in the social, economic and environmental benefits the arts can bring.

Support the development of an environment where artists can flourish.

COMMUNITY ASPIRATION: Dedicated places
The community would like to see a dedicated art and cultural hub should be provided in the town. Indoor and outdoor space should be provided throughout Torquay for cultural and art projects to inspire, engage and encourage residents and visitors.

COMMUNITY ASPIRATION: Offering support, guidance and incentives
Support, guide and fund local initiatives, including art markets, pop ups, art trails, performance, street theatre and visual displays.
Incentives should be offered to businesses to become patrons and mentors for local artists through an 'Art for Rent Scheme'. Space should be provided in business premises for the placement of art in order to support the gallery and artist.

COMMUNITY ASPIRATION: Heritage and Cultural Assets
Promote Torquay's heritage by encouraging the positive use of buildings and spaces, and by recognising places valued by the community.

Barton & Watcombe Community Partnership

Objective – To develop opportunities to tackle child poverty and isolation amongst older people in the Community

About the area

Historically the area is best known for Watcombe Pottery, established in 1869 and producing fine pottery until its closure in 1962.

At the northern edge of the area lies Brunel Manor, built by the great Victorian engineer to be his retirement home. Sadly, this was not to be since he died before it was completed, but it remains a fine example of Brunel's architectural flamboyance.

A local Community centre lies near the top of Barton Hill Road, and smaller neighbourhood centres at Fore Street, Barton and Moor Lane, Watcombe. Community facilities (one primary and two special schools, open spaces) are scattered across the area – there is no single clear focal point

The Barton and Watcombe area includes substantial areas of relative deprivation, largely made up of former council housing, alongside more affluent suburban areas. The latter parts mask some of the deeply embedded social needs of the area as a whole. The local community hopes that this plan will help to secure greater recognition of the issues that challenge our community and help to release funding to tackle them.



Community Aspirations

The community would like to see and where possible will work towards the following:

COMMUNITY ASPIRATION All parks and public access green spaces should be protected from development

COMMUNITY ASPIRATION – Continue to improve play facilities in the area

COMMUNITY ASPIRATION – Improve highways to ensure safe traffic flows, improved parking and the consideration of a 20mph limit in residential areas

COMMUNITY ASPIRATION – Use empty buildings to drive employment opportunities

COMMUNITY ASPIRATION - Improve local employment opportunities such as Brunel Industrial Estate, Woodlands Trading Estate and Lummaton Quarry

COMMUNITY ASPIRATION – Prioritise bringing empty homes back into use

COMMUNITY ASPIRATION – Raise the standards of housing in both the private and social sectors

COMMUNITY ASPIRATION – All future development should promote community safety, and particularly reduces antisocial behaviour, the fear of crime and conflict within the built environment in the area

COMMUNITY ASPIRATION – Pursue Community Investment Area

Projects

The community would like to see and where possible will work towards the following:

- Sustain the Acorn Sports and Community Centre and ensure its continued support to the community
- Support to the Medway Centre
- Enhance the Wood End Project site
- Improve community use of Brunel Woods
- Improve Steps Cross playing field for Peninsular League standard football with dual use for local schools
- Develop bus links to St Marychurch to access public and retail services
- Section 215 notices to be used to tackle untidy land/buildings which are negatively affecting the amenity of the area
- Ensure there is support in the community for those most vulnerable eg via a Street Warden scheme
- Support initiatives to reduce Child Poverty in the area
- Support initiatives to reduce isolation amongst older people in the area
- Support initiatives to reduce worklessness in the area
- Work in partnership with local employers to create training opportunities for local young people

Cockington, Chelston and Livermead Community Partnership

Objective – To preserve what is great about our area by protecting our countryside and green spaces while making improvements to our communities' quality of life through community cohesion and the built environment

Description of the area

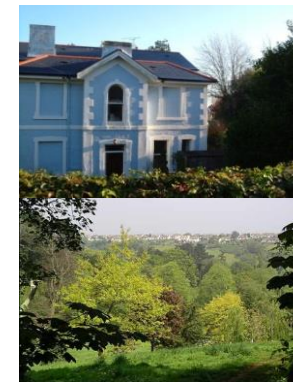
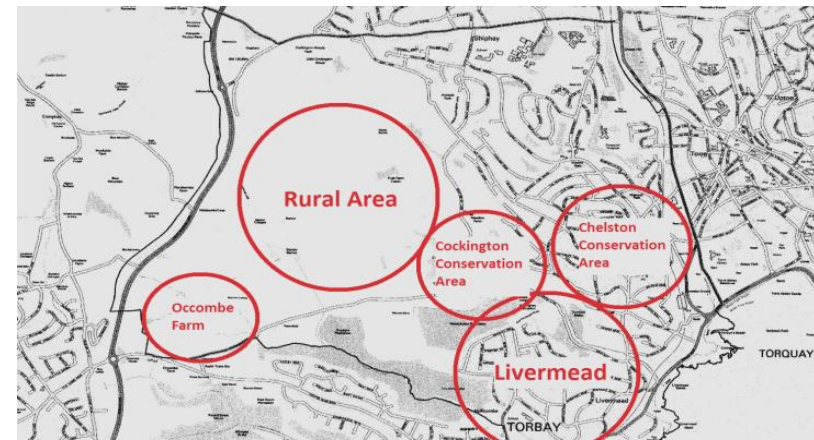
The area is made up of two distinct parts. Cockington and Stantor Barton retain their ancient manor house, estate village, farms and woodland and is designated 'Countryside'; while the other area is largely completely developed for housing. Much of Chelston is made up of Victorian villas, houses and terraces; more modern mid-20th century housing predominates in Livermead; while upper Chelston has a significant area of social or former social housing. Most of Victorian Chelston and Cockington Village are Conservation Areas.

Community facilities are located in the local centres at Old Mill Road and Walnut Road, Chelston and the smaller neighbourhood centres at Queensway and Sherwell Valley Road, Chelston and Roundhill Road, Livermead. Two secondary and four primary schools also lie within the area, along with a significant number and variety of green spaces for recreation and sport, several visitor attractions (Cockington Country Park and Occombe Country Park) and accessible beaches at Hollicombe, Livermead and Corbyn Head.

Community Aspirations

Community Support

We wish to have resilient communities that are well informed, engaged and enjoy an improving quality of life.





COMMUNITY ASPRATION

The community would like to see the following:

- Create and develop two sustainable Community Hubs in Lower Chelston/Old Mill Road area and Queensway to provide a range of community support services and activities prioritising, but not limited to, the vulnerable, young and older residents.
- Maintain effective communications and organisations to ensure the Community is kept informed and given the opportunity to influence decision making on matters affecting them.
- Support the retention of all pubs and post offices in our area by designating them Assets of Community Value
- Support for the enforcement of Conservation Management Plans

Planning and Development

We wish to maintain a diverse mix of housing with a focus on family homes by promoting small scale infill, change of use and brownfield development.

COMMUNITY ASPIRATION

The community supports the maintenance of a sustainable mix of shopping and service facilities at existing local and neighbourhood centres.

We support the provision of good quality employment and commercial development to meet the needs of growing businesses and those looking to relocate to Torquay.

The protection of our Environment

COMMUNITY ASPIRATION

We wish to see all our green spaces used by and cherished by our community protected from green field development.

Visitor attraction areas the Country Parks at Ocombe and Cockington (including the Village) and the Stantor Barton Countryside area (excluding any proposal for Gallows Gate park as a park and ride facility) are important rural recreational, food production areas and should be protected from any greenfield housing or commercial developments.

The field off Broadley Drive had been a suggested development site within the Torbay Local Plan. The site has special importance to local residents and has been rejected as a development site within this Plan because it is a highly visible site from the Countryside and the skyline from the coast and forms an important green link between established woodland wildlife areas of Scadson Woods/Ocombe and Cockington Country Park.

The former gas works operational site now a community park has been capped with clean soil but still contains high levels of toxins that could pose a serious risk to health if disturbed.

The community supports efforts to reduce traffic in Torquay through suitable park and ride facilities. Such a facility has been proposed for Gallows Gate area.

Cockington Village and the rural countryside areas

Cockington consisting Cockington Village, Cockington Court and Cockington Country Park is a day time attraction for visitors and we wish to prevent changes that promote evening and night-time operations as this would destroy its unique character and further harm the residents' quality of life.

COMMUNITY ASPIRATION

Cockington Country Park should be accredited with Natural England as a formal Country Park and be protected from:

- changes or commercial activity that would detract rather than enhance Cockington's unique rural characteristics,
- changes that would be detrimental to the quality of life of village residents and residents of properties on the boundaries of the area,
- changes that would significantly increase vehicle traffic through rural lanes and residential areas.
- evening or night-time entertainment or amenities for businesses should be refused.

COMMUNITY ASPIRATION

Quality tourism provision based on cuisine, arts/crafts, history and countryside are positively supported

COMMUNITY ASPIRATION

Measures should be introduced for cyclists, pedestrians and horses to access the public lanes around Cockington in safety by minimising traffic volume, traffic speed and eliminating on- road parking

Projects

- Make changes to Cockington Village centre cross roads area to improve the ambience and safety for visitors and reduce traffic issues.

- Implement 20mph speed restrictions and traffic calming measures on all roads within the village envelope, stop access by large HGV's and retain the prohibition of coaches
- Improve drainage and flood resilience to minimise flood risks for homes and businesses in Cockington Village and lower Chelston
- Create a Cockington 'gateway' when entering the village from the coast to enhance the sense of 'arrival' for visitors and an exit on departure.
- Provide each community green space with children's play equipment, benches and support to maximise the quality of life of the surrounding community
- Provide safe pedestrian and cycle access to Cockington from the seafront (main access route), Nutbush Lane and Seaway Lane areas.
- Develop community support services hubs at Queensway and Chelston.
- Ensure adequate public transport links for each community are maintained
- Improve traffic flows and safety of pedestrians and cyclists in the area and beyond by implementing the following:
 - at Torquay station – establishing a new public transport gateway for Torquay with commercial development and improved connections between all public transport services, footpaths and cycle routes.
 - at Shiphay/Newton Road and Torre Abbey/Avenue Road – improve junctions to maximise traffic flow and enhance pedestrian and cyclist safety

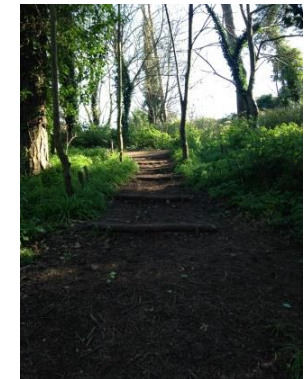
Ellacombe Community Partnership

Objective – To strengthen the identity of Ellacombe as a vibrant Community

About the area

Ellacombe takes its name from Ellacombe House which once stood at the top of Market Street. The area grew up in the 19th century, predominantly to provide housing for working people. The land was owned by Sir Lawrence Palk, who in 1867 bequeathed Ellacombe Park for public recreation and land for the Parish Church and the Primary School.

The area lies close to the town centre and is relatively tightly built-up. It relies on the town centre for many facilities. The parish church and primary school remain focal points in the community, there are a scatter of open spaces and corner shops, and a small neighbourhood centre at Hoxton Road.



Community Aspirations

COMMUNITY ASPIRATION - As the area is so built up, protect and enhance all existing parks and green open areas

COMMUNITY ASPIRATION - Preserve the heritage and character of the area

COMMUNITY ASPIRATION - Protect public houses from change of use by registering them as Assets of Community Value

COMMUNITY ASPIRATION - Retain the Ellacombe Church site for community use

COMMUNITY ASPIRATION - Retain the structure of current houses and resist further conversions into flats to minimise over-crowding in the area

COMMUNITY ASPIRATION - Create training and employment opportunities within Ellacombe through the conversion of existing small brown field sites

COMMUNITY ASPIRATION - Mixed use development that enhances the retail and service quality and offer of Market Street, as a district shopping area for Ellacombe, are supported

COMMUNITY ASPIRATION - Retain and improve the public transport routes to other parts of Torbay

- Enhancing the Market Forum so it becomes a vibrant indoor Market for the benefit of the community
- Further improve traffic calming outside Ellacombe Academy if necessary
- Encourage superfast broadband providers to invest in Ellacombe

Projects

- Develop the former Bowling Pavilion at the top of Ellacombe Park, Princes Road, as a Community Centre/Hub, as a focal point for the area
- Continue to enhance Warberry Copse
- Continue to improve the children's play facilities in the area

Hele and Lower Barton Community Partnership (Hele's Angels)

Objective – To take Community action against child poverty and social isolation and enhance educational and employment opportunities for a sustainable future

About the area

There is a strong sense of community in this area, even in the face of significant challenges and deprivation. The area proudly displays a Village sign and, whilst the built area does not look like a traditional village, the community is proud of its village roots.

Since Hele began to grow this has always been an area consisting predominantly of social housing. It is well served by local facilities, but they need to be better maintained and extended. The existing local facilities are; Churches / surgeries / shops / schools / faith centres / shops / community centres, those that are in the area at the moment are aging and fragile need investment so that they are sustainable.

Hele Road is an artificial boundary between two parts of the communities, historically it existed as the heart of the community and boasted a parade of shops and pubs. The lack of parking and the speed of the traffic on this road does not help the area; many use Hele Road as a thoroughfare; to improve the village this needs to be reversed. There is a need to identify a proper traffic plan to nurture the recreation of a 'village heart' again.

The employment areas are valued and there appears enthusiasm to support and improve and maintain them. The majority of the employment provision is on the outskirts of the area (Old Woods Trading Estate) and this is considered invaluable to the local people. However, it is accepted that this area could be vastly improved and upgrade

Community Aspirations

COMMUNITY ASPIRATION Protect and enhance all parks and green open areas

COMMUNITY ASPIRATION – Continue to improve play facilities in the area

COMMUNITY ASPIRATION – Improve highways particularly to reduce traffic flows on the Hele Road and discouraging HGVs and coaches from the area, make roads safer adjacent to Torquay Academy and other schools, and increase parking opportunities near to shops and other facilities.

COMMUNITY ASPIRATION – Encourage shops to relocate back to the Hele Road to recreate a small district shopping area

COMMUNITY ASPIRATION - Use empty buildings to drive employment opportunities

COMMUNITY ASPIRATION – Improve local employment opportunities such as Woodlands Trading Estate, Broomhill Way, Herald Express site etc.

COMMUNITY ASPIRATION - Prioritise bringing empty homes back into use

COMMUNITY ASPIRATION – Improve the standards of housing in both the private and social sectors

COMMUNITY ASPIRATION – Ensure future development of the area promotes community safety, and particularly reduces antisocial behaviour, the fear of crime and conflict within the built environment

COMMUNITY ASPIRATION – Pursue a Community Investment Area

Projects

- Sustain the Windmill Centre and ensure its continued support to the community
- Sustain the Local Hele’s Angels initiative to it may continue its support to the local community
- Support and expand on the Hele’s Angels Garden and Greens initiative encouraging local people to grow their own vegetables, and improve the local green spaces.
- Section 215 notices to be used to tackle untidy land/buildings which are negatively affecting the amenity of the area
- Ensure there is support in the community for those most vulnerable e.g. via a Street Warden scheme
- Support initiatives to reduce Child Poverty in the area
- Support initiatives to reduce isolation amongst older people in the area
- Support initiatives to improve opportunities for employment in the area
- Work in partnership with local employers to create training opportunities for local young people

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Shiphay and the Willows Community Partnership

Objective – To support the sustainable growth of quality homes and jobs delivered to the highest level of urban and landscape design in conjunction with the wishes of the local community.

About the area

This part of Torquay includes the Gateway area, dealt with elsewhere in the plan. This chapter focuses on those elements not covered by or subject to the key Gateway policies.

The area includes the ancient village of Edginswell, the 20th Century housing estates of Shiphay and the extensive recent developments at The Willows.

Being at the entrance to Torquay, the area is well served by road and is at the end of the new South Devon Highway.

In addition, there are plans for a rail halt to service the commercial and service areas of Edginswell Business Park, Willows Retail Park and Torbay Hospital.

The area also includes a local centre at Shiphay and two primary schools.



The Willows area is a newer residential development that lacks a centre, but benefits from being adjacent to the retail park.

Community Aspirations

COMMUNITY ASPIRATION

- All new major development in this area should take the fullest opportunity to support sustainable, high quality design which achieves benefits for the wider community.
- Major development should require masterplans to be submitted as part of planning applications which show how development will come forward in a holistic manner and avoid piecemeal development which is disjointed from adjacent sites. These documents should be informed by community engagement.
- The Edginswell Future Growth Area should be developed in accordance with the Torquay Gateway (Edginswell) Masterplan SPD.
- New local community facilities such as those relating to education and health are critical to support future growth in the wider area. An assessment of

health facility and education facility needs should be undertaken for all major development.

We support the provision of good quality employment and commercial development to meet the needs of growing businesses and those looking to relocate to Torquay.

COMMUNITY ASPIRATION

Hele Roundabout/Barton Hill Road/Barton Hill Way and Woodland Industrial Estate has scope for redevelopment and improvement through a Local Development Order with the objective of it becoming a modern employment centre.

COMMUNITY ASPIRATION

Provision for housing is supported in this area, particularly family and smaller homes, and some live/work accommodation.

COMMUNITY ASPIRATION Services and Facilities

The former tip area adjacent to Browns Bridge Road named as Nightingale Park should continue to be protected for sports and leisure as identified in Torbay's Playing Pitch Strategy and the adopted Torbay Local Plan. Detailed plans should be developed in accordance with the consultation report published in June 2016 "NIGHTINGALE PARK ESTABLISHING COMMUNITY PREFERENCES".

- A 'sports and leisure masterplan' should be developed to properly plan and maximise the area's potential for sport, leisure which could include woodland walkways and a circuitous route around the park. Wild meadowland could also be included.
- New development within the area covered by the Gateway Masterplan should be supported by adequate community facilities which should include a new primary school and community health facilities as appropriate to their scale of the development.

COMMUNITY ASPIRATION Traffic and Movement

- New developments should include good pedestrian, cycle and road connections to adjoining sites.
- The A380 Riviera Way and Newton Road is the principal route into Torquay and experiences congestion, especially around the traffic light junctions at Scotts Bridge and Shiphay Lane. The opening of the South Devon Link Road and new developments in Torquay will exacerbate this. Measures are supported to address the issue within the next 5 years.
- A new rail halt is proposed in the vicinity of the Edginswell business park. Appropriate, limited accessible car parking should be provided.
- Improved pedestrian access should be established between Nicholson Way and Riviera Way.
- Good, safe cycle routes should be provided within the area and on towards the town centre and sea front.

COMMUNITY ASPIRATION Environment

- Welsury Covert and Jubilee Plantation should be protected and retained as wooded areas with the completion of a woodland park.
- The areas' parks and green spaces should be designated as Green Space, these to include: Kitson Park, Shiphay Park, Lindisfarne Park, Nightingale Park and the green at Cadewell Park Road.
- The allotments at Barton Hill Way should be protected.

Education

The area boasts two Ofsted rated 'good' local primary schools, together with excellent pre-schools. However, recent population growth, combined with the failure to deliver a school at the Willows in previous years, has led to a shortage of primary school places in the area.

Many parents in the Gateway area are unable to find school places for their children within walking distance. An important future goal should be the provision of a school place for every child within a safe 10 minute walk; with the multiple benefits of easing the burden on working parents, encouraging healthy living and protecting the environment. It is with this goal in mind that a new school is intended to be included in the new 'Masterplanned' area.

Just outside the boundary of the Gateway, there is the recently developed Torquay Academy and Torquay Boys and Girls grammar Schools. In 2013, the Devon Studio School was opened in the former hospital annexe in Newton Road. This caters for up to 300 pupils studying various 'education for employment' courses, particularly in health care.

This section of the Neighbourhood Plan has not considered the exact increase in school places that will be required depending on housing growth in the Gateway Area. However, it is clear that a significant increase in school places will be necessary in the near future.

COMMUNITY ASPIRATION EDUCATION

Where there is a demonstrated lack of provision, a new Primary School should be built and funded as part of the Council's Community Infrastructure or S106 Levy and should be ready for use at a suitable location that serves both Shiphay and the Willows areas and should be dependent on the provision of a safe link between the two areas before the occupation of not more than 50 homes.

St Marychurch & District Community Partnership

Part A – St Marychurch, Babbacombe & Plainmoor

Objective – To enhance the unique nature and history of each area by protection and preservation of valuable architecture and existing greenspace

St Marychurch, Babbacombe, Plainmoor and Maidencombe make up the community Ward and are all very special and unique places in their own right. The Neighbourhood Plan for the Community Partnership is focused on **Protection and Preservation**, as once land is given up for development it is lost forever, and for the local residents **-preservation** is more important and of far greater significance than development for present and future generations.

ABOUT THE AREA

St Marychurch is one of the oldest settlements in South Devon with records dating from around 1050 AD. Its name is derived from the church of St Mary the Virgin which was founded in Anglo-Saxon times with its high tower and Saxon font dating from around 1110 AD.



The old town hall

The early 19th century architecture of villas and terraced buildings fall within a conservation area and contain a number of listed buildings and many others of significant interest, such as is the former Town Hall built in 1883. The former town stretches from Plainmoor to Maidencombe and is known for its scenery, shopping precinct and neighbouring churches. The conservation area largely defines the historic development of what is now a significant suburb of Torquay.



St Marychurch parish church

Tourism

Babbacombe Downs with its fine views across Lyme Bay is an area of natural beauty appreciated year round by both residents and visitors alike. This area supports a substantial number of local businesses of large and small hotels that cater to visitors all year round.



Oddicombe Beach from Babbacombe Downs

Retail business

The main shopping area in Fore Street also consists of a small precinct market area. Other major shopping areas include Babbacombe Road, Reddenhill Road and St Marychurch Road in Plainmoor.

These shopping areas, based in the midst of our hotel and B&B district, also serve a large residential area with a wide range of independent traders and businesses.



St Marychurch Precinct



Reddenhill Road Plainmoor



Old St Marychurch & Babbacombe

COMMUNITY ASPIRATIONS

ENVIRONMENT

COMMUNITY ASPIRATION

Protect from greenfield development all green open spaces and the coastline from Walls Hill to Maidencombe, and to include Babbacombe Downs and the beach areas, Tessier Gardens, King George V playing fields and Cary Park.

COMMUNITY ASPIRATION

- Increase the maintenance of all areas, including coastal paths and pathways for public use and safety ensuring they are fit for purpose.
- Refurbish Petitor Downs and the Great Rock area to bring them back into public use.

COMMUNITY ASPIRATION

Secure a long term commitment from the Local Authorities to preserve all protection plans (including covenants) and ensure SSSIs are respected.

- Obtain Covenant protection from Torbay Council for Babbacombe Downs from future development/building
- Protection and preservation of coastal paths, identify and record public rights of way; green lanes, alleyways and established paths in and around the area and increase maintenance for public use and safety.
- Protect and identify public rights of way throughout the ward and increase maintenance for public use and safety.

HOUSING

As the area attracts a large number of senior residents there is a need to have sufficient places to cater for supported independent living and also, as demand increases, more places that cater for those who are no longer able to be independent. We need to ensure that there are sufficient Nursing/Care home

facilities by a combination of new development, adaption of existing buildings and re-furbishing existing homes.

COMMUNITY ASPIRATION

The community would like to see development considers the need of all residents, existing and new, and that

- Re-develop existing suitable properties in appropriate style and scale for housing as long as they are not likely to have an adverse impact on neighbours the immediate environment or the area as a whole.
- By identifying and secure appropriate sites for good quality and affordable housing to meet the projected demographic needs for this Ward and not allowing development of housing on any greenfield site.
- By ensuring that any significant development of new homes in the area (5 or more in one application) is allowed only if a reasonable proportion of new (medium and long term) jobs are made available.

• The development of properties for senior residents to enable independent living for as long as possible. Because the area has a large number of senior residents there is a need to have properties to develop that cater for those who can manage on their own (i.e. warden controlled) and also develop properties that cater for those who can't

- The possible development of the Football Ground (subject to the Club having a better alternative accommodation), for community use, with the possibility of land for school playing fields and that appropriate building with sufficient amenity and infrastructure only is considered, that the plans should include the development of swimming, sports and play facilities – sheet 9
- The possible development of the Golf Course or part there of (*subject to the Club having a better alternative accommodation*). The housing in this area should benefit a cross section of residents and be a mixture of sizes, e.g. 1, 2, 3 & 4 beds and include affordable starter homes, shared ownership property and retirement apartments. If the development is large enough perhaps it could incorporate a 'village' design. However, particular attention needs to be made to the local infrastructure and the impact on surrounding

communities in terms of erosion, flooding and rain run-off. To this end any established trees should not be removed – map sheet 6.

COMMUNITY USAGE

COMMUNITY ASPIRATION

To protect the amenity that is provided by

- Plainmoor Swimming Pool and play park, and have those areas improved for community use. Ensuring that any development of the football ground is tied to the improvement of this and other amenities in the immediate area. Plainmoor swimming pool is the only public swimming pool in Torquay
- The retention of key bus routes serving the area, and to ensure access to and from the main retail areas of the ward, town, harbour, hospital and outlying districts.
- The refurbishment of shopping and retail areas, and the standardization of street furniture and street signs.
- Maintaining/refurbishing existing public conveniences at Babbacombe Downs and Hampton Avenue, and keep them open all year. Re-open those that have been closed on Reddenhill Road for the use of children and residents using the play area on Cary Park

COMMUNITY ASPIRATION

Additionally there should be an on-going commitment to improvement in the following local amenities – if necessary through partnership working with developers:

- To maintain standards of cleanliness and litter removal
- Local schools to provide opportunities for adult education
- Play and Youth facilities
- Leisure and facilities/opportunities
- Beaches, Planting, Signage
- Litter and Cleanliness

RETAIL AREAS

There are three significant local retail areas. The area has four major tourist attractions, three excellent beaches, significant areas of green spaces and good local amenities, all adding to the value of the area as a tourist destination. The economy of this area is generated mainly through three sectors – Retail and Financial Services, Care Services and Tourism – map sheet 9.

COMMUNITY APIRATION

To ensure the continued success of the business and retail areas by

- Investing in improving the standard of retail areas and the properties therein and standardization of street furniture and street signs to continue the unique theme of Black and Silver as on finger posts.
- Removing unnecessary 'street clutter' in the form of excess street furniture and signage – where possible 'doubling up' signs to avoid proliferation.
- Making sure that we maintain plenty of free and unrestricted on-street parking and secure, easily accessible and affordable off -road parking for visitors, local residents and businesses. This should include identifying spaces that need no longer be restricted. Coach access and parking is available, and improving the 'arrival and departure' experience of drivers and passengers.
- Tying any significant development with a financial contribution to improvement or maintenance of local amenities.

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Part B – Maidencombe

BRIEF HISTORY

Maidencombe makes up the Community Ward and is a very special and unique place in its own right. Situated at the northern most part of the Ward, it consists of approximately 408 acres of predominantly agricultural land. The entire coastal strip has been designated a **Countryside Zone and Coastal Preservation Area** and an **Area of Great Landscape Value**.

The historic hamlet of 'Medenecombe' is recorded in the Domesday survey of 1086 as a tiny manor with a population of about twenty. Nestling in a hollow surrounded by dramatic coastal scenery, it was originally orchard groves which over time evolved into a small number of farmsteads.

In 2015 registration for Village Green status was awarded.

CHARACTER OF AREA

The steep access lanes into the combe serve to emphasise the remoteness of the area set amidst the outstanding natural beauty of a dramatic coastline.

The field systems of Maidencombe have survived since medieval times and early boundary walls are in evidence today.

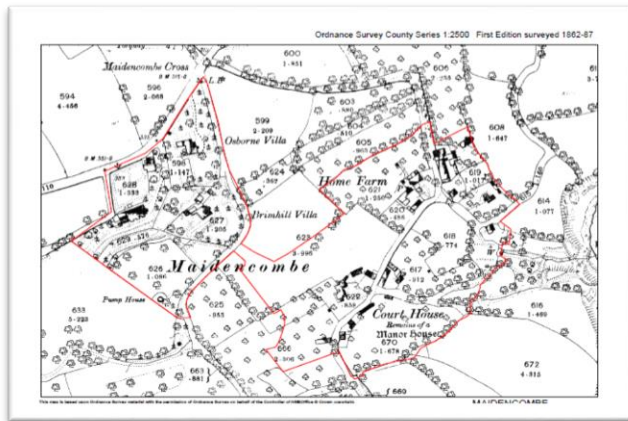
The chief threat to Maidencombe is the continual pressure to change farming practices or even to develop the farmland, which, if allowed could dilute attempts to nurture a dynamic and successful 'Geopark' and set in motion the further urbanization of Torbay to the detriment of tourist numbers to the area.

GEOPARK:

The Torbay Coast and Countryside Trust has emphasised the importance of Maidencombe as a vital component of the Bay's global Geopark status to attract visitors and residents alike to the area. To this end, a proposed cycleway would facilitate pollution-free access.



Old Maidencombe



The Maidencombe medieval field systems



Cirl Bunting



Lesser Horseshoe Bat

Maidencombe’s particular areas for protection

Maidencombe has a particularly flower rich bio-diversity which depends on the survival of its extensive farmland environment and the traditional practices employed in its permanent pasture management and upkeep of hedgerows, hedgerow trees, cider orchard and lower-rich meadows.

Fragile Nature:

A Senior Archaeology and Historic Environment Officer for Torbay Council, has voiced concerns over the possibility of destroying the fine balance that exists in the combe with any further development.

The presence within the boundaries of Maidencombe of extremely rare UK species, such as the Cirl Bunting and a roosting/breeding colony of Lesser and Greater Horseshoe Bats demonstrates the current, albeit delicate, well-being of the environment.

The combe and the village itself present a very difficult scenario. Any future development would need massive new infrastructure improvements (e.g. mains sewage and substantial rainwater attenuation); this may be achievable perhaps, but at the brutal cost of destroying the fragile balance of the comb

The area surrounding the Village Envelope of Maidencombe, is largely identified in the Torbay Local Plan as Countryside Area (Local Plan Policy C1) and/or

Undeveloped Coast (Local Plan Policy C2). The landscape is sensitive to developmental change and proposals for new developments must be managed in accordance with these policies with particular reference to development only being acceptable where it does not harm (either on its own or in combination with other development) the special landscape character in this area, particularly with reference to integrity of landscape character, sense of remoteness of the Combe/village and scenic beauty.

The Landscape Character Assessment of Torbay (2010) comments on the unique quality of the landscape in this area and makes the following analysis regarding the capacity to accommodate change within character type 8 – Coastal Slopes and Combes (8a and 8b):

8a - “The area forms an integral part of the coastal landscape and new built development or other significant changes are likely to have substantial adverse effects”

8b - “The land forms an important setting for the village and Conservation Area and any changes should only be limited in nature, and strictly controlled to ensure that the secluded character of the area and setting of the village is not harmed. Infilling should be resisted.”

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COMMUNITY ASPIRATIONS

ENVIRONMENT

COMMUNITY ASPIRATION

Protect green open spaces and coastline

- There is a need to increase the maintenance of all areas, pathways, for public use and safety ensuring they are fit for purpose.
- Refurbish Great Rock area to bring it back into public use

COMMUNITY ASPIRATION

Secure a long term commitment from the Local Authorities to preserve existing protection plans (including covenants) and ensure SSSIs are respected and to

- Designate Maidencombe Community Orchard as a Local Green Space
- Protect and identify public rights of way throughout Maidencombe and increase maintenance for public use and safety.
- Protect and preserve the coastal paths, and identify and record public rights of way; green lanes, alleyways and established paths in and around the area and increase maintenance for public use and safety.
- Ensure full protection for endangered species of bats and birds

COMMUNITY USAGE

COMMUNITY ASPIRATION

Public transport

- Retain key bus routes serving the area to ensure access to and from the main retail areas of the Ward, Town, Harbour, Hospital and outlying districts.

COMMUNITY ASPIRATION

Improvement to local amenities

- There must be an on-going commitment to improvement in the following local amenities; possibly through partnership working with developers:
 - Play and Youth facilities
 - Leisure and facilities/opportunities
 - Beaches,
 - Planting,
 - Signage,
 - Litter and Cleanliness

HOUSING

COMMUNITY ASPIRATION

Note the following provides community ideas regarding development, derived from the thoughts of Maidencombe residents involved in the activities of the Neighbourhood Forum, in accordance with what is perceived by them as being compliant with the Neighbourhood Plan and Local Plan. Consistent with the status of this Appendix, the ideas are not proposals or commitments, have not been tested and do not have any land use planning policy status.

VILLAGE ENVELOPE

AREA 1

Within Area 1, opportunities have been identified for a single dwelling that is compliant with policy TH12 on each of sites A and B.

AREA 3A AND 3B

Within these two areas, development proposals should be managed in accordance the development design criteria outline in Policy TH12

AREA 2 - CONSERVATION AREA

Area 2 reflects the part of the Maidencombe Conservation Area which overlaps with the Village Envelope. This area has particularly special historic significance and development. Any development proposal must positively sustain and enhance the special qualities of this area. Because of the special historic and landscape significance proposals should be managed in accordance with *Policy SS10 Conservation and the historic environment*, contained in the Torbay Local Plan 2012-2030.

SLADNOR PARK

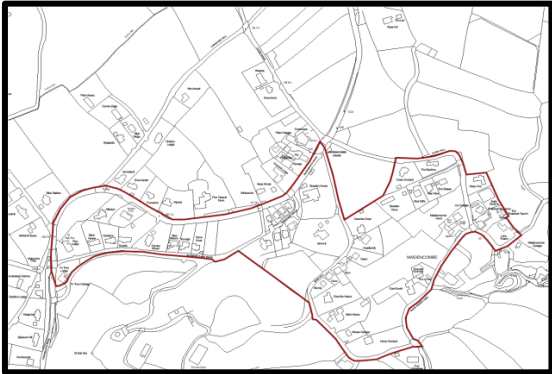
The community would like to make known that Sladnor Park (defined by the blue boundary line on the aerial photograph) has an extremely high environmental sensitivity and any development of the site would have a serious adverse impact on key protected species (an existing Greater Horseshoe and Lesser Horseshoe bat nesting and roosting cave, badgers, deer and Cirl Buntings). The topography of wooded areas currently constrains rain water runoff and helps prevent soil erosion, coastal erosion and local flood issues. While it is acknowledged that there are existing chalet structures (as outlined in red) on part of the site most of the original structures associated with a hotel at the top of the site have blended in to the landscape over a substantial period of time. The scope

of any new development is severely limited and must be within the policy umbrella for the whole of the Maidencombe area and the C1 designation within the Local Plan that does not support major developments. New development should be constrained to that part of the site of the existing chalets and designed to have minimal visual and environmental impact. The typical design of properties in the Maidencombe area comprises one or two storey detached houses of individual and historic designs.

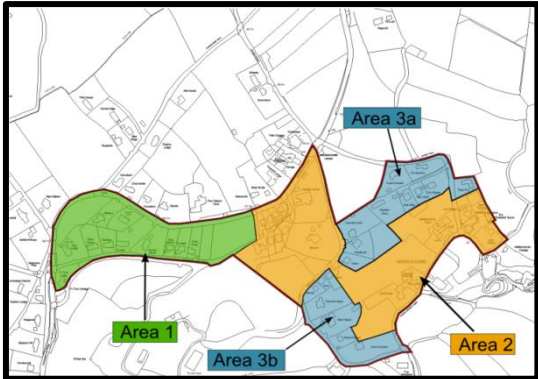
Aerial View of Maidencombe and Sladnor Park



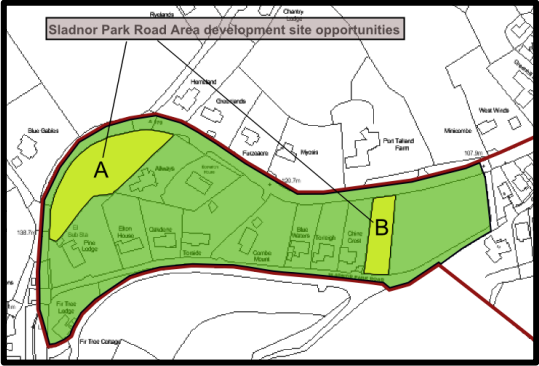
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Development Areas within the Village Envelope

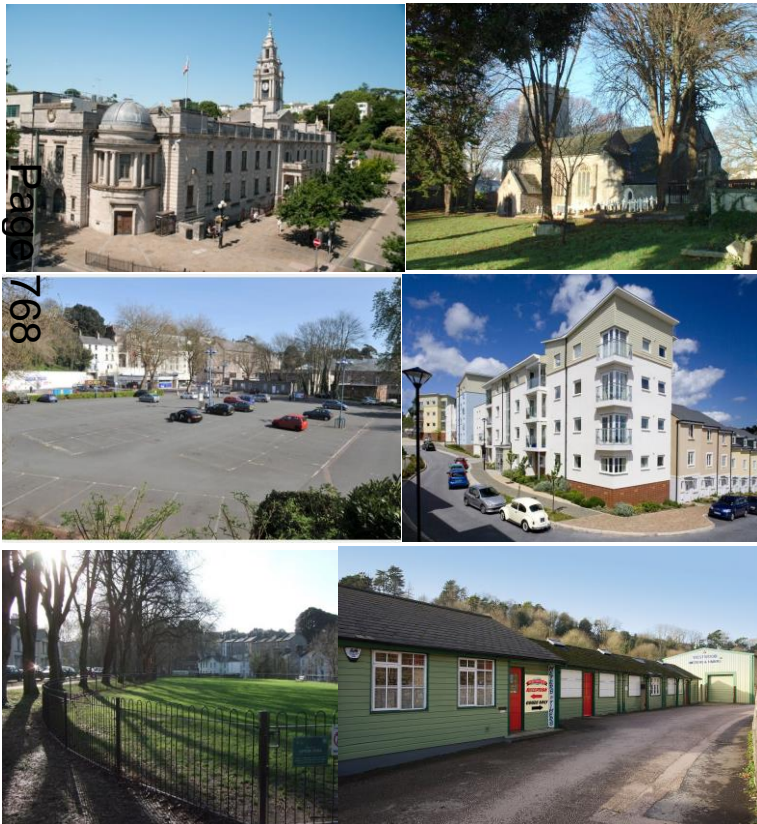


Development sites within Area 1 of the Village Envelope



Torre & Upton Community Partnership

Objective – To grow the Community sustainably and sensitively with good quality buildings raising the standards and expectations for both residents and businesses and provide valuable employment opportunities.



About the area

Torre and Upton Community Partnership area adjoins the centre of Torquay and is part of the ward of Tormohun. Tormohun dates from Saxon times and the medieval parish church still lies at its heart in Torre. Upton contains the civic centre of Torbay with the Edwardian town hall, library and Art Deco offices. A conservation area covers the historic heart of each area and several of the 40 listed buildings in the area are significant to the town's history.

The housing predominantly dates from the 1840s onwards, with a combination of large villas and variously sized terraces. A large modern development has been completed at the former South Devon College site. The density of development in the area is quite high, and there is a strong Victorian street scene.

The main retail area is Higher Union Street which runs between Brunswick Square and the top of the town centre shops. Lucius Street and Belgrave Road also serve as local centres. There are a small number of industrial units around Torre Station.

As in other areas adjoining the town centre, there are higher than average levels of need, deprivation and HMO properties. Several centres and facilities for those in need of accommodation, employment or other support lie at the top of the town centre near to this area and the drug and alcohol treatment centre lies within it

Community Aspirations

There are already more than the normal proportion of HMO's in the area.

COMMUNITY ASPIRATION

The community would like to see where existing buildings or sites are underused, vacant or awaiting development, temporary uses will be supported, in particular those which benefit the community. **The Council is encouraged** to take enforcement against landowners or both residential and commercial buildings/sites that are not properly maintained.

Projects

- The Civic Hub shown in the Masterplan for Torquay Town Centre is fully supported by the residents and businesses in Torre and Upton. The library could be extended upwards and updated to incorporate the Connections Office and other public information services. This would release the listed Electric House for other uses. The closure of the Magistrates Court gives the opportunity for a more creative development for the Town Hall car park area. This is expected to have a positive knock on effect for the smaller, individually owned businesses in Higher Union Street. Should the council vacate the Town Hall for purpose built offices, we would support a change of use for the building with a hotel/conference centre being the preferred option.
- Upton Park will be enhanced for the benefit of residents of all ages, providing facilities for recreation and relaxation. This will include the re-arrangement of the sports areas and linking with the coach park. By bringing this forward, we will have a more appropriate setting for the civic buildings.
- The B&Q site in Laburnum Row presents the opportunity for a good quality development providing a mixture of residential and commercial.

This latter could be retail and/or office space. This part of Torre deserves proper investment, and the residents and visitors to the area will value standards being raised.

- We wish to see the development at Torre Marine completed, and the serious issues of rising water and run off into adjacent streets dealt with, so that the park that was part of the original plans, can be put in place. This would not only create a pleasant open green space for the residents, but also, with the traffic reversal, enhance the area for all those entering Torquay.

Torquay Town Centre Community Partnership and Town Centre Focus Group

Objective – To maintain and improve the Town Centre as a dynamic, vibrant urban environment by working closely with residents, businesses and visitors to our Community

Brief Description of the area

Torquay Town Centre contains both quiet residential suburbs and a significant proportion of the major hotel accommodation in the resort, as well as being the largest retail centre of Torbay. A large proportion of the area consists of open space. This includes coastline, parks, and recreation grounds, the walled gardens of Torre Abbey, the rock-faced Royal Terrace Gardens and the private gardens and terraces of numerous hotels. Many of the major buildings are set against a backdrop of mature trees.

Key Community Aims

Key Community Aims:

- Improve the Town Centre retail, service and leisure experience to improve footfall and provide employment opportunities by:-
- Becoming the premier leisure destination both night and day
- Creating a more diverse late night offer. Whilst we recognise the value of our late night economy we would like to see a broader offer than is currently available. This could be achieved by encouraging and providing a range of

- activities for all age groups such as late night shopping and regular food /music activities to encourage residents/visitors to stay on in town.
- Encouraging leisure and sport into our Town Centre and to provide a variety of undercover attractions for tourists and residents.
- Encouraging more people to live and work within the Town Centre
- Providing more eating and outside sitting areas.
- Providing adequate well maintained, accessible and convenient parking facilities
- Creating better connectivity and providing more pedestrianisation.
- Encouraging sympathetic development providing the size and kind of providing the size and kind of premises which modern day High Street names consider attractive, whilst at the same time creating suitable premises for small independent retailers and other uses such as gyms and cinemas.
- Make more of and protect the Town's heritage assets by:-
- Protecting the green and open public spaces from Cary Green, the Pavilions, Promenade to the end of the Princess Gardens and the 'Sunken Gardens', In addition the Royal Terrace Gardens (Rock Walk) which are all covered under one listing with English Heritage. Torre Abbey and its Meadows should continue to be protected by covenant from future developments. Included earlier in document.
- Maintaining Victorian facades where possible to keep the character of the Town.
- Make provision for cyclists in and around the Town which would complement cyclist tourism
- Make access to public spaces easier for the disabled. Protect and maintain our beaches – Torre Abbey Sands and Beacon Cove.
- Protect the marine environment and develop a sustainable Maritime Economy

COMMUNITY ASPIRATION

Key Development Opportunity Sites

The Community would like to see the town centre regenerated and have the following ideas:

Retailing is in the throes of a revolution which has seen high streets up and down the country lose market share year on year. The results are there for all to see, empty shops, derelict buildings, shoppers getting into their cars to go out of town, or not going out at all but shopping online.

“High Streets and town centres that are fit for the 21st Century need to be multifunctional social centres, not simply competitors for stretched consumers. They must offer irresistible opportunities and experiences that do not exist elsewhere, are rooted in the interests and needs of local people, and will meet the demands of a rapidly changing world.” Action for Market Towns, Twenty First Century Town Centres (2011).

The concept of ‘healthy urban planning’ is being promoted by the World Health Organisation to draw attention to the need for planners, public health professionals and others to work together to plan places that foster health and wellbeing

Physical activity, especially walking, has many important health benefits for older adults and the built environment plays a crucial role in encouraging healthy activity for this growing segment of the population. Current UK estimates from the Office of National Statistics (ONS 2011) see the proportion of over 60s rising from 23% to 31% by 2058. Torbay already has an over 60s population which exceeds the 2058 ONS national estimates with 31.4% of its population currently over the age of 60 (2011 census) – placing Torbay 45 years ahead of the rest of the country.

Torbay has the potential to act as a leading example of how the design of buildings and public spaces can facilitate beneficial activity for its aging population as well as improving the health of the wider community. The comprehensive review of Torquay Town Centre and planned growth within the

Bay offers a unique opportunity to integrate design guidelines which encourage healthy behaviour and increase accessibility, not just for older adults, but for all residents and visitors no matter what age or ability.

Castle Circus and Union Street

Potential site for redevelopment to create a focal point of the Town and could include a supermarket/superstore, multi storey car park, plus residential development to increase footfall and act as a catalyst for regeneration of the wider area, encouraging other businesses offering a fresh bakery, butchers, fishmongers, greengrocers as an alternative to this proposed development to be re-established in this area. Redevelopment would be subject to taking into account the listed building status of some of these buildings. We would also want to encourage better pedestrian facilities with possibly wider pavements and better links to the Union Street development.

Melville Hill Community Group - Marvellous Melville - Melville Hill should be recognised as a place of historic charm, with a mix of both private and quality rented housing that is affordable. New developments should include up market, and contemporary schemes that introduce a wine bar and café culture enhancing the neighbouring business and tourist district. The area should become suitable for people of all ages with Community facilities. There must be no further agreements for Houses of Multiple Occupation or the sub division of existing properties to form single person dwellings





Fleet Street and Swan Street - Create a water feature to replicate the Fleet. Create a glass canopy to enhance the street scene achieve connectivity with the Harbour providing outdoor eateries/ cafe culture/leisure and bijoux shops – The Fleet Walk shopping experience. Whilst the Victorian warehouse buildings of Swan Street offer potential for residential and retail which would retain the interiors of the existing buildings.



The Strand, Torwood Street and the Harbour side – Strong aspiration for improvement of this key stretch of Torquay Harbour which could include redevelopment of The Strand buildings, including Debenhams and the Amusement Arcade. Combination of luxury apartments, improved retail, hotel, small restaurants would be welcomed whilst protecting outlook from the Terrace.

Make Torquay Inner Harbour accessible to local people by giving it official community asset status.

Upgrade the area of public space on the harbour side of the Strand to allow for a range of different activities, and a higher quality environment with better provision of seating and better management of spaces including attractive signage to guide people to the waterfront. The Old Opera House has been suggested as an alternative site for an Art Centre of for performing arts. Could alternative uses be found for some of the Night Clubs here in order to dilute the heavy concentration of these in this key part of the Town Centre? The Terrace car park is a potential development site with its spectacular views but there would be the need to retain adequate car parking for the harbour area.

The cinema also needs upgrading and possibly relocating. However, if the cinema is relocated we need to be mindful that this will create a large empty building in an area of the Town already facing many challenges and would suggest the possibility of a much needed community centre being established here. Relocate Job Centre and Magistrates Court to out of Town centre location, thus making room for landmark retail store and unique indoor attraction to help revitalise this end of Town. The Town Hall has been identified as a potential Art Centre. Key will be the preservation of the architecture of this building.

A new Library is required: a modern facility is fundamental to giving the town the correct image; a similar development to Paignton Library would be welcomed, as not just a modern library but a centre offering community facilities such as meeting rooms, and education facilities.



Temperance Street - This is an opportunity to have this area developed as a major shopping area for the town, to take in former works site, and multi storey car park. Suitable uses could be anchor store, quality office space, leisure facilities such as cinema, indoor sports facilities embracing modernisation of multi - storey car park on Lower Union Lane and could extend to Temperance Street car park, also including some residential.

Union Parade and Pimlico - These areas to be developed predominantly for retail, commerce and town centre shopping. Opportunity for a major demolition/redevelopment programme as The Hogs Head and surrounding buildings have little architectural merit and we would welcome a landmark building here to encourage further exploration of the Town; possibly a multi-use community space incorporating a new library, council offices and possibly a gym. Support the creation of an indoor attraction for example promoting the Town's connections with people like Agatha Christie or Isambard Kingdom Brunel. Place canopies over large stretches of the pavement and open spaces in the Town, possibly an atrium over the pedestrianised area of Union Street, to make Torquay the place to shop no matter what the weather.

Market Street and Indoor Market - Create premises as a form of innovation centres to support fledgling retailers to establish their first business. This could in turn be reinforced by significant Town centre residential development and cafe culture. Encourage more residential homes to be created in this area with at least

two bedrooms to encourage families to bring life back into the Town out of trading hours.



Pavilion/ Torquay Marina Car Park: The Marina Car Park has the potential for a quality development as this has the best views of the harbour which are currently not exploited. However, the height of any development needs to be considered so that this in itself is not detrimental, and thus become a contentious issue to local residents. In addition the groups have serious concerns about incorporating development of the Pavilion into the large hotel scheme on the Marina car park and would support further investigation for the re siting of the Pavilion to another location which may then enable a lower rise less intrusive development on the Marina car park. A possible option would be to relocate the Pavilion on to a constructed island (with bridges) in the inner harbour, around which boats could still move/moor. The point of the development would be to: Protect the Pavilion and make it the centre of a revitalised harbour area; provide a waterside dining/entertainment environment unique in the UK that would encourage a more mature and upmarket night time economy and provide the type of retail experience during the daytime best described as "Totnes by the sea." If the Pavilion were moved this would allow a larger footprint for the developer of the hotel/spa to build a wider but lower development that could include a children's play area or be the site for an open air public performance space. Other proposals for Pavilion site include: the Pavilion to become a Community Asset and Marina Car Park to become landscaped recreation area for residents and visitors

Princess Theatre/Princess Pier: Potential to redevelop/extend the theatre to enable it to attract West End Shows whilst not expanding out into the Gardens which should be protected.

Rock Walk: To provide access to those with disabilities a cable car/ funicular railway from the bottom to the top of Rock Walk would be welcomed in addition to it creating a revenue generating opportunity. It would support a high level walkway from Rock walk to a future development on Princess Pier incorporating a ferry terminal.

RICC/Balloon Site/Marina Car Park: There is a chronic shortage of play and recreational facilities within 200 metres of the sea front and we have identified these sites for such a facility

Area along SW Coast path just beyond Imperial Hotel (Peak Tor): To capitalise on our fantastic coastline, explore the possibility of an open air theatre here to rival the Minnack in Cornwall

Wellswood and Torwood Community Partnership

Objective - To Protect and Enhance the existing Green Spaces and Coastline, preserving the special quality of the natural environment and character of conservation areas.

About the area

The Wellswood and Torwood Ward covers two rocky headlands at Torquay's south-east perimeter, bordered by sea. It is an area of 414 hectares, of which almost a quarter is green space. Over 40,000 years ago early man found shelter in the deep caves at Kent's Cavern in the Ilsham Valley and these now form a gateway to the UNESCO Geopark. The area's wealth of geosites, fine Victorian architecture, extensive open spaces, woodland and pine-clad rocky coastline provide the essence of the "English Riviera".

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In the early 1800's, as Torquay began to develop as a holiday destination, prosperous families began to build detached villas on the wooded slopes overlooking the harbour. This is seen most clearly in the design and layout of the Warberries and the adjoining Lincombes. The scale of building in an extensive landscaped setting, and its confident execution over nearly 170 acres, became the hallmark for the mid 19th century vogue resort. Its spacious open nature survives today and is protected by the Lincombes and Warberry Conservation Areas.

The area's character is largely defined by the amount of public open space and woodland, and a number of major hotels, including three with four stars. At the heart lies Wellswood Green with its shops, primary school and church. Adjoining the harbour, Torwood Street is home to Torquay Museum and a variety of bars and food outlets.





Community Aspirations

Environment

Protect, maintain character and enhance:

- All public green areas, improving waste and toilet facilities
- Conservation Areas, and current density of development
- Coastal Path, Geopark and all associated areas
- Supporting Community initiatives to upgrade amenities

Promote diversity and prosperity of local businesses in Wellswood and Lisburn Square

Retain Post Office and Pub in Wellswood by designating them Assets of Community Value

Support any future proposals for redevelopment of the Palace Hotel and grounds, while retaining a hotel

Encourage Torquay Museum to develop as a Community Centre

Support proposals for Kent's Cavern to enhance tourism and education, in line with its importance within the English Riviera Geopark, and improve the access strategy to limit impact on the surrounding area

Support opportunities for redevelopment in Torwood Street area and Terrace Car Park, retaining sufficient parking for local businesses

Traffic and Movement

Prioritise pedestrian access and slow traffic in key areas, addressing much needed improvements in traffic management.

Property densities

Maintain the existing property density to ensure that the open nature of the area is not destroyed

Projects

Traffic and Movement

- 1) Address traffic management through Wellswood (Ilsham Road) improving character and environment
- 2) Provide a safe pedestrian footway along Ilsham Road from the junction with Ilisham Marine Drive to the Ilsham Valley
- 3) Provide a safe pedestrian footway and cut back overhanging trees on Parkhill Road by the Imperial Hotel
- 4) Provide a natural footpath along the side of Stoodley Knowle meadow, to relieve parking impact on Ilsham Road and improve access to coastal path

Environment

- 1) Re-open Redgate Beach and Footpath to Walls Hill
- 2) Support creation of Wildflower Meadow at Stoodley Knowle
- 3) Improve Coastal Path signage and information

Extraordinary Council Meeting – 15 November 2018

Monitoring Officer Briefing Note and revised officer recommendation

Item 7: Brixham Peninsula Neighbourhood Plan – Determination of Independent Examination

Following representations on behalf of Abacus Projects Limited, I have reviewed the history of decision making both in respect of the Town Council, and Torbay Council as LPA.

Brixham Town Council submitted an application to Torbay Council as LPA on 19 July 2012 in respect of designation of a neighbourhood area and designation as a Forum.

This application clearly stated that “*Brixham Town Council is a relevant body making the application in accordance with legislation s.61G Town and Country Planning Act 1990.*” The application included a map identifying the area, together with a statement explaining why the area was considered appropriate to be designated as a Neighbourhood Area.

It is now recognised that an application in respect of forum status was not required, given that the Town Council is considered to be the ‘relevant body’ in accordance with sections 61F and 61G of the Town and Country Planning Act 1990.

The requirement for the Town Council to be the ‘relevant body’ can be evidenced in 2011 by virtue of the report of their Town Clerk dated 27 January 2011 which states inter alia ‘to comply with the requirement that the Town Council should be the Forum....’

Torbay Council, as Local Planning Authority (LPA), considered the applications in respect of areas and forums, for the entirety of Torbay at its meeting on 6 December 2012, and resolved;

“that the Neighbourhood Plan areas and forums of Torquay, Paignton and Brixham, and their constitutions, be approved.....”

The LPA’s decision making in respect of the Neighbourhood Area is considered sound. It received an application from the correct ‘relevant body’ (i.e. the Town Council), that contained the information required by the Act, the required consultation was undertaken, no objections to it were received and the Council minute in respect of the Neighbourhood Area is clear.

In respect of the application for designation as a Neighbourhood Forum there was confusion. Whilst an application was submitted and authorised, this was not required. The designation of the Neighbourhood Area had the automatic effect of making Brixham Town Council the ‘relevant body’ for the entire Neighbourhood Area. The Council’s decision was purporting to do something which it did not have the power to do.

Therefore it is considered that the 'purported' decision in this respect is not material, either in 2012 or 2017.

In order to undertake the work required to progress the Neighbourhood Plan, the Town Council created a 'Working Group' of the Town Council. This Working Group was given the name 'Brixham Peninsula Neighbourhood Forum.' The terms of reference are set out on the Brixham Town Council website at: <http://www.brixhamtowncouncil.gov.uk/data/uploads/1529.pdf>. The Chairman of the Working Group is a Brixham Town Councillor and the Secretary is the Town Clerk of Brixham Town Council.

The intent of Brixham Town Council to approve the content of the Plan prior to its submission to the LPA is clear from its meeting on 16 March 2017 whereby it resolved "to hold a full Council meeting to discuss the BPNFprior to the submission of the Neighbourhood Plan to Torbay Council."

At the next Council meeting on 27 April 2017 Brixham Town Council received a detailed presentation on the Plan. The Town Clerk has advised that that which the Town Council received a presentation upon was that which was submitted to the LPA, save for editorial corrections. The Council having received this presentation resolved "to support the emerging Neighbourhood Plan." There is no doubt that the wording of this decision could have been clearer, however the intent of approving the Plan prior to submission to the LPA can be seen from the meeting minute of 16 March 2017. When this is considered, together with the position of the Clerk in respect of the Plan that was presented and then submitted to the LPA, it can be considered that Brixham Town Council did approve the Plan that was submitted to the LPA.

On 21 August 2017 Brixham Town Council formally submitted the Plan to the LPA.

On the basis of all that is set out, there is not considered to be an impediment to the Council (as LPA), proceeding to consider this matter as planned at the Council meeting on 15 November 2018. I would however advise that the decision in respect of Brixham is amended so as to specifically revoke the Forum designations in 2012 and 2017.

Revised Officer Recommendation:

Revisions shown in bold text

1.9 It is recommended that the Council:

- 1. That the decisions of the Council in respect of designation of the Neighbourhood Forum for Brixham be rescinded (minutes 93/12/12 and 135/12/17 refers) in recognition that an application in respect of forum status was not required, given that the Town Council is considered to be the 'relevant body' in accordance with sections 61F and 61G of the Town and Country Planning Act 1990.***

2. Agrees the decision statement in Appendix 2, which shall be adopted and published accordingly, and that the Brixham Peninsula Neighbourhood Plan as modified in Appendix 3, is submitted to a referendum in accordance with the Neighbourhood Planning (General) Regulations 2012 (as amended) and the Neighbourhood Planning (Referendums) Regulations 2012 (as amended); and,
3. Delegate to the Assistant Director of Transport and Planning to ensure that the Policy maps are finalised for inclusion in the Plan prior to the referendum, reflecting all modifications set out in the decision statement in Appendix 2; and,
4. Accepts the Examiner's recommendation that it is not necessary to extend the referendum area and that the most appropriate area for the referendum will be that of the Brixham Peninsula Neighbourhood Area.

Anne-Marie Bond

Monitoring Officer, 14 November 2018

Brixham Neighbourhood Plan – Appendix 2 and 3 (updated versions 13 November 2018)

It is brought to attention and should be noted that Appendix 2 and 3 to the Council Report (to be decided on 15 November 2018) has been updated to incorporate the following changes. These changes are alter but are consistent with the intention of the Examiner’s recommended modifications. This modification is shown below.

For clarity, the modifications now shown in Revised Appendix 3 are shown in **red, underlined emboldened text**. This has consequentially resulted in minor format and page number alterations (i.e. Policy BH4 was on Page 26 and is now on page 27). Deleted text is not shown.

Revision Policy BH3 ‘Delivery of new homes’

Decision Statement Appendix 2 Page 12

Policy Document Appendix 3 Page 25

The introduction to **Policy BH3: Delivery of new homes** (Appendix 3 7th November 2018) read:

The sites listed in Table 2 below and shown in the Policy Maps (Document 2) are allocated for **residential** development in this Neighbourhood Plan. **Proposals will need to demonstrate there is no likely significant effect, either alone or in combination with other plans or projects on the integrity of European sites; appropriate ecology surveys will need to be undertaken at the project stage for any planning application where the Plan’s accompanying HRA has indicated this is necessary.**

The introduction to **Policy BH3: Delivery of new homes** (Appendix 3 13th November 2018) now reads:

The sites listed in Table 2 below and shown in the Policy Maps (Document 2) are allocated for **residential** development in this Neighbourhood Plan. **Proposals will need to demonstrate there is no likely significant effect, either alone or in combination with other plans or projects on the integrity of European sites; where appropriate ecology surveys will need to be undertaken at the project stage.**

Revised Appendix 2

Decision Statement Table: Brixham Peninsula Neighbourhood Plan

Assessment of Examiner's Report

Background

This Appendix provides a more detailed officer assessment of the Examiner's Modifications and the LPA's Decision Statement.

Mrs Deborah McCann was appointed through the National Planning Independent Examiner Referral Service (NPIERS) as the Independent Examiner in March 2018. This appointment was consented to by the Neighbourhood Forum. Mrs McCann, an experienced examiner, is independent of the Council and Neighbourhood Forum, possesses appropriate qualifications and has no interest in any land within the Torquay area. Whilst she had previously been employed by Torbay Council in the 1990s, this was considered by the Monitoring Officer not to represent a conflict of interest because of the significant passage of time.

All written representations were provided to the Examiner along with the submitted plan and associated documents. The final report was received by the Council on 26th July 2018 and is published on the Council's website.

The conclusion of the report was that the Plan should proceed to referendum, with modifications recommended by the Examiner.

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
Policy Document: - Front cover; and - page 8, para 1.8.	Modify wording by deleting reference to 'and beyond' regarding the period of the plan. (Report, page 8, top)	<i>"It is intended that the Brixham Peninsula Neighbourhood Development Plan will cover the period 2012-2030, to align with the Torbay Local Plan, reference to 'and beyond' should be removed to align with the Torbay Local Plan"</i> . (Report, page 8, top)	Modify wording by deleting reference to 'and beyond' as recommended. <u>Reason:</u> LPA would also add reasons that this will add clarity Note: The Planning and Compulsory Purchase Act 2004, as amended by the Localism Act 2011, requires at Section 38B (1.)(a.) "A neighbourhood development plan... specify the period... it is to have effect". Accordingly, the reference to 'and beyond' requires deletion to comply with Basic Conditions.	Policy document modified as recommended by the Examiner where relevant and as shown in Appendix 3 Clarify Plan Period (2012-2030) and remove 'beyond'
Employment policies to create jobs (J)				
Policy J1: Employment land – proposed, retained and refurbished (BPNP pages 25 to 28)	Modify policy wording: - At J1.1 to clarify scope of support for employment development is that ' <i>appropriate to meet the local and strategic needs set out in the Torbay Local Plan</i> '. (Report, page 27, middle);	For clarity and to meet Basic Conditions. The Examiner's comments note a Habitats Regulations Assessment (HRA) issue She goes on to comment: <i>'However, the neighbourhood plan does not allocate these sites but identifies them'</i> The Examiner also notes that ' <i>the Council expresses concern that the employment sites are "identified" rather than allocated and therefore fail to be in general conformity with</i>	Agree: Modification meets BC Additional LPA Modification to Examiner's Modification of J1.1 - add additional text to give clarity that 'need' relates to the Neighbourhood Plan Area only (i.e. SDB1 area in Torbay Local Plan) <u>Reason:</u> Employment sites are 'identified' and not 'allocated'.. Therefore, additional wording to be in general conformity with the strategic Local Plan SDB Polices (SS5) and for clarity.	Policy Modified as recommended by Examiner with additional change and additional glossary/footnote for clarity <i>'..appropriate to meet the local and strategic needs set out in the Torbay Local Plan SDB1 area'.</i> Footnote: 'identified' J1 employment sites: These are not allocated sites and do not have policy weight but recognise a potential development site for consideration through the development management process primarily for employment investment subject to other policies in the Development Plan

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Page 784		<p><i>Policy SS5 and SDB1 of the Torbay Local Plan.'</i></p> <p>(Report, page 27, middle and Section 12.7 page 21 in relation to J1.2 and HRA</p>	<p>LPA further Modification to add supporting text/glossary definition of BPNP 'identified sites' does not have the full force of a site allocation.</p> <p>Note: The LPA HRA Appropriate Assessment concludes J1 sites are acceptable with Mitigation Measures.</p>	<p>Committed J1 employment sites Have extant planning permission. If this planning permission expires, any proposal will be considered on the basis of the Development Plan unless material considerations indicate otherwise. A site's planning history is likely to be a material consideration.</p> <p>Footnotes also added to Policies Map Key.</p>
	<p>- At J1.2 Table 1 to references to Oxen Cove and Freshwater Quarry site <i>J11-2 Oxen Cove and Freshwater Quarry (identified site) 2,000</i></p> <p>(Report, page 28, top); and and Section 12.7 page 21</p>		<p>Re J1.2 do not modify policy. Reason: Modified references to reference Oxen Cove and Freshwater are errors by the Examiner.</p>	<p>This part of Policy not modified as recommended by Examiner.</p> <p>Reinstate J1.1 as submitted</p>
	<p>- At J1.3, to delete a 'viability' definition and refer to LP Policy SS5 "<i>on grounds of viability and in accordance with Policy SS5 of the Torbay Local Plan</i>".</p> <p>(Report, page 28, top).</p>		<p>Agree with some of the Modification but include part of original text as a further LPA modification :</p> <p>Re J1.3, modify policy to address issues raised, but retain core 'viability' definition within Policy rather than referring to Local Plan Policy SS5</p> <p>Reason: The LPA wording has been agreed in collaboration with the Forum (BTC) Retention of core viability definition provides</p>	<p>This part of Policy partially modified as recommended by Examiner LPA partially re-instated Policy as submitted Plan</p> <p><i>J1.3A lack of viability is to be established by clear evidence from an active marketing effort that it would not be possible to achieve a lease or sale of the premises at a reasonable market rate.</i></p>

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			clarity; reflects policy intent; and follows approach of Examiner at Modified Policy TO1.2 and as modified, policy meets Basic Conditions.	
Policy J2: Provision of information and communication technology (BPNP page14)	No comment made. (Report, page 28, bottom)	As submitted, policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner.
Policy J3: Local employment – training and skills (BPNP pages15 and 16)	No comment made. (Report, page 28 and 29, top)	As submitted, policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner.
Policy J4: Local employment – increased employment and local amenity (BPNP pages16 and 17)	No comment made. (Report, page 29, bottom)	As submitted, policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner
Policy J5: Sustaining a vibrant harbour-side economy (BPNP pages 17 and 18)	Include a policies map. (Report, page 30, middle)	For clarity. (Report, page 30, middle)	Agree: Include the 'Brixham Harbour area' on the Policies Maps. <u>Reason</u> Inclusion of area referred to in policy maps adds clarity.	Policy Map modified as recommended by Examiner. New Policy Map boundary provided covering Brixham Harbour and environs. Note: A small part of this area is outside the approved Neighbourhood Plan Area.
	Modify policy wording.	To meet Basic Conditions. (Report, page 30, middle)	Agree: Modify policy as recommended.	Policy Modified as recommended by Examiner.

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
	<p>J5.2 Second sentence 'will comply' to 'should be in conformity' with Local Plan Policies T01 (Tourism, events and culture), ... (Report, page 30, middle)</p> <p>Modify last sentence relating to maintenance-preservation or enhancement of the Brixham Town Conservation Area in the development plan</p>		<p><u>Additional Reason</u> Modified language better reflects requirements and general conformity with Torbay Local Plan. As modified, policy meets Basic Conditions.</p>	<p>J5.2 'will comply' to 'should be in conformity' with Local Plan Policies T01 (Tourism, events and culture)</p> <p>maintenance-preservation or enhancement of the Brixham Town Conservation Area in the development plan</p>
<p>Policy J6: Redevelopment of the Town Centre Car Park BPNP pages 18 and 19</p>	<p>Include a 'more detailed' policy map. (Report, page 30 and 31, top)</p>	<p>For clarity. (Report, page 31, top)</p>	<p>Disagree: Retain maps as submitted in the Policy Maps (i.e., site: J1.1 & H3.1 Town Centre Map boundary) and the Employment Site Assessment. LPA add minor justification text to cross refer to Policy BH3 and BH3-11 for clarity. <u>Reason</u> Whilst the BPNP Planning Brief refers to a wider area than that shown by J1.1. In consultation with the Forum the Maps in submitted Neighbourhood Plan are considered sufficient and no additional modification is necessary. Officers consider that the extent of the Map boundary meets the Basic Conditions and is therefore lawful but will limit the Policy to the area shown.</p>	<p>Policy Map not modified as recommended by Examiner existing site boundaries retained as J1.1.</p> <p>Additional LPA change for clarity. Supporting text change to 3.2.4 <i>The development is to include a mix of retail premises, a hotel, affordable housing (see also Policy BH3-11 for 25 units), multi-level car parking....</i></p>

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
Policy J7: Oxen Cove and Freshwater Quarry (BPNP pages 19 to 20)	Modify justification at 3.2.8 to emphasise development will be ' <i>Subject to any environmental constraints...</i> ' at project (i.e., planning permission) stage. (Report, page 31 and 32, top)	Examiner Considers Greater Horseshoe Bats (HRA) concerns unresolved. Examiner clear that sites have not been allocated, therefore ' <i>any potential shortfall in evidence in relation to the HRA can be adequately addressed should planning application come forward</i> '. i.e. at project stage. (Report, page 31, bottom and Section 12.7 page 21 on HRA issue)	Agree: Modify justification at para 3.2.8 as recommended. <u>Reason</u> Justification needs to reflect policy and HRA Matters. Policy does not allocate employment land. Policy correctly provides that development can only come forward when planning application/project stage HRA 'safeguards' are met. Note: BPNP AECOM HRA Report screened out Policy J7 and LPA HRA Appropriate Assessment of J1-2 and BH3-I6 sites concludes an allocation would be acceptable with mitigation measures. <u>LPA Additional modification to supporting text.</u> LPA minor additional modification to cross reference to justification text to cross refer to Policy BH3-I6 for clarity in para 3.2.11 and in 3.2.8 cross reference to LPA modification footnote in Policy J1 'identified' definition/status for clarity. Notes that development to meet environmental constraints para 3.2.10 for clarity.	Supporting Policy Text amended in accordance with Examiner's Recommendation. Additional LPA modification minor cross reference to Policy BH3.I6): New para 3.2.11 <i>The land at Freshwater Quarry and Oxen Cove is also allocated for residential development in Policy BH3-I6.</i> Para 3.2.7 ' <i>An area of 2,000 sqm has been identified for employment at Oxen Cove,...</i> (see Policy J1 and footnote defining 'identified' status) primarily marine related,... <p>Para 3.2.10 <i>Proposals will be subject to any environmental constraints. More specific information and</i></p>

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
Page 788	Include a policies map. (Report, page 32, top)	For clarity. (Report, page 32, top)	Disagree: Retain maps as submitted in the Policy Maps (i.e., site J1.2 and BH3.I6 Town Centre Map) and the Employment Site Assessment. <u>Reason</u> Whilst the BPNP Planning Brief refers to a wider area than shown by J1-I2. The Forum considers the maps in submitted Neighbourhood Plan are sufficient and that no additional modification is appropriate. Officers consider that the extent of the Map boundary meets the Basic Conditions and is therefore lawful but will limit the Policy to the area shown.	Policy Map not modified in accordance with Examiner's Recommendation. Existing site boundaries retained as per Policy J1-I2.
	Modify policy wording to delete reference to <i>'the evolving Town Centre Master Plan</i> at J7.2. (Report, page 32, top)	To meet Basic Conditions. (Report, page 32, top)	Disagree: Only modify policy wording to reflect issue raised by deleting word 'evolving' and adding 'Brixham'. <u>Reason</u> The 'Town Centre Master Plan' is referenced in related Policy J1 and this site covers the same area as J1-I2. The Masterplan forms a supporting document to the submitted Neighbourhood Plan and it is no longer 'evolving'. Modification reflects policy intention. As modified policy meets Basic Conditions.	Change made to Policy Document, This part of Policy has not modified as recommended by Examiner. <i>J7.2 Design and development options should be informed by the Port Master Plan and the evolving Brixham Town Centre Master Plan and have regard to...</i>

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
Policy J8: Employment in Churston, Galmpton and Broadsands (BPNP page 21)	No comment made. (Report, page 32, bottom)	As submitted, policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made as recommended by the Examiner.
Housing policies (BH)				
Policy BH1: Affordable housing (BPNP page 22 and 23) Page 789	Modify policy wording. BH1.2 to: <i>An off-site contribution will be considered where it would result in a larger number of affordable houses being delivered than through on-site provision...</i> (Report, pages 32 33, middle)	For clarity and to meet Basic Conditions. (Report, page 33, middle)	Agree: Modify policy as recommended. <u>Additional LPA modification</u> of policy title to ' <i>Policy BH1: Affordable housing site allocations</i> '. <u>Reason</u> Modification adds clarity. Modified policy title adds further clarity relating to the allocation of affordable housing as distinct from affordable housing eligibility of occupation in Policy BH2. As modified, policy meets Basic Conditions.	Policy Modified as recommended by Examiner with additional LPA modification of title for clarity. <i>BH1.2 to: An off-site contribution will be considered where it would result in a larger number of affordable houses being delivered than through on-site provision..</i> <i>Title: Policy BH1: Affordable housing site allocations</i>
Policy BH2: Allocation of new affordable homes (BPNP page 23 and 24)	Modify policy wording to limit policy scope to <i>new affordable houses</i> only (BH1.1), delete 'key workers' from awarding criteria, and BH2.2 default to the Torbay Council waiting list if no local occupants can be found. (Report, page33 and 34, bottom)	For clarity and to meet Basic Conditions. <i>"I am satisfied that Neighbourhood Plans can introduce local occupancy conditions in relation to <u>new</u> (my emphasis) affordable housing units."</i> <i>"...and that there is a default to the Torbay Council waiting list"</i> (Report, page 34, middle)	Agree in part: Modify policy to limit policy scope to <i>new</i> affordable homes only (BH2.1) as recommended and default to Torbay Housing Waiting list where persons cannot be found (Bh2.2) LPA Disagree with the Examiner that that 'key workers' need to be deleted to meet the BC and therefore 'key workers' from within award criteria retained.	Policy partially modified as recommended by Examiner LPA partially retained submission Policy as submitted Plan with additional LPA minor modification to title change for clarity. <i>'Title: Policy BH2: Occupation of new affordable homes.</i> <i>BH2.1 New affordable homes in the (retain 'key worker' criterion)</i> <i>BH2.2 Where persons cannot be found to meet these criteria, affordable housing may</i>

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
Page 790			<p>LPA additional Modification to policy title to 'Policy BH2: Allocation Occupation of new affordable homes.'</p> <p><u>Reason:</u> Modification to limit policy scope to <u>new</u> affordable homes only required to meet Basic Conditions. Deletion of 'key workers' is not required to meet Basic Conditions, so no modification made. LPA additional Modification to policy title adds clarity and BH2.1...to affordable 'homes'</p> <p>As modified, policy meets Basic Conditions.</p>	<p><i>be occupied by people and their dependents whose housing needs are not met by the market identified on the Torbay Housing Waiting List...</i></p>

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Policy BH3: Delivery of new homes (and Table 2 Allocated housing sites) (BPNP pages 25 to 26)	Modify policy wording to state support for ... <i>housing growth appropriate to meet local needs and the strategic needs set out in the Torbay Local Plan 2012-2030, including affordable housing.</i> (Report, pages 35 and 36, bottom and 19 to 23 regarding HRA matters)	To ensure that the policy supports that strategic development needs of the Torbay Local Plan and in order to meet Basic Conditions. Examiner's comments considered " <i>potential of a shortfall in the overall numbers that will be delivered from the allocations in Table 2</i> ". Modifications " <i>ensure that this policy supports that strategic development needs of the Torbay Local Plan and plan positively to support local development (as outlined in paragraph 16 of the National Planning Policy Framework)</i> ". (Report, page 36, middle, 4th para)	Disagree: Retain this part of Policy as submitted. <u>LPA additional modification</u> to include the Examiner's wording in justification with minor alterations <u>Reason:</u> The identified 'expectation' of the neighbourhood area of 660 homes is met numerically by the (at least) housing sites allocated in Table 2. Examiner raises concerns regarding delivery of housing in BH3. However the LPA is now broadly satisfied that the BPNP is in general conformity with Policy SDB1 and that the level of housing allocation will meet the 660 target (Policy BH3). To ensure the plan meets the basic conditions the inclusion of the Examiner's text within the justification is necessary.	This part of Policy not modified as recommended by Examiner. Modified text as recommended by Examiner with additional LPA modification moved to justification para 4.7. 4.7 The Brixham Neighbourhood Plan supports housing growth appropriate to meet local needs and the strategic needs set out in the Torbay Local Plan 2012-2030, Policy SDB1, including affordable housing. Local Plan...

	<p>Accept all sites in Table 2 as allocated for residential development, except for Waterside Quarry (Report, page 36, bottom, amendment of Policy BH3)</p> <p>(Report, pages 35 and 36, bottom and 19 to 23 regarding HRA matters in Section 12)</p>	<p>The Examiner Comments: <i>The adequacy or otherwise of the environmental assessment of the site in the light of the PoW case and whether or not the site as a result of this and other site constraints is developable.</i> <i>My conclusion is that I am not satisfied that the HRA assessment of the site as submitted is adequate.</i></p> <p>(Report, page 36, top, 1st para)</p> <p>Reasoning also provided on pages 19 to 23 regarding HRA matters)</p>	<p>Agree: Delete Waterside site in Table 2.</p> <p><u>LPA additional modification</u> Modify footnote 17 (affordable housing for Jewson BH3.I8) and 18 (assisted living St Kilda BH3.I3) by switching text around. Text at footnotes 17 and 18 needs rearranging to be consistent with Housing Site Assessment (at page 34 and page 50), as there is an error in the Submitted Plan.</p> <p><u>LPA additional modification for clarity</u> add footnote to define Housing ‘allocated’, ‘identified’, ‘committed’ and ‘windfall sites’ particularly as a different definition is used for ‘identified’ sites in Policy J1.</p> <p><u>Reason:</u> The LPA has no evidence to overturn the Examiner’s recommendation for Waterside site deletion. The LPA HRA (AA) confirms that the site cannot demonstrate there is no likely significant effect, either alone or in combination with other plans or projects on the integrity of the SH SAC; as required in accordance with the basic condition as prescribed in Schedule 2 Paragraph 1 of the Neighbourhood Planning Regulations 2012.</p>	<p>Policy Table 2 modified as recommended by Examiner (Waterside Quarry Site BH3.I10 deleted). Additional LPA modification to footnotes for clarity. (giving a Table 2 total allocation of 685) and footnotes modified as shown in Appendix 3 with consequential numerical changes to figures in supporting text 4.7 and 4.8.</p> <p>LPA additional modifications: Modify footnote 17 (affordable housing for Jewson BH3.I8) and 18 (assisted living St Kilda BH3.I3) by switching text around.</p> <p>Add footnote to define ‘allocated’, ‘identified’, ‘committed’ and ‘windfall sites’</p> <p>Footnote to Table 2 : <i>‘Identified’ BH3 housing sites: These sites have been identified by the Forum (Brixham Town Council) and are allocated housing sites.</i></p> <p><i>Committed housing sites: These sites have extant planning permission. If this planning permission expires, any proposal will be considered on the basis of the Development Plan unless material considerations indicate otherwise. A site’s planning history is likely to be a material consideration.</i></p> <p><i>Windfall Sites” are sites which are usually not identified or allocated within the development plan but that are still required to be considered on the basis of the Development Plan unless material considerations indicate otherwise. The figure in table 2 refers specifically to windfall sites of 5 or fewer new dwellings.</i></p> <p>Footnotes also added to Policies Map Key.</p>
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<p>Policy BH3: Delivery of new homes (and Table 2 Allocated housing sites) continued... (BPNP pages 25 to 26)</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 793</p>	<p>Modify policy wording to require <i>“Appropriate Ecology surveys as set out in the Plan’s accompanying HRA will need to be undertaken at the project stage for any planning application as set out in the HRA”</i></p> <p>(Report, page 36, bottom, amendment of Policy BH3)</p> <p>Detailed consideration 19-26 entitled 11.4 Habitats Regulations Assessment</p>	<p>‘Plan level’ HRA concerns also need resolution at ‘project stage’ as <i>“There are also concerns that some allocated sites have not demonstrated that the constraints can be overcome, and sites or number of units indicated can be delivered as set out in the Housing Assessment Document 3”</i></p> <p>(Report, page 35, top, 2nd para)</p> <p>Detailed consideration 19-26 entitled 11.4 Habitats Regulations Assessment.</p>	<p>Agree</p> <p>Modify policy to address issues raised using different wording to that proposed by Examiner. <u>LPA further modification</u> to clarify and meet BC explicit HRA concerns.</p> <p><u>Reason:</u> The Examiner's suggested modification supports the approach in the Torbay Local Plan and in the submitted Neighbourhood Plan Policy E8, by making it clear allocations are where appropriate, subject to analysis at the project level too.</p> <p>However, it is considered clarity can be added by additional and amended wording recommended. Policies should focus on the planning outcome and not the methodology to achieve that outcome. (For example, as drafted the policy does not state what happens if surveys highlight a problem). Hence the policy should refer to the Habitats Regulations requirement i.e. <i>“ Proposals either alone or in combination should not adversely affect the integrity of the SACs.. this wording is additional to that proposed by the Examiner to achieve this. As modified, the policy meets Basic Conditions.</i></p>	<p>This part of Policy partially modified as recommended by Examiner with additional LPA modification.</p> <p><i>The sites listed in Table 2 are allocated for residential development. Proposals will need to demonstrate there is no likely significant effect, either alone or in combination with other plans or projects on the integrity of European sites; where appropriate ecology surveys will need to be undertaken at the project stage.</i></p>

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Policy BH4: Brownfield and greenfield sites (BPNP pages 26 and 27)	Modify policy title and wording (BH4.1) to limit policy scope to 'residential' development only and (BH4.3) to refer to Torbay Local Plan in criteria. <i>...greenfield sites will be considered in the context of TLP Policy C1 and Exception Site development that may meet Local Need through self-build and local affordable housing Provision (BH9)</i> (Report, page 37, middle)	Examiner states: <i>This policy does not directly refer to housing but as sits within the housing section it is assumed that it is only intended to relate to housing development. It is also assumed that BH4.3 is intended to refer to rural exception site development.</i> For clarity and to meet Basic Conditions. (Report, page 37, middle)	Agree: Modify policy wording and title to address issues raised. Clarify policy scope relates 'residential' development only and include reference to Torbay Local Plan C1 in criteria. <u>LPA additional further modification</u> to refer to BH9 Exception Sites Policy and modify reference to self-build within the scope of affordable housing Examiner's reference to self-build. <u>Reason:</u> Minor modification uses clearer language and as modified policy meets Basic Conditions Additional further modification to cross reference Policy BH9 exception site policy	Policy partially modified as recommended by Examiner with additional LPA modification <i>Policy BH4:Housing Development - brownfield (previously developed) and greenfield (not previously developed) sites</i> BH4.1... <i>residential</i> development on brownfield BH4.3 ...greenfield sites <i>will be considered in the context of Torbay Local Plan Policy C1 and Exception Site development that may meet Local Need through local affordable housing (including self- build) provision (BH9)</i>
Policy BH5: Good design and the town and village Design Statements (BPNP pages 27 to 29)	Modify Policy wording by deleting BH5.4 relating to 'not permitting' badly designed developments. (Report, pages37 to 39, middle)	<i>'Paragraph BH5.4 lacks sufficient clarity to allow a decision maker can "apply it consistently and with confidence when determining planning applications". It repeats elements in other paragraphs in the policy and uses the word" permitted".... decision on any planning applications is made by the Local Planning Authority therefore delete BH5.4</i> (Report, page 39, top) To meet Basic Conditions. (Report, page 39, middle)	Agree/Disagree: Deletion of BH5.4 as submitted however <u>LPA make further additional modification</u> by retaining BH5.4 but re-wording to address issues raised. Add reference to Landscape Character Assessment, Urban Fringe Documents in supporting Text para4.11 and retain footnotes 22 and 23 as reference 'lost' in reworded Policy section BH5.4 <u>Reason:</u> Modified text accords with policy intention. Note: The	Policy modified but not as recommended by Examiner LPA modification <i>BH5.4 Planning permission will not be granted for development of poor design that fails to take opportunities available for improving local character and quality of an area and the way it functions.</i> <i>.4.11 .favoured by our communities. Further evidence on landscape character and appearance is also set out in the Landscape Character Assessment of Torbay²² and the Brixham Urban Fringe Landscape Study²³.</i>

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			Further Modified text is in Exeter St James Neighbourhood Plan Policy D1: Good Quality Design, was a Locality 'model policy' example. As modified, policy meets Basic Conditions.	
Policy BH6: Roofscape and dormer management (BPNP pages 29 to 30)	Modify Policy wording to limit policy scope to <i>To protect local amenity, where planning permission is required, dormers will only be approved where they will only be approved where they:</i> (Report, 39 to 40 ;Recommendation page 40, top)	Policy should reference that in certain circumstances planning permission will not be required by the development this policy seeks to control. (Report, page 40, top)	Agree: intention of modification however <u>LPA propose further modification</u> to address issues raised. <u>Reason:</u> Intent of modification adds clarity, and further modification to Examiner's modification adds further clarity all roofscape alterations that require planning permission. As modified, policy meets Basic Conditions.	Policy modified but not as recommended by Examiner LPA modification <i>Policy BH6 Roofscape and dormer management</i> To protect local amenity, where planning permission is required: BH6.1 dormers will only be approved where they:...
Policy BH7: Sustainable construction (BPNP page 30)	No comment made. (Report, page 40, bottom)	As submitted, policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner
Policy BH8: Access to new dwellings (BPNP Pages 31 and 32)	Modify Policy wording to refer to existing ' <i>adopted standards</i> ' and make compliance with standards a requirement. (Report, pages 40 to 41; recommendation on page 41, top)	Examiner not been provided with any evidence to support a variance the standards (in Manual for Street and Torbay Highway Design Guide). For clarity and to meet Basic Conditions. (Report, pages 40 and 41; Reason page 41, top)	Agree: Modify policy wording as recommended. Set out what the 'adopted standards' are and where they can be found. and supporting text 4.16 to 18 to accord with Policy change. <u>Reason:</u> Modifications add clarity. As modified policy meets Basic Conditions.	Policy modified as recommended by Examiner additional supporting text amendment to 4.17 and delete paragraph 4.18 BH8 Access to new developments should comply with the relevant adopted standards. <i>4.17 ...bring it up to the standard required for adoption by the Local Highways Authority (see Torbay Highways design guide</i>

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				<i>for new developments and Torbay Council Highways development control standing advice)</i> 4.18 DELETE
Policy BH9: Exception sites (BPNP page 33 to 34)	Modify justification wording at 4.19. (Report, 41 to 43; recommendation on page 42, middle)	To reflect NPPF definition of rural exception sites exception sites and the modification of the policy. (Report, page 42, middle)	Agree Modify justification wording at para 4.9 as recommended, except regarding inserting extraneous words at end of paragraph. <u>Reason:</u> Modification adds clarity. Inserting extraneous words at end of paragraph would introduce errors. <u>LPA Additional Modification</u> to BH3 supporting text para 4.9 for consistency with policy modifications to BH9	Policy supporting text modified partially as recommended by Examiner partially LPA modification minor deletion of text. <i>Para 4.19 Policy BH9 (Exception Sites) is intended to deliver affordable, older person, and disabled person housing on "small " sites that otherwise could not come forward including houses for older person, and disabled persons. It is for the Local planning Authority to determine what constitutes a "small" site however a proposal for 20 homes could not be considered small. In the Regulation 14 consultation a proposal was brought to attention which it appears could deliver on a policy compliant basis 20 homes, or more a rural exception site, subject to community consultation. Accordingly, through Policy BH9 it is expected that more homes than set out above will come forward.</i> BH3 supporting text 4.9 Policy BH9 (Exception Sites) is intended to deliver affordable (including older person, and disabled person) housing on sites that otherwise could not come forward.

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 797</p>	<p>Modify Policy wording.</p> <p>Modify criterion 'a.' to delete</p> <ul style="list-style-type: none"> • <i>purpose-built accommodation for older people (with a minimum age of 60); or</i> • <i>purpose built accommodation for the disabled;</i> <p>replace 'e.' with new criterion to read '<i>does not constitute major development in the AONB</i>'.</p> <p>delete 'f.'</p> <p>(Report, page 42 and 43)</p>	<p>Rural exception sites are defined in the NPPF: <i>Rural exception sites: Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community.</i></p> <p>It may be that a development coming forward will include provision of older and disabled people, but Examiner considers this cannot be a requirement of the policy. Therefore, paragraph f) should be deleted</p> <p>For clarity and to meet Basic Conditions. Paragraph e is unnecessary.</p> <p>(Report, page 42, bottom)</p>	<p>Agree:</p> <p>Modify policy wording as recommended by Examiner.</p> <p><u>Further LPA modifications</u></p> <p>To remove grammar errors introduced by Examiner at criterion 'a' and 'c'.</p> <p>To mirror justification wording 4.19 in policy wording after criterion 'e' by inserting criterion f is considered to be a small sites .</p> <p><u>Reason:</u></p> <p>Modifications add clarity and remove errors. LPA further modification as criterion e. as modified by the Examiner would restrict 'major development' <i>in</i> the AONB but not <i>outside</i> the AONB. For clarity and to align with supporting text in 4.19 as amended by the Examiner.</p> <p>As modified policy meets Basic Conditions.</p>	<p>Policy text modified partially as recommended by Examiner partially LPA modification.</p> <p>Paragraph e amended to read <i>does not constitute major development if within the AONB; and</i></p> <p>Paragraph f added <i>is considered to be a small site; and</i></p>
	<p>The natural environment (E)</p> <p>Policy E1: Landscape beauty and protected areas</p> <p>(BPNP pages 35 to 37)</p>	<p>Modify policy wording at E1.3 and E1.4. Delete E1.5.</p> <p>(Report, page 44, top)</p>	<p>Examiner notes existing statutory framework for the protection of AONBs that does not need to be repeated in a neighbourhood plan. There can be no requirement to comply with policies, objectives or</p>	<p>Agree</p> <p>Modify policy wording as recommended by Examiner in E1.4,</p> <p><u>LPA recommended further modifications</u> at E1.1 to correct factual error as not all</p>

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Page 798		guidance as stated. For clarity and to meet Basic Conditions policy to be modified and E1.5 deleted as it is duplicating protection covered under existing policy. (Report, page 44, top)	designations are landscape designations. E1.3 Partly as recommended by Examiner but retaining submitted text, explicit NPPF wording for clarity. LPA re-instate E1.5 in re-worded form. <u>Reason:</u> LPA further modifications add clarity and further modifications add further clarity. Re-worded E1.5 reflects policy intention and uses wording from Torbay Local Plan policy SS8 and AONB Management Plan. As modified policy meets Basic Conditions.	E1.3 partly as recommended by Examiner and Partly retained text. <i>E1.3 Development within or impacting on the AONB must demonstrate that great weight has been given to conserving and enhancing landscape and scenic beauty and must comply with the requirements of the National Planning Policy Framework and other statutory documents including the AONB Management Plan.</i> E1.4 as per Examiner's Recommended modification. <i>E1.5 Development should not harm protected landscape characteristics including dark night skies and tranquility.</i>
	Policy E2: Settlement boundaries (BPNP page 38 to 41)	Modify justification wording at para 5.10. to reflect Policy Modification to E2.3 i.e. criteria for acceptable development in Local Plan Policy C1 (Report, pages 44 to 45; recommendation page 45, middle) Modify wording at E2.3. i.e. criteria for acceptable development in Local Plan Policy C1 (Report pages 44 and 45; recommendation , page 45, middle)	To reflect the policy modification. (Report, page 45, middle) For clarity and to meet Basic Conditions. E2.3 covers development already controlled by policy C1 of Torbay Local Plan. (Report, page 45, middle)	Agree: Modify justification wording as recommended by Examiner. <u>Reason:</u> Modification adds clarity. Agree: Modify policy wording as recommended by Examiner. <u>Reason:</u> E2.3 is similar too (but not the same as) Policy C1 of Torbay Local Plan. Modification adds clarity. As modified, policy meets Basic Conditions.

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Policy E3 Settlement Gaps (BPNP pages 41 to 42)	Support all settlement gaps shown in ellipses, except "first ellipse of 2" (Report pages 45 to 17; recommendation, page 46, middle)	Ellipses provide adequate description of the area of the settlement gap. But not agreed "first ellipse of 2" is not located within what could reasonably be considered a settlement gap (Report, page 46, middle)	Agree: Support all settlement gaps shown in ellipses and remove first ellipse of 2 (i.e., Galmpton Common, area adjacent to view receptor shown) as recommended by Examiner. <u>LPA additional modification</u> to accord with Deletion of ellipse 2 where relevant. On Policy Map and supporting text. <u>Reason:</u> Ellipses provide adequate description of the area of the settlement gap. First ellipse of 2 (i.e., Galmpton Common area adjacent to view receptor shown) has different characteristic to other areas shown	Policy and policies map modified as recommended by Examiner Delete first ellipse of 2 (and arrow) at Galmpton add Policy Maps Note: For Policy E3: Settlement Gaps, arrows show principle viewpoints as per photographs in the Policy Document, Appendix 3. add note to Map Key relating to E3 Photos Removal of Aerial Map in Appendix 3 added E3 reference to Photographs changed introductory text The following photographs show Settlement Gaps from principle viewpoints. The photograph numbers shown correspond to the numbers on the Policy Maps"
	Modify policy wording E3.1 and E3.2 (Report, page 47, top)	As currently worded a decision maker cannot apply it consistently and with confidence and addresses development covered by other policies. For clarity and to meet Basic Conditions. (Report 45 and 46; recommendation , page 46, bottom)	Agree Modify policy wording as recommended by Examiner. <u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions. Incorporation of all lengthy criteria in para E3.2 of submitted plan in single sentence of modified policy is clearer.	Policy Modified as recommended by Examiner
Policy E4: Local Green Spaces (BPNP pages 41 to 55 and	Accept all 16 Local Green Space sites, except for the LGS which covers the 1st and 18th of Churston Golf Course, including the clubhouse as identified as BPNPH2 in the Torbay Local Plan.	Most of the Local Green Spaces do meet all of the tests set out in paragraphs 76/77 of the National Planning Policy Framework (2012)	Agree/Disagree: Modify the boundary of the Churston Golf Course LGS (E5-13) <u>Additional LPA modification 1)</u>	Policy (and Policies Map) partly modified as recommended by Examiner. Area of club house and car park are excluded from the Local Green Space designation on Policy Map.

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<p>Galmpton-Brockenbury Policies Map)</p>	<p>(Report pages 47 to 49, recommendation page 49, middle, 4th para)</p>	<p>Concerns relating to the proposed boundary of the proposed Churston Golf Course LGS and conclusions on the housing policies and their ability to deliver the level of housing growth identified. To overcome these and meet the basic conditions the boundary of the Churston Golf Course LGS (E5-13) should be modified to exclude the area which covers the 1st and 18th hole of Churston Golf Course, including the existing club house.</p> <p>(Report, page 49, middle, 4th para and page 48, bottom, final para).</p>	<p>Modify boundary to exclude only the club house and car park area, maintaining the 1st and 18th holes.</p> <p><u>Additional LPA modification 2)</u></p> <p>Modify second sentence of Policy: “<i>Having regard to the NPPF, these Local Greenspace Designations are considered to be capable of enduring beyond the end of the Plan period.</i>”</p> <p><u>Reason:</u> The LPA considers the Examiner has correctly applied the tests in para 76 and 77 NPPF (2012) and that the area of concern meets the tests of para 77 but not 76 because it would constrain local planning of sustainable development.</p> <p>As modified it provides for some flexibility in the future, beyond the end of the plan period which would not otherwise have been explicitly possible, to consider the site through the plan making process as part of the local planning of sustainable development.</p> <p>For the avoidance of doubt the removed part of the site is not</p>	<p>Modify second sentence of Policy <i>Having regard to the NPPF, these Local Greenspace Designations are considered to be capable of enduring beyond the end of the Plan period.</i></p>

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			<p>allocated for housing development.</p> <p><u>Reason:</u> The LPA considers this Sentence does not correctly reflect para 76 NPPF (2012) 99 NPPF (2018)</p>	
<p>Policy E5: Public Open Spaces PNP page 55</p>	<p>Modify policy wording to incorporate specific criteria at NPPF para 74. in E5.1 (delete E5.2) (Report, page 50, bottom)</p>	<p>Incorporate NPPF Criteria. For clarity and to meet Basic Conditions. (Report, page 50, middle)</p>	<p>Agree: Modify policy wording as recommended by Examiner. (modify E5.1 and delete E5.2) <u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions. Use of specific criteria in NPPF para 74 accords with policy intention and gives greater regard to national guidance.</p> <p><u>LPA additional modification</u> to add list of E5 open spaces to supporting text para 5.25 for clarity.</p>	<p>Policy modified as recommended by Examiner. With additional LPA supporting text modification to add list of sites to para 5.25 E5.1<i>identified as Open Spaces and should not be built on unless:</i></p> <ul style="list-style-type: none"> ● <i>an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or</i> ● <i>the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or</i> ● <i>the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.</i> <p>Add list of sites from Appendix 4.</p>

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Policy E6: Views and vistas (BPNP pages 56 to 57)	Modify policy wording. (Report, page 51, middle)	For clarity and to meet Basic Conditions. (Report, page 51, middle)	Agree: Modify policy wording <u>LPA additional modification</u> to further modify final sentence of policy. <u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions. Modifications correctly focus policy on planning outcome not planning application documents using text from Torbay Local Plan Policy SS8.	Policy modified as recommended by Examiner with additional LPA modification. ...Proposals for developments which affect these views and vistas should demonstrate that landscapes are safeguarded with their importance and be accompanied by...
Policy E7: Protecting semi-natural and other landscape features (BPNP pages 57 to 59)	Modify policy wording. Delete first sentence of Policy. (Report pages 51 to 52; recommendation, page 52, top)	For clarity and to meet Basic Conditions. (Report, page 52, top)	Agree: Modify policy wording both as recommended by Examiner. <u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions.	Policy modified as recommended by Examiner. Delete first sentence of Policy
Policy E8: Internationally and nationally important ecological sites (BPNP 59 to 64)	Modify policy wording at E8.1 and at E8.2. Delete E8.3 (Report, page 54, top and Section 12.2 pages 16 to 23 contextual HRA)	For clarity and to meet Basic Conditions. Existing regulatory regime. Other policies already exist and there is potential for confusion from " <i>policy which reflects but in part paraphrases this existing policy incorrectly</i> ". (Report, page 53, bottom)	Agree: Modify policy to address issues raised <u>LPA additional modifications</u> using different wording to that proposed by Examiner. <u>Reason:</u> Re E8.1, it is agreed a modification to the wording of the submitted plan adds clarity. However, the wording	Policy text modified as combination of Examiner and LPA modifications. <i>E8.1 Internationally important sites and species will be protected. Development affecting internationally protected sites and species will only be approved where it can be demonstrated there is no likely significant effect, either alone or in combination with other plans or projects and regard has been given to National Planning Policy Framework and conforms with policy NC1 of the Torbay Local Plan (2012-2030). Internationally</i>

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<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 803</p>			<p>recommended by the Examiner is not considered appropriate. LPA also note in E8.2 there is an error that the Conservation of Habitats and Species Regulations Habitats and Species Regulations 2017 replaced the as amended 2010 Habitats Regulations referred to in the policy. Where this factual error occurs, the LPA considers it appropriate to modify.</p> <p>Re E8.3 the submitted policy incorrectly focused on a planning methodology (i.e., submission of documents) not planning impacts and outcomes.</p> <p>E8 should reflect the policy intention, and outcome with being moved to the policy justification. As modified, policy E8 meets Basic Conditions.</p> <p><u>LPA additional Modification</u> Policy justification modified to reflect policy modifications and for accuracy and clarity in 5.37 to 5.51</p>	<p>protected sites (designations within Torbay are shown on the Local Plan Policies Map) include the following:</p> <ul style="list-style-type: none"> • South Hams Special Area of Conservation (SAC) • Lyme Bay and Torbay Marine SAC <p>E8.2 Nationally important sites and species will be protected. Development on or likely to have an adverse effect on nationally important sites and species will not normally be permitted. Development proposals should have regard to the National Planning Policy Framework and be in conformity with policy NC1 of the Torbay Local Plan (2012-2030). Nationally protected sites (designations within Torbay are shown on the Local Plan Policies Map) and species include the following:</p> <ul style="list-style-type: none"> • Sites of Special Scientific Interest (SSSI), including Berry Head to Sharkham Point and Saltern Cove; • National Nature Reserves, including Berry Head; • Torbay Marine Conservation Zone (MCZ), which includes coastal waters around Torbay from Babbacombe to Sharkham Point; • recommended Dart Estuary Marine Conservation Zone (MCZ), which includes the upper waters of the River Dart to below Dittisham; and • the Cirl Bunting and its habitat and territories.

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				Policy justification modified to reflect policy modifications and for accuracy and clarity in 5.37 to 5.51 see Appendix 3
The built environment (BE)				
Policy BE1: Heritage assets and their setting (BPNP page 67) Page 80	Modify policy wording BE1.1 and BE1.2. (Report, page 55, top) Note: typographical error deleted policy title also	For clarity and to meet Basic Conditions, by reflecting national planning policy and guidance. (Report, page 55, top)	Agree: Agree to modify policy wording as recommended modifying BE1.1 and deleting BE1.2 LPA additional modification to correct typographical error and reinstate policy title <u>Reason:</u> Deletion of policy title is an error by the Examiner. Remaining modifications add clarity and as modified, policy meets Basic Conditions.	Policy text modified as recommended by Examiner and corrected by LPA. BE1 <i>Heritage Assets and their setting</i>
Transport (T)				
Policy T1: Linking of new developments to travel improvements (BPNP pages 70 to71)	Modify policy wording T1.2 and T1.3 (Report, page 55, bottom)	For clarity and to meet Basic Conditions. (Report, page 55, bottom)	Agree: Modify policy wording as recommended by Examiner. <u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions.	Policy text modified submitted Policy as recommended by Examiner. Policy text T1.2 and T1.3 modified.
The health and wellbeing (HW) of the community				
Policy HW1: Retention of current health and social care estates (BPNP75 to 76)	No comment made (Report, page 56, middle)	Policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner
Policy HW2: Operational space for voluntary	Modify policy wording. (Report, page 56, bottom)	<i>Examiner Comments: ..."it is not drafted with sufficient clarity that a decision maker can apply it consistently and with</i>	Agree Modify policy wording both as recommended by Examiner.	Policy text modified as recommended by Examiner.

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support organisations (BPNP Page 76)		<i>confidence when determining planning applications and is in part community aspiration.</i> " .For clarity and to meet Basic Conditions. (Report, page 56, bottom)	<u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions.	
Education and learning for all (L)				
Education and learning for all (L) Introductory Text.	No comment made	N/A	LPA additional modification last sentence of introductory text 9.3.3. <u>Reason:</u> Text goes beyond NPPF and legal requirements.	Introductory text last sentence 9.3.3. modified <i>9.3.3. education provision must be high on everybody's list of priorities. Hence there is a need for adequate provision of educational facilities for children of all ages to ensure that sufficient capacity has been provided in time for any extra demand created by new developments.</i>
Policy L1: Protection of existing educational facilities	No comment made (Report, page 57, top)	Policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner
Policy L2: Matching educational provision to local need	No comment made (Report, page 57, middle)	Policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner
Policy L3: Providing for 16–18 years and beyond	No comment made (Report, page 57, bottom)	Policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner
Tourism (TO)				

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
Policy TO1: Support for tourism	Modify policy wording. (Report, page 58)	For clarity and to meet Basic Conditions. (Report, page 58)	Agree: Modify policy wording as recommended by Examiner. <u>LPA additional modification</u> at para TO1.3 to reflect BH9 modification in cross reference <u>Reason:</u> Modification adds clarity. As modified, policy meets Basic Conditions.	Policy text modified as recommended by Examiner and additional LPA modification to reflect modified BH9, i.e. removing "disabled or older person"
Sport and leisure (S&L)				
Policy S&L1: Increase available space for outdoor sport and leisure (PNP pages 88 to 89)	No comment made (Report, page 59)	Policy meets Basic Conditions. (Report, page 5, para 2.4)	Agree: Retain as submitted policy. LPA additional modification to correct typographical error to accord with Policy title of Policy E5 <i>S&L 1.1 Notwithstanding areas already designated as Local Green Spaces or Public Open Spaces of Public Value,</i> <u>Reason:</u> As submitted, policy meets Basic Conditions.	No change made to submitted Policy as recommended by Examiner <i>S&L 1.1 Notwithstanding areas already designated as Local Green Spaces or Public Open Spaces,</i>

Submitted Plan Reference (Policy / supporting text paragraph)	Examiner's Recommended Modification (Note: only summarised below, see Examiner's report for more information)	Examiner's Reason(s) (Note: only summarised below, see Examiner's report for more information)	Council Decision and Reason (Required action to take in respect of Examiner's recommended modification and reason)	Outcome to Submitted Plan (Note: only summarised below, all outcomes are incorporated in full into the post examination plan with modifications in Appendix 3)
Policy S&L2: Sport and recreational facilities in new developments (BPNP page 89)	Modify policy wording to refer to existing 'adopted standards' and make compliance with standards a requirement. (Report, page 60, top)	For clarity and to meet Basic Conditions. (Report, page 60, top)	Agree: Modify policy wording as recommended by Examiner. <u>LPA Additional modification</u> to modify justification to highlight what the 'adopted standards' are and where they can be found (Torbay Council Planning Contributions SPD) <u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions.	Policy modified as recommended by Examiner. Justification text modified to provide link to adopted standards in para 11.5 11.7 Public open space, sports and recreational standards are set out in the Torbay Council Planning Contributions and Affordable Housing Supplementary Planning Document (2017). Wherever possible Section 106 or CIL monies will be sought through the planning process to provide high-quality equipment or resources for such purposes.
Art and culture (A&C)				
Policy A&C1: Promotion and protection for the arts and local culture (BPNP Page 91)	Modify policy wording where arts and local culture assets are defined. (Report, page 60, bottom)	For clarity. (Report, page 60, bottom)	Agree: Modify policy wording as recommended by Examiner. <u>Reason:</u> Modification adds clarity and as modified, policy meets Basic Conditions.	Policy modified as recommended by Examiner.
General comments 13.1.2 page 25	<i>Were modification has been made to a policy the supporting text/justification should be modified accordingly.</i>	General Recommendation to update supporting text/justification where relevant.	<u>LPA additional modifications</u> For clarity, accuracy and consistency	Footer Post Examination November 2018 Note NPPF 2012 and 2018 page 2 Note Torbay Local Plan page 2 Note on Policy Document and Policy Maps page 2 Updates to Policy Maps



Brixham Peninsula Neighbourhood Plan Policy Document

2012–2030

Protecting the Green and the Marine – Ensuring the Future

List of Documents

The Brixham Peninsula Neighbourhood Plan comprises the following 10 documents:

1. Policy Document
2. Policy Maps
3. Housing Site Assessment
4. Employment Site Assessment
5. Greenspace Site Assessment
6. Broadsands Village Design Statement
7. Churston Village Design Statement
8. Galmpton Village Design Statement
9. Brixham Town Design Statement
10. Brixham Town Centre Master Plan

In addition, there are 3 supporting documents:

- (i.) Habitat Regulation Assessment Screening prepared by AECOM
- (ii.) Strategic Environmental Assessment prepared by AECOM
- (iii.) Housing Site Assessment prepared by AECOM

Note: This Plan was prepared under the National Planning Policy Framework (NPPF) 2012; the transitional arrangement in paragraph 214 of the July 2018 NPPF apply to it. Where reference is made to the NPPF this is the 2012 document unless stated otherwise.

Note: References to the 'Local Plan' refer to the Torbay Local Plan 2012–2030 "A Landscape for Success" as adopted in December 2015

Thanks

This Plan has been compiled by the Working Group of the Brixham Peninsula Neighbourhood Forum, which has comprised Jackie Stockman (Chairman), Adam Billings (Vice Chairman), Will Baker, Helen Boyles, Sue Dawes, Brian Harland, Geoff Melbourne, Brian Payne, Mona Stock along with Tracey Cabache of the Torbay CDT using evidence gathered from the community during the process. The Chair and Vice Chair would like to acknowledge the huge commitment from all concerned and in particular Will Baker for his efforts pulling the documents together.

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Appendix 1: Important aspirations

Appendix 2: Priority projects to evolve from Neighbourhood Plan policies

Appendix 3: Settlement Gaps

Appendix 4: List of Public Open Spaces

Preface

Since the Brixham Town Design Statement was published in 2010, work has continued on this Neighbourhood Plan for the whole of the Brixham Peninsula to bring a collective community approach to planning our sustainable future.

Neighbourhood Planning provides our community with the opportunity to manage development for the benefit of the community as a whole. Through our extensive consultation, we have seen the community of the Brixham Peninsula neighbourhood area - across the Town of Brixham and the villages of Churston Galmpton and Broadsands - express a desire for sensitive sustainable development which maintains our way of life and the characteristics of the neighbourhood that make it unique and special.

Our Neighbourhood Plan will be a guide for all developments that will regenerate and enhance, especially those areas that we wish to improve, whilst avoiding harm to what we value. We need to create jobs and affordable housing to ensure a more balanced community, reduce commuting, sustain our infrastructure and improve our health and wellbeing. We also have a clear duty to enhance our environment, protect our wildlife, preserve our open spaces and celebrate our heritage. We also need to ensure that developments are economically sustainable and that they will help our key industries prosper, especially fishing, tourism, agriculture and light industry.

Rather than the trend towards more second homes, our aim is to retain more of our young people so they stay living here rather than moving away for work. Young people need good jobs and decent homes, so employment and housing have been key priorities in the plan. Reducing the average age of the population and increasing levels of income will make the community more sustainable and vibrant and this plan recognises this.

Some of the good ideas generated in the formation of this plan could not be implemented through policies of a land based document. However, they are considered too significant to edit out and so are retained as aspirations (**Appendix 1**) which we hope will one day be realised. Similarly, we have

identified projects (**Appendix 2**) that could be achieved to enhance our area and create jobs. This also serves to point the way for developers to propose plans that are compatible with protecting our environment and improving the lives of all who live here. Throughout our work we have retained a strong sense of the character of our Peninsula and strived to ensure that all our development plans are sustainable and that we retain the “special” qualities and characteristics that attract residents and visitors alike.

This plan, created by the community, is for both the present and the future, our children’s future. It seeks to achieve this by what we understand to be sustainable development:

**“growth that ensures better lives for us
don't mean worse lives for future generations”.**¹

¹ This definition accords entirely with the Ministerial Foreword in the National Planning Policy Framework 2012.

1 Introduction and the rationale for our Holistic approach

- 1.1 Guided by frequent community engagement events, in general conformity with the Torbay Local Plan 2012–2030 “A Landscape for Success” as adopted in December 2015 following amendments to comply with the Examination Inspector’s Report of October 2015 (Local Plan), and shaped by the National Planning Policy Framework of 2012 (NPPF), this Brixham Peninsula Neighbourhood Plan (Neighbourhood Plan) has been produced by volunteers from the communities of Brixham Town, Churston, Galmpton and Broadsands.
- 1.2 By adopting a holistic approach, this plan promotes new sustainable development, whilst still protecting and enhancing our vital industries and our environment, heritage and local character. In this way, our communities can be both the governors and the beneficiaries of Neighbourhood development.
- 1.3 This has been achieved by devising policies that seek to meet our need for more homes, sustain and improve our economic progress, protect, conserve and enrich our environment and heritage, enhance our infrastructure, and improve the health and wellbeing of all who live here as well as those who visit our Peninsula.
- 1.4 A neighbourhood plan is essentially aimed at producing a realistic blueprint for planning how to achieve optimal use of the remaining land available for development. It has proved crucial that we understand the relationship between land use for homes and employment with topics such as health for all ages, sport, education, food production, heritage, art and culture all as vital factors when considering the need to preserve our green spaces, protect our ecologies, enhance our communities and retain the essential characteristics of our Peninsula.
- 1.5 During the production of this plan, the Town of Brixham and each of the three villages of Churston, Galmpton and Broadsands have produced their own Design Statements. Each Design Statement identifies specifically which design features and characteristics define the uniqueness, character and identity of each area. In this way, our communities have laid down explicit guidelines on how to ensure future development will protect and enhance the scale of local features,

fit in with dominant architecture and enhance that which inspires us to care passionately about the future of our area. Where plans include the necessary improvements to infrastructure that may be needed, presumption will be in favour of sustainable developments where proposals are being appropriately situated, designed and constrained in accordance with our Design Statements.

- 1.6 This will increase the likelihood that the needs, aspirations and optimism of our communities will be reflected in whatever developments are being proposed.
- 1.7 The value of combining the needs and aspirations of the town of Brixham with those of the three surrounding communities of Churston, Galmpton and Broadsands has proved challenging at times, but mostly it has focussed all of our attention on the nature of our Peninsula and the aspirations we all share. The fact is that we share the same constricting gateway, the difficult road junction at Windy Corner, and we know that what affects the villages affects the town and vice versa. We share many of the economic, travel, demographic and environmental issues, all of which supports the decision we made to work together.
- 1.8 In finite terms this plan seeks to address many conflicting demands and agendas over the prescribed period, 2012–2030. But throughout its development, as with the Design Statements that are not for a fixed term, we have sought to seek solutions and create new ideas that will shape the future for several generations to come. Our rationale here, guided by the NPPF definition of sustainability, means it is not merely economic development and future land use that must be sustainable, but that the welfare and wellbeing of all who inhabit the area, including our endangered species, must also be planned for in a sustainable way.
- 1.9 As stated, the essence of neighbourhood planning is about engaging communities, localities and neighbourhoods in designating space for development.
- 1.10 The primary drivers are to provide new homes and grow the economy. This has to be achieved along with community aspiration for demographic change,

economic resilience, better opportunities for its children and young people, improvements in health and wellbeing, environmental protection and, key to it all, more and better homes and opportunities for all who live and/or work here.

- 1.11 The Localism Act² provided the legal framework to inspire a sense of devolution of decision-making powers from central government to communities and individuals. When considering how this can be achieved within finite boundaries, geographic, environmental and economic, it becomes obvious that a holistic approach is needed.
- 1.12 All developments on a peninsula present particular constraints, not least that of being surrounded by the sea on three sides. Hence movement of people on and off and around the Peninsula, the limited amount of land available for housing development, opportunities for commercial and industrial development (more jobs) and population growth are all severely restricted by the lack of available space.
- 1.13 Combined with a fierce community spirit of protection (not just nimbyism!) of what it is that makes the Peninsula desirable and most appealing to visitors who inject so much into the local economy, conservation and preservation are high on the agenda for everyone.
- 1.14 Only by linking this to health and wellbeing, community vitality and the need to ensure space for better opportunities for both education, culture and play for all age groups can we assess how best to allocate the space we have left. Only in this way can we devise a plan that is genuinely sustainable.

² The Localism Act 2011.

2 New jobs and new homes for the Brixham Peninsula

2.1 The Local Plan states that:

Brixham is expected to provide sufficient land to enable delivery of at least 2,700 square metres (sqm) of employment floor space and 660 new homes over the Plan period.

Such development will only be acceptable if it can be accommodated without prejudicing the integrity of the Area of Outstanding Natural Beauty (AONB) and Special Areas of Conservation, and provided that the interests of priority species, such as the Greater Horseshoe Bat and Cirl Buntings, can be safeguarded.³

2.2 Over the following chapters and recognising our holistic approach this Neighbourhood Plan sets out a series of policies in relation to this. Policies are denoted by the shading blue of the boxes around the text.

2.3 In determining the most suitable locations for new dwellings, the local population has expressed a preference that a sequential approach should be taken with regard to preferred sites for housing development, brownfield sites being preferred in the first instance only followed by greenfield sites that have the least environmental impact. Again this is covered in our Neighbourhood Plan policies.

2.4 Our green environment of the Brixham Peninsula should be protected from development to maintain our outstanding landscape. In particular, the AONB should be protected in accordance with the local planning guidance⁴ and national policy.⁵ The settlement gaps between our villages will be protected from development to preserve the individual village characteristics, retain settlement boundaries and retain the semi-rural nature of their surroundings. Vitally, they are often the only space left for agricultural development that ensures local production of food can continue.

³ Adopted Torbay Local Plan 2012–2030, page 126.

⁴ South Devon Area of Outstanding Natural Beauty Planning Guidance 2016.

⁵ Areas of Outstanding Natural Beauty: Natural England's role (published 6 January 2015).

2.5 With regard to the type of housing, the local population has expressed a preference for:

- The delivery of more affordable units in major developments so that the young people of the Peninsula are not forced out of the area by rising house prices.
- Good design which is deemed essential to all new build. This demand is fully in accord with the NPPF where it states that: “Good design is a key aspect of sustainable development, is indivisible from planning, and should contribute positively to making places better for people”.⁶
- An appropriate mix of housing types, family homes, bungalows and flats, in certain locations to meet the needs of the community.
- The regulation of housing colours, materials, quality of buildings, height and character.

2.6 This Neighbourhood Plan seeks to achieve this balance between the demand for growth and the requirement to retain the special characteristics of our Peninsula that define its potential and its unique status.

⁶ National Planning Policy Framework 2012, page 14, para56.

3 Employment policies to create jobs (J)

3.1 Employment policies for the Brixham Peninsula as a whole

3.1.1 Our extensive consultation has identified a number of priority projects to for the Brixham Peninsula. These are set out at **Appendix 2** to this document. It is anticipated many of these projects will bring substantial employment benefits. To provide a framework for planning decisions on employment development proposals this section sets out a series of policies as follows.

Policy J1:

Employment land – proposed, retained and refurbished

J1.1 **Employment development will be promoted appropriate to meet the local and strategic needs set out in the Torbay Local Plan 2012-2030 SDB1 area**, particularly that which generates permanent jobs; increases the diversity of industries across the peninsula; or promotes key industries. Development on brownfield sites in preference to greenfield sites will be promoted and supported. Application of this policy will be subject to compliance with the other polices of this Neighbourhood Plan and not prejudicing the integrity of the AONB, Special Areas of Conservation and the Undeveloped Coast.

Site Address	Yield (sqm)
J1 – 1: Brixham Town Centre (identified site)	500
<u>J1 – 2 Oxen Cove and Freshwater Quarry</u> <u>(identified site)</u>	2,000
J1 – 3: Torbay Trading Estate (identified site)	200
J1 – 4: 74 New Road (committed site)	220

J1.2 The sites listed in Table 1 below and shown on the accompanying Policy Maps (Document 2) are identified for employment development at the plan making stage in this Neighbourhood Plan. Detailed evidence will be required at the project stage as regards the compliance of any development planning application with environmental legislative requirements.

J1.3 Employment land, commercial and business premises are to be retained unless there is no reasonable prospect of the site being used for employment purposes on grounds of viability. **A lack of viability is to be established by clear evidence from an active marketing effort that it would not be possible to achieve a lease or sale of the premises at a reasonable market rate.**

J1.4 In the event of a lack of viability being established under J1.3 above, subject to compliance with the other policies of this Neighbourhood Plan, for appropriate sites a change of use will be supported where the alternative use will contribute to the needs of the community by addressing an identified Brixham Peninsula need for

- affordable housing in accordance with the definition in the NPPF;
- purpose-built accommodation for older people (with a minimum age of 60); or
- purpose-built accommodation for the disabled.

Where the proposed loss of employment space is agreed contributions will be sought to mitigate the loss of employment in accordance with the tests set out in the CIL Regulations.

⁷Policy J1 Footnote: Table 1

'Identified' J1 employment sites: These are not allocated sites and do not have policy weight but recognise a potential development site for consideration through the development management process primarily for employment investment subject to other policies in the Development Plan.

Committed J1 employment sites: Have extant planning permission. If this planning permission expires, any proposal will be considered on the basis of the Development Plan unless material considerations indicate otherwise. A site's planning history is likely to be a material consideration.

Justification for Policy J1

3.1.2 Local Plan Policy SDB1 expects that the Brixham Peninsula will provide sufficient land to enable delivery of 2,700 sqm of employment floor-space over the 18-year period from 2012 to 2030. In response, this Neighbourhood Plan has found sufficient land to enable the delivery of 2,920 sqm of employment floor-space.⁸ This is set out in more detail in the Employment Site Assessment (Document 4), which informs Policy J1.

⁸See Table 3 of the Employment Site Assessment (Document 4).

- 3.1.3 Much of the present employment space in the Brixham Peninsula is old and in need of upgrading and refurbishment. However, by retaining what space we have and adding new, income will be generated and the economy can grow.
- 3.1.4 The Brixham Peninsula has sufficient space for new employment areas without building on the land which separates our settlements, ensuring the retention of the rural character and agricultural activity which makes the southern end of the Bay unique.
- 3.1.5 Equally, this can also be achieved whilst protecting the habitats of our protected wildlife and rare flora and fauna.

Policy J2:

Provision of information and communication technology

All proposals for new employment and residential development should be designed to be connected to high-quality communications infrastructure to ensure that fibre optic or other cabling does not need to be retro-fitted. If not possible then evidence to show that development cannot be directly connected to high-quality communications infrastructure due to viability or technical reasons must be provided.

Justification for Policy J2

- 3.1.6 Quality digital communication infrastructure is an essential tool for modern businesses including home-working. The peripheral and rural nature of the Peninsula adds weight to the need to provide super-fast broadband or subsequent technologies as a requirement for all major development proposals and a priority requirement in any new or refurbished employment space.
- 3.1.7 The position of the Peninsula within the UK and its valley setting has for some time meant that new communication methods and coverage have been slow to arrive. For any business to be able to compete in their own markets these systems are imperative. The latest communications infrastructures for our businesses are essential to attract, equally, new employers and start-up businesses to the area.

Policy J3:**Local employment – training and skills**

Subject to compliance with the other policies of this Neighbourhood Plan, applications for development proposals that include any or all of the following will be welcomed:

- Raise skills levels and increase employability.
- Link with local educational/training facilities, including South Devon College.
- Tackle skills shortages in existing and potential business sector clusters that are, or have the potential to be, strengths in the local economy.
- Address barriers to employment for economically inactive people, and
- Provide for the development of childcare facilities within or in close proximity to employment sites.

Justification for Policy J3

- 3.1.8 Creating opportunities for apprenticeships, training and future job opportunities in our key industries, fishing and related marine industry, agriculture and tourism, are essential to the reduction in unemployment as well as the re-balancing of our community. To continue to draw tourists to the area, our heritage must be protected and promoted. This Neighbourhood Plan supports traditional marine employment, agriculture and a wide mix of skills training including hospitality training for the tourism industry. The provision of skilled jobs and apprenticeships is crucial to our economic development. This policy aims to increase the breadth of training opportunities so that local crafts, traditional industries as well as high-quality skill development in the building trade, hospitality, local produce and healthcare industries will all flourish.
- 3.1.9 It is recognised that many of the jobs in the tourist industry in particular are seasonal, minimum waged and part-time. However, much of the drain of people

away from the area for better job opportunities can be stemmed by investing in these areas. Diversification in all these employment training areas, including that in our high-tech industries, is needed in order to create better opportunities, especially for our young people.

- 3.1.10 It will also reduce the need for outward commuting if promoted in tandem with our policies for new housing.

Policy J4:

Local employment – increased employment and local amenity

- J4.1 Subject to compliance with the other policies of this Neighbourhood Plan, new start-up businesses or incubation units will be supported within the defined settlement boundaries and home-based jobs, web-based commerce, live/work units and work hubs providing/facilitating an increase in employment will be particularly welcomed.
- J4.2 Development will not be allowed which generates unacceptable noise, air pollution, levels of traffic or where the residential amenity of the area will be adversely affected.
- J4.3 Where a new employment development has 10 or more workers, travel planning is strongly encouraged to ensure that staff travel is made sustainable (e.g. via car share, public transport, bicycle, use of park and ride and walking).

Justification for Policy J4

- 3.1.11 As stated elsewhere in the Plan, the transport infrastructure within the Peninsula is poor in relation to other areas. The roads are narrow and limited and traffic volume is high, especially during the tourist season. Whilst we seek to increase local employment we do not wish to see an unmanageable increase in traffic volumes or higher demand for the already limited parking places, on-street and in the local car parks.
- 3.1.12 There is a strong desire to see residents living and working within the Peninsula and this policy will enhance the strategic aims of Local Plan Policies SS4

(The economy and employment) and SS5 (Employment space) by promoting local industry in this way. Home-working and live/work units will become commonplace rather than scarce.

3.2 Employment policies for the Town of Brixham

Policy J5:

Sustaining a vibrant harbour-side economy

- J5.1 Brixham Harbour shall be maintained and further developed as a working harbour, to support the harbour-based economy and harbour-side businesses, and to safeguard the town's heritage and image.
- J5.2 Subject to compliance with the other policies of this Neighbourhood Plan, support will be given to applications for a range of fishing and marine-related developments, including shellfish processing on the Harbour Estate that would benefit the fishing industry and harbour-side economy while paying due regard to resident and visitor amenity. Developments around the harbour **should be in conformity** with Local Plan **Policies T01 (Tourism, events and culture)**, TO3 (Marine economy) and DE3 (Development amenity), and will address Local Plan Policies SS6 (Strategic Transport Improvements) and SS6.6 (Ferry Transport Links) but will not rely on the construction of a Northern Arm Breakwater as a prerequisite to new developments. They will also observe where relevant the requirements of Neighbourhood Plan Policy BE1 in respect of Heritage assets and any requirements relating to **preservation** or enhancement of the Brixham Town Conservation Area in the development plan.

Justification for Policy J5.

- 3.2.1 As stated above, the working harbour is a major industry in the town and as such, along with the town's heritage, character and beauty, is a draw for tourism, the other major industry. Without investing in these valuable assets the town and surrounding areas would markedly decline economically.

- 3.2.2 All of the current industrial areas throughout the town, with the exception of the Harbour, are surrounded by residential developments. It has been an ongoing concern for the residents local to these industrial areas that fish processing should be kept away from their homes due to smells and associated problems.

The processing of shellfish which requires sea water processing should be restricted to the Harbour Estate area alone within Brixham. Any associated environmental controls can be monitored more effectively by the industry and Environment Agency. [The Policy area is shown on the Policy Maps Document 2.](#)

Policy J6:

Brixham Town Centre

A full planning brief/master plan, proportionate in breadth and detail to the size and complexity of any development proposal, should be undertaken for any development of the identified Brixham Town Centre site (see reference J1 – 1 in Table 1 above and the Policy Maps (Document 2)). This planning brief/master plan should ideally be made public at the earliest possible, hence pre-application or preliminary consultation, stage. This document should detail how heritage assets and the designated conservation area are to be safeguarded and how the local character and the town's attractiveness as a major tourist destination is to be maintained. Access, connectivity, transport issues and design characteristics should also be addressed.

Justification of Policy J6

- 3.2.3 For many years the car park which has occupied a prominent position of Brixham Town Centre has been underutilised and unsightly. Various plans have been suggested and failed, having been found not to be viable on either financial or design grounds.
- 3.2.4 This land (an area of 500 sqm) has now been identified for employment development. See Table 3 contained in the Employment Site Assessment, Document 4. The development is to include a mix of retail premises, a hotel, affordable housing ([see also Policy Bh3-I1 for 25 units](#)), multi-level car parking, a transport hub and a town square.

- 3.2.5 The development will enhance the character and heritage of the town, improve the connectivity of the shopping areas, provide new transport facilities and could provide new employment opportunities. Much needed affordable housing will be included.
- 3.2.6 The Town Centre Master Plan sets out how a mixed-use development can address the current issues of poor transport arrangements, aesthetics and connectivity problems of the two main shopping streets. It will include space for new employment, housing and a town square.

For more detailed policies, specific reference should be made to the Town Centre Policies contained in this Plan.

Policy J7:

Oxen Cove and Freshwater Quarry

- J7.1 A full planning brief/master plan, proportionate in breadth and detail to the size and complexity of any development proposal, should be undertaken for any development of the identified Oxen Cove and Freshwater Quarry site (see reference J1 – 2 in Table 1 above and the Policy Maps (Document 2)). This planning brief/master plan should ideally be made public at the earliest possible, hence pre-application or preliminary consultation, stage. This document should detail how heritage assets and environmental assets are to be safeguarded and how the local character and the town's attractiveness as a tourist destination is to be maintained. Access and transport issues will be expected to be addressed in any initial development proposal and should include the potential short re-alignment route of the South Devon Coastal Path.
- J7.2 Design and development options should be informed by the Port Master Plan **and the Brixham Town Centre Master Plan** and have regard to resident and tourist amenity issues. Appropriate Ecology surveys will need to be undertaken at the project stage for any planning application as set out in the HRA to this Neighbourhood Plan.

Justification of Policy J7

- 3.2.7 An area of 2,000 sqm has been identified for employment at Oxen Cove, (see Policy J1 and footnote defining 'identified' status) primarily marine related, to support the working harbour and town's regeneration. The area could provide enough space for new marine engineering and boat repair facilities and boat storage, and enable shellfish processing on the Harbour Estate.
- 3.2.8 The land at Freshwater Quarry could also provide a multi-level car park; some surface level parking is to be made available for high-sided vehicles, coaches, cars with boat trailers etc., together with some residential. Sufficient space will be allowed for a new slipway for public use and associated public facilities along with access to the Northern Arm breakwater, when finance is available for its construction.
- 3.2.9 Currently there is a lack of boat repair and maintenance facilities in Brixham harbour, or for that matter anywhere else in the Bay. Combined with very limited space for cold storage, this means that both the fishing fleet and yachtsmen are forced to go elsewhere at considerable expense to all boat users. Developing the Oxen Cove area in this way will provide local employment and increase the local economy.
- 3.2.10 Proposals will be subject to any environmental constraints. More specific information and drawings are included in the Town Centre Master Plan (Document 10) and the Tor Bay Harbour Port Master Plan.
- 3.2.11 The land at Freshwater Quarry and Oxen Cove is also allocated for residential development in Policy BH3-I6.**

3.3 Employment policies for Churston, Galmpton and Broadsands

Policy J8:

Employment in Churston, Galmpton and Broadsands

- J8.1 New employment development within the Settlement Boundaries (Policy E2) of the three villages should respect the sensitive countryside and coastal setting of the Peninsula, and the character assessment and design guidance in the Village Design Statement (Policy BH5). Employment proposals should relate to the scale and nature of the existing communities and villages of Churston, Galmpton and Broadsands.
- J8.2 Subject to compliance with the other policies of this Neighbourhood Plan, small-scale (defined as set out at Table 21 in Local Plan Policy SDB3 for Brixham Urban Fringe), sensitively designed proposals which provide local employment opportunities appropriate to the countryside and the rural economy (such as rural crafts, farming, heritage, marine, tourism, outdoor leisure and recreation) will be supported. There should be no adverse impact on the character of the village or amenity of residents. Any traffic generated should not adversely impact on the villages, either through impacts on their tranquillity and rural character, their environment or through impacts on the narrow lanes including the safety of all road users.

Justification for Policy J8

- 3.3.1 The villages are set in rural surroundings with a green area of separation keeping their identities distinct. They have minor and narrow roads and traffic through them is by necessity slow. They are principally residential with employment land minimal. Although increase in employment within the village envelopes will be welcome subject to meeting conservation requirements and policy requirements, there is a strong local demand that it does not impact adversely on the community life, environment and the special areas of conservation.

4 Housing policies (BH)

Policy BH1:

Affordable housing site allocations

- BH1.1 Affordable homes will be provided in new developments as a proportion of new open market homes in line with the ratios set out in Local Plan Policy H2. Provision of affordable homes is preferred on-site and integrated into the new development. However, where the calculated provision requires provision of part of a house, that partial provision is to be provided by payment of a commuted sum to fund the provision of affordable housing within the Brixham Peninsula defined neighbourhood area.
- BH1.2 An off-site contribution will be considered where it would result in a larger number of affordable houses being delivered than through on-site provision but only if it is directly allocated to the physical provision of affordable homes within the Brixham Peninsula defined neighbourhood area.
- BH1.3 Where a commuted sum has not been used to fund the physical provision of affordable housing within the Brixham Peninsula defined neighbourhood area by the 3rd anniversary of its payment date, that sum will be released to fund the physical provision of affordable housing across the wider area served by the Local Planning Authority. Where a commuted sum has not been used to fund the physical provision of affordable housing within the wider area served by the Local Planning Authority by the 5th anniversary of its payment date, that sum will be released back to the developer.

Justification for Policy BH1

- 4.1 Torbay has an ageing population where 31% are aged over 60, whereas the Brixham Peninsula has an even higher average of 42% over 60.¹⁰ Between the census points 2001 and 2011, the Peninsula population fell by 3.4% or 821

¹⁰South Devon and Torbay Knowledge and Intelligence Joint Strategic Needs Assessment, 2014

people (Office for National Statistics, figures for Furzeham and Berry Head, St Mary's and Summercombe, Churston and Galmpton wards).¹¹

- 4.2 Whilst some of this will be attributable to deaths, migration rates are the largest cause for this decline, especially in young people who find it impossible to obtain affordable housing anywhere on the Brixham Peninsula and therefore have to leave to find a home elsewhere.
- 4.3 To reverse this trend and to try and make the population of the Peninsula more balanced with regard to age and hence more vibrant, the amount of affordable housing should be significantly increased. Whilst opportunities to create jobs are on the horizon, the average local salary is unlikely to enable our working populace to afford average house prices, so accommodating our workforce in affordable homes is our highest priority.

Policy BH2:

Occupation of new affordable homes

BH2.1 **New affordable homes** in the Peninsula shall only be occupied by persons (and their dependants) whose housing needs are not met by the market and:

- who have had a minimum period of 5 years in the last 10 years of permanent and continuous residence in the Peninsula and are currently living in the Peninsula; or
- who have lived in the Peninsula for at least 5 years and whose parents or children are currently living here and have at least 10 years continuous residency; or
- who are a key worker as defined by the UK Government and are working within the Peninsula.

¹¹ www.ons.gov.uk/peoplepopulationandcommunity.

BH2.2 Where persons cannot be found to meet these criteria, affordable housing may be occupied by people and their dependants [identified on the Torbay Housing Waiting List](#).

These occupancy requirements shall apply in perpetuity, and be the subject of a legal agreement negotiated during the planning process on any development of affordable housing.

Justification for Policy BH2

- 4.4 Average earnings across South Devon and Torbay are considerably lower than the average across England.¹³ Torbay's Housing Strategy 2015–2020 states that, "[Torbay's] Housing and Health Needs assessment evidences the unaffordability of housing to many. It costs over 7 times the average Torbay salary to buy the average Torbay home. There is a higher proportion of households living in the private rented sector (23% compared to 17% across England) and a lower proportion of social housing."¹⁴ Other Council documents have cited a higher figure of 11 times average earnings.¹⁵
- 4.5 It is considered essential to seek ways to strengthen our community which in recent years has become increasingly unbalanced in its age distribution. We must provide more affordable housing for our essential workforce, young families, those who have family roots here and those low-paid workers on whom our tourist, health, agriculture and fishing industries are so dependent.
- 4.6 There is a need for a significant part of any affordable housing to be restricted to local people to maintain a strong community and assist the retention of local young people and families. This need also arises because many traditional industries are not high wage industries, but it is necessary to retain in the local area people who have the skills to work in these industries. Hence in the absence of an allocation policy, it is considered there could be both a social and an economic impact.

¹³ 2014/15 South Devon and Torbay Joint Strategic Needs Assessment (JSNA), Living and working well, www.southdevonandtorbay.info, page 43.

¹⁴ For the full report data, see <http://www.torbay.gov.uk/media/6757/housing-and-hna.pdf>

¹⁵ The Housing Evidence Study for the Local Plan, 2012.

Policy BH3:**Delivery of new homes**

The sites listed in Table 2 below and shown in the Policy Maps (Document 2) are allocated for **residential** development in this Neighbourhood Plan. **Proposals will need to demonstrate there is no likely significant effect, either alone or in combination with other plans or projects on the integrity of European sites; where appropriate ecology surveys will need to be undertaken at the project stage.**

Table 2¹⁶: Allocated housing sites.

	Neighbourhood Plan Reference	Site Name	Homes
Committed Sites			
Brixham Town			
	H3 – C1	Wall Park Holiday Camp	173
	H3 – C2	Sharkham Village	31
	H3 – C3	Fishcombe	30
	H3 – C4	Kings Drive	22
	H3 – C5	Douglas Avenue	12
	H3 – C6	Bakers Hill	6
Churston, Galmpton and Broadsands			
	H3 – C7	Churston Court Barns	9
	H3 – C8	Gliddon Ford	9
	H3 – C9	5 Broadsands Road	8
	H3 – C10	Broadsands House	6
Total			306
Windfall Sites			234
Allocated Sites			
Brixham Town			
	H3 – I1	Brixham Town Centre	25
	H3 – I2	St Mary's/Old Dairy	25
	H3 – I3	St Kilda ¹⁷	12
	H3 – I4	Northcliffe Hotel	15
	H3 – I5	Torbay Trading Estate	15
	H3 – I6	Oxen Cove and Freshwater Quarry	10
	H3 – I7	Brixham Police Station	7
	H3 – I8	Former Jewson ¹⁸	20
	H3 – I9	Castor Road	10
Churston, Galmpton and Broadsands			
	<u>H3 – I10</u>	Knapman's Yard	6
Total			<u>145</u>
Total Sites			<u>685</u>

16 Note Table 2 :

'Identified' BH3 housing sites: These sites have been identified by the Forum (Brixham Town Council) and are allocated housing sites.

Committed housing sites: These sites have extant planning permission. If this planning permission expires, any proposal will be considered on the basis of the Development Plan unless material considerations indicate otherwise. A site's planning history is likely to be a material consideration.

'Windfall Sites' are sites which are usually not identified or allocated within the development plan but that are still required to be considered on the basis of the Development Plan unless material considerations indicate otherwise. The figure in table 2 refers specifically to windfall sites of 5 or fewer new dwellings.

¹⁷Note: Allocated for assisted living (not open market) housing in accordance with Policy HW1.

¹⁸Note: Allocated for affordable (not open market) housing in accordance with Policy J1 at para J1.2.

Justification for Policy BH3

- 4.7 **The Brixham Neighbourhood Plan supports housing growth appropriate to meet local needs and the strategic needs set out in the Torbay Local Plan 2012-2030, Policy SDB1, including affordable housing.** Local Plan Policy SDB1 expects that the Brixham Peninsula will provide sufficient land to enable delivery of 660 new homes over the 18-year period from 2012 to 2030. In response, this Neighbourhood Plan has found sufficient land to enable the delivery of **685** new homes.¹⁹ This is set out in more detail in the Housing Site Assessment (Document 3), which informs Policy BH3.
- 4.8 At a more detailed level, the Local Plan states that 234 windfall sites can be relied on to come forward. At time of writing, there are 316 existing committed sites.²⁰ Consequently, it has been interpreted that the Local Plan expects the Neighbourhood Plan to allocate sites for at least 123 new homes. In response, this Neighbourhood Plan has allocated sites for **145** new homes.
- 4.9 Policy BH9 (Exception Sites) is intended to deliver affordable **(including older person, and disabled person)** housing on sites that otherwise could not come forward. In the Regulation 14 consultation a proposal was brought to attention which it appears could delivery on a policy compliant basis 20 homes, or more subject to community consultation. Accordingly, through Policy BH9 it is expected that more homes than set out above will come forward.

¹⁹ See Table 1 of the Housing Site Assessment (Document 3).

²⁰ These are sites where there are planning permissions in place which are considered "deliverable" in

accordance with the definition at note 11 to paragraph 47 of the NPPF

Policy BH4:

Housing Development -brownfield (previously developed) and greenfield (not previously developed) sites

- BH4.1 Subject to compliance with the other policies of this Neighbourhood Plan, **residential** development on brownfield (or previously developed) sites in preference to greenfield sites will be encouraged and supported.
- BH4.2 Brownfield sites within the defined Settlement Boundaries (Policy E2) are the preferred locations for development.
- BH4.3 Development that extends settlements on to adjoining greenfield **sites will be considered in the context of Torbay Local Plan Policy C1 and Exception Site development that may meet Local Need through local affordable housing (including self- build) provision (BH9).**

Justification for Policy BH4

- 4.10 A sequential approach to development should be taken, with brownfield sites being developed in preference to the use of greenfield sites. This approach should apply to all development types, not just housing development, and is supported by the Core Principles of the NPPF.²¹

Policy BH5:

Good design and the town and village Design Statements

- BH5.1 All new development should demonstrate good quality design and respect the character and appearance of the surrounding area.
- BH5.2 The character and appearance of Brixham Town and the villages of Churston, Galmpton and Broadsands are set out in detail in the relevant Design Statement (Documents 6, 7, 8 and 9) which include both general and area-specific design guidelines (as denoted by the shading pink of the boxes around text), as well as photographic examples of community views on good and bad design. Design statements apply to their respective area as set out on the Policy Maps (Document 2) by a dashed brown line.

²¹ National Planning Policy Framework 2012, para 17.

BH5.3 A central part of achieving good design is responding to and integrating with local character and landscape context as well as the built environment.

BH5.4 Planning permission will not be granted for development of poor design that fails to take opportunities available for improving local character^{22&23} and quality of an area and the way it functions.

BH5.5 The design of new development and altered buildings or areas in the following categories should adequately take into account the safety and security of the users of the facilities and that of neighbouring residents:

- Major housing schemes of 10 or more homes
- Major commercial office, industrial, retail or leisure schemes
- New neighbourhood or district community facilities
- Shop Front improvements
- Proposals which include significant areas of open space/landscaping as part of a development, including linkage footpaths
- Proposals incorporating significant off street car parking provisions
- Improvements such as cycle lanes and new or improved footpaths
- All developments involving Class A3, A4 and A5 food and drink uses
- new or redeveloped schools/education premises Where intended occupants are particularly vulnerable and require
- higher standards of security to ensure their personal safety e.g. care homes and drug rehabilitation centres

Justification of Policy BH5

4.11 All local consultation exercises and events, carried out since initial evidence gathering for the first Brixham Town Design Statement, have identified a very strong community aspiration to do all we can to retain the local character of our neighbourhood. By linking this policy to our Design Statements we offer clear guidance to proposers of all developments, large or small, on how to assimilate

their plans and design specifications, both traditional and modern, into the existing character of our town and village settlements. New developments which are shaped and inspired by the surrounding local character are clearly favoured by our communities. **Further evidence on landscape character and appearance is also set out in the Landscape Character Assessment of Torbay²² and the Brixham Urban Fringe Landscape Study²³.**

- 4.12 “Designing out crime” has been a function of the planning process since The Crime and Disorder Act 1998 established that the responsibility of reducing crime does not fall solely on the police. That concept extends to designing out opportunities for crime, fear of crime, antisocial and unacceptable behaviour and conflict in the built environment.

²² **Landscape Character Assessment of Torbay, Enderby Associates, May 2010.**

²³ **Brixham Urban Fringe Landscape Study, Enderby Associates, September 2011.**

Policy BH6:

Roofscape and dormer management

To protect local amenity, where planning permission is required:

BH6.1 Dormers will only be approved where they:

- are modestly scaled;
- are subservient to the roofscape, by being below the ridge line and set in from the sides and eaves lines;
- are sympathetic to the original fascia and eaves and retain traditional roof features (such as chimney stacks);
- do not include inappropriate projecting roof features (such as Juliette balconies or extractor fans);
- use traditional materials and methods of fixing which are consistent with the local character of the area;
- include windows that are subordinate in size, aligned to the windows below and sympathetic to traditional fenestration in materials, form and expression; and
- do not result in a detrimental impact to neighbouring residential amenity.

BH6.2 Design construction should reflect the traditional, intrinsic qualities of the original building.

BH6.3 Large roof-lights or solar panels can be as visually harmful as poorly designed dormer windows. They should be carefully designed and positioned to avoid impacting on the appearance of a building, particularly where they are not a characteristic feature in the area.

Justification for Policy BH6

- 4.13 Developments within the conservation zones of both town and villages are already subject to robust design constraints. However, strong support has been expressed towards ensuring that the remainder of our settlements are not subject to inappropriate design. Especially for those areas in proximity to conservation zones, or those that are viewed either from within or without the zones themselves, constraints as specified in this policy are required to ensure that widely approved local design characteristics are preserved or enhanced.
- 4.14 This policy also directs the proposer of developments that involve both the alteration/restoration of existing buildings or new builds towards the planning guidance contained in the Design Statements (documents 6, 7, 8 and 9 of the Neighbourhood Plan).

Policy BH7:

Sustainable construction

New development is encouraged to, on a basis proportionate to the scale of the development, incorporate the latest in sustainable construction, adaptive technologies, eco-innovation and other measures to combat climate change and enable sustainable lifestyles. Development orientation, design and layout should minimise energy use and maximise energy efficiency.

Justification for Policy BH7

- 4.15 It is estimated that poor insulation means around £1 in every £4 currently spent heating UK homes is wasted.²⁴ Our community have expressed clear frustration with the slow response of the Department of Communities and Local Government to strengthen building regulations in ways that tackle climate change. Widespread concern around the need for more sustainable methods of construction, use of sustainable building materials, solar energy, better insulation and means of conserving household energy usage in new builds has been strongly expressed. This would also assist in combating fuel poverty.

²⁴ Energy and Climate Change Strategy 2014–2019, Torbay Council, 2014.

Policy BH8:

Access to new dwellings

Access to new developments should comply with the relevant adopted standards.

Justification for Policy BH8

- 4.16 Un-adopted²⁵ highways are highways not maintainable at public expense, i.e. they have not been “adopted” by the Local Highways Authority. Such highways often have design or construction features which are below those which would be required by the Local Highways Authority, i.e. weaker construction, poorer drainage or reduced visibility. However, they often serve a useful purpose by adding to the character of an area by providing a means of access which is less urban than would otherwise have been the case, i.e. absence of road kerbs or loose gravel rather than asphalt surfacing.
- 4.17 These highways can present problems where new development increases the volume of traffic using them without associated improvements being undertaken to bring **it up to the standard required for adoption by the Local Highways Authority (see Torbay Highways Design Guide for New Developments and Torbay Council Highways Development Control Standing Advice).**

²⁵ Parliamentary Briefing Paper, SN/BT/40218, “Roads: unadopted”, October 2010.

Policy BH9:**Exception sites**

Subject to compliance with the other policies of this Neighbourhood Plan and in particular the Conservation of Habitats & Species Regulations 2017, proposals for rural exception housing schemes, may be permitted where the development:

- a. Addresses an identified Brixham Peninsula need for affordable housing in accordance with the definition in the NPPF and the developer has evidenced that scale of the need for that type of housing within the Brixham Peninsula area the time that Planning Permission is sought is sufficient to justify a development on a site which would otherwise not be able to be developed; and;
- b. Is subject to planning obligations and safeguards that provide legal certainty that the need will continue to be served in perpetuity; and
- c. Is adjacent to a Settlement Boundary (Policy E2) or otherwise demonstrably well related to existing residential development and amenities; and
- d. Is **not** located within a Settlement Gap (Policy E3); and
- e. does not constitute major development if within the AONB;
and
- f. Is considered to be a small site;

Justification for Policy BH9

- 4.18 The purpose of the exception sites policy is to enable certain forms of housing which are less profitable than full open market housing to be viably brought forward over the plan period where there is a need for that type of housing.
- 4.19 Policy BH9 (Exception Sites) is intended to deliver affordable, housing on "small" sites that otherwise could not come forward including houses for older person, and disabled persons. It is for the Local planning Authority to determine what constitutes a "small" site however a proposal for 20 homes could not be considered small. In the Regulation 14 consultation a proposal was brought to attention which it appears could deliver a rural exception site, subject to community consultation. Accordingly, through Policy BH9 it is expected that more homes than set out above will come forward.
- 4.20 However, these needs for certain forms of housing have to be balanced carefully against environmental concerns. This Policy provides a framework of where development would not be appropriate and also where it could be appropriate subject to meeting certain criteria.

5 The natural environment (E)

Policy E1:

Landscape beauty and protected areas

- E1.1 The natural beauty, landscape character, tranquillity and biodiversity of the Brixham Peninsula, as set out in the Design Statements (Policy BH5), the Landscape Character Assessment²⁸ or the Brixham Urban Fringe Landscape Assessment²⁹ will be preserved and enhanced. New development will respect these qualities and wherever possible enhance them.
- E1.2 **T**he internationally designated Special Area of Conservation (SAC), the nationally designated National Nature Reserve (NNR) or Area of Outstanding Natural Beauty (AONB), and the locally designated Undeveloped Coast (Local Plan Policy C2) or Countryside Area (Local Plan Policy C1) will all be protected. **T**he English Riviera Global Geopark will be protected to ensure the retention of the area's status as an urban geopark. As a minimum, prevailing international, national and local policies will be applied.
- E1.3 Development within or impacting on the AONB must **demonstrate that great weight has been given to conserving and enhancing landscape and scenic beauty and must comply with the requirements of the National Planning Policy Framework³⁰ and other statutory documents including the AONB Management Plan^{31,32,33}**.
- E1.4 **Priority will be given to protecting and enhancing the countryside from inappropriate development in accordance with Policy C1 of the Torbay Local Plan.**
- E1.5 **Development should not harm protected landscape characteristics including dark night skies and tranquility.**

²⁸ Landscape Character Assessment of Torbay, Enderby Associates, May 2010.

²⁹ Brixham Urban Fringe Landscape Study, Enderby Associates, September 2011. ³⁰

National Planning Policy Framework 2012, paragraph 115.

³¹ Planning for the South Devon AONB: Planning Guidance Version 1.

³² **Non-statutory Report:** AONBs and Development, National Trust, September 2015.

³³ **Non-statutory Report:** Development in and Affecting Areas of Outstanding Natural Beauty, Green Balance for National Trust, September 2015.

Justification for Policy E1

- 5.1 The national importance and uniqueness of our environmental assets are well documented.
- 5.2 The Brixham Urban Fringe Landscape Study provides sound landscape-based guidance on ways in which the Local Authority can help to conserve and enhance the various areas of land within the Peninsula which are subject to statutory environmental designations. These principles are reflected in the statutory AONB Management Plan³⁴ and underpinned by the Torbay Green Infrastructure Delivery Plan.³⁵
- 5.3 In addition, supplementary to the AONB Management Plan, the South Devon AONB Planning Guidance currently under review provides detailed guidance for all types of development. This plan accords with the aims of this guidance as far as it goes.
- 5.4 The state of the AONB has been summarised in the Brixham Urban Fringe Landscape Study which has identified the whole of the currently undeveloped section of AONB between and including Berry Head and Sharkham Point as an area of critical environmental value which needs to be restored as well as conserved. It extols its importance as being of major conservation significance, with its designations of Special Area of Conservation (SAC) (a European designation reflecting the international importance of the site) and a National Nature Reserve, and therefore subject to a high degree of protection.³⁶
- 5.5 The AONB is protected by both national and local policies. In particular, the NPPF asserts the principle of conserving and enhancing the natural environment in several sections.³⁷ It states that "plans should allocate land with the least environmental or amenity value, where consistent with other policies in this

³⁴ South Devon AONB Management Plan, 2014.

³⁵ Torbay Green Infrastructure Delivery Plan, "Building a Sustainable Future for Torbay", 2011.

³⁶ Brixham Urban Fringe Landscape Study, Enderby Associates, 2011, page 12.

³⁷ National Planning Policy Framework 2012, paras 14 (footnote 9), 17, 110, 115 and 116.

Framework”³⁸ and that an AONB has “the highest status of protection in relation to landscape and scenic beauty”.³⁹

- 5.6 The English Riviera Global Geopark stretches along the coastal area of Torbay and an important part is that from Berry Head to Sharkham Point. UNESCO Global Geoparks are single, unified geographical areas where sites and landscapes of international geological significance are managed with a holistic concept of protection, education and sustainable development. It is the only urban Geopark and was declared a Geopark in 2007.
- 5.7 Sites within the Geopark include Churston Cove/Churston Point (proposed Centre on Global-Scale, CGS), Breakwater Quarry, Brixham Cavern (proposed CGS), Berry Head to Sharkham Point (proposed CGS), Sharkham iron Mine (proposed CGS) and Shoalstone Permian-Triassic (No 1494). It is envisaged that “the Geopark will mean more people understand how the world around them came to be, and deepen their appreciation of the natural world”.⁴⁰
- 5.8 Local Green Spaces are designated in this Neighbourhood Plan as they are of particular importance to the local community. All designated as such within this plan meet the criteria as laid out in the NPPF.⁴¹ By designating land as Local Green Space, communities are able to rule out development other than in special circumstances.
- 5.9 The Communities of both Brixham town and the surrounding villages have all expressed strongly the view that development of any kind should only be permitted within the largely agricultural land between these settlements where it will enhance the area aesthetically. It must not have a detrimental impact. Neither can it be detrimental to the distinctive views from public vantage points, when viewed from both land and sea, within and adjacent to the built-up area. Development need not destroy the beauty of our landscape.

³⁸ National Planning Policy Framework 2012, page 26, para 110.

³⁹ National Planning Policy Framework 2012, page 26, para 115.

⁴⁰ Professor Malcolm Hart, Plymouth University, news.bbc.co.uk/local/devon/hi/people_and_places/history, 2010.

⁴¹ National Planning Policy Framework 2012, page 18, paras 76 and 77.

Policy E2:

Settlement boundaries

- E2.1 Settlement boundaries are defined by this Neighbourhood Plan for the respective settlements of the Town of Brixham and the three villages of Churston, Galmpton and Broadsands. These boundaries are shown in the Policy Maps (Document 2).
- E2.2 Subject to compliance with the other policies of this Neighbourhood Plan, proposals for sustainable developments within settlement boundaries will be supported where developments demonstrate good design and follow the guidance in the relevant Design Statement (Policy BH5).
- E2.3 Development outside settlement boundaries will need to meet the criteria in Torbay Local Plan Policy C1.

Justification of Policy E2

- 5.10 Policy E2 is a development of the “village envelope” concept proposed by the Local Plan. This Neighbourhood Plan policy hence provides supporting detail to a Local Plan policy C1.
- 5.11 Settlement boundaries are just that; they are boundaries around built development which has formed settlements and inform planning policy. They are not boundaries around named areas, albeit in places they equate to the same thing. Settlement Boundaries are shown in the Policy Maps (Document 2) by a solid red line. Area boundaries for the Town of Brixham and the Villages of Churston, Galmpton and Broadsands are shown in the Policy Maps (Document 2) by a dashed brown line.
- 5.12 In this Neighbourhood Plan, across the Brixham Peninsula residential dwellings and curtilage are included within settlement boundaries unless curtilage includes land that is larger than the average size of rear garden for the local area of that settlement such as land which is better described as paddock rather than garden. Also excluded are Local Green Spaces, Public Open Spaces

and playing fields. All current planning permissions, and committed and allocated sites are situated within these settlement boundaries.

- 5.13 **Brixham Town** comprises a single settlement. The boundary is primarily defined by the coastline and the countryside area and it should be noted that the greater majority of the countryside area surrounding the town lies within the South Devon AONB. Newly committed developments of significant size that previously could have been considered to lie outside a settlement boundary for Brixham have been included within the boundary and these include the development at Fishcombe and the residential part of the developments at Wall Park Holiday Camp and Sharkham Village.
- 5.14 Some areas of important green space have been designated to lie outside of the settlement boundary where they would have formed the edge of that boundary. These are: Battery Gardens (Local Green Space), Wishings Field (Village Green), the allotments, adjoining Brixham AFC's football ground, and another field (SHLAA 13233) at Wall Park, Ash Hole Woods and Shoalstone (Local Green Spaces).
- 5.15 A small part of Brixham town (notably the North Boundary Road area) included within the settlement boundary is actually situated within the AONB. This shows how historically the existing urban sprawl has infringed upon the AONB.
- 5.16 **Churston**, comprises several distinct settlements separated by open space and open countryside which is an intrinsic part of the character of the area and part of what makes the area special. A settlement boundary which included this space and open countryside would be misleading when compared to the way the area is understood by the local community. Accordingly, the village of Churston includes the four distinct settlements:
- A settlement which relates to the old village of Churston along Churston Road including Ferrers Green;
 - A settlement along Bascombe Road and Bascombe Close;
 - A settlement around Green Lane and Links Close; and
 - A settlement around Warborough Road and Brakeridge Close.
- 5.17 In addition, Churston Station is in the village of Churston as are certain houses to the north east of Churston Golf Course. These are included within

settlements which predominantly form the villages of Galmpton and Broadsands as set out below.

- 5.18 **Galmpton**, in contrast to Churston, is formed by single settlement. This contrast between the two adjacent villages adds to local character and distinctiveness. The settlement boundary of Galmpton is defined in large part, to the north and the east, by Warborough Common (E4 – 15) and the main Dartmouth Road.
- 5.19 **Broadsands** is also formed by a single settlement. The boundary is defined on the landward side by the Dartmouth Road and on the seaward side by the edge of the existing built development. This ensures further encroachment of the narrow undeveloped coastal strip does not occur but rather development is continued within the settlement in a sustainable way.

Policy E3:

Settlement gaps

- E3.1 Settlement gaps have been defined between Paignton, Galmpton, Churston and Brixham. They are shown at **Appendix 3** and on the Policy Maps (Document 2). Countryside around Brixham is largely AONB (Policy E1 at para E1.3). Settlement Gaps relate to areas outside of the AONB where the countryside which forms the “gap” is Undeveloped Coast (Local Plan Policy C2) or Countryside Area (Local Plan Policy C1).
- E3.2 Within the settlement gaps **development proposals must meet the criteria set out in Policy C1 of the Torbay Local Plan. No development** that visually and or actually closes the gaps between these urban areas will be **supported**.

Justification for Policy E3

- 5.20 The main urban area of Paignton is separated from the urban area of the Town of Brixham by a band of “rolling Devon farmland” which forms part of the Countryside Zone in the Torbay Local Plan and which stretches from the coast to the river Dart.

- 5.21 Within this area, settlements which comprise the villages of Churston and Galmpton are separated from the urban areas of Paignton and Brixham respectively by countryside comprising both agricultural land and other green infrastructure.
- 5.22 Discrete patches of built development within those settlements are then further separated from each other by further narrow strips of countryside.
- 5.23 These separating countryside strips, or “settlement gaps”, provide:
- an open characteristic to the area which draws in views of distant landscapes;
 - separation which prevents coalescence and the merging of settlements; or
 - corridors which physically connect to and interact with the wider countryside.
- 5.24 Settlement gaps are highly sensitive to change and must be retained as valued open countryside. They are essential in retaining local character, preserving the discrete identity of the individual villages in this tourist location.

Policy E4:

Local Green Spaces

The sites set out in Table 3 below and shown in the Policy Maps (Document 2) and the Greenspace Site Assessment (Document 5) are designated Local Green Spaces (LGS), as defined in the NPPF.⁴²

Having regard to the NPPF, these Local Greenspace Designations are considered to be capable of enduring beyond the end of the Plan period.

Development within a LGS will only be permitted in “very special circumstances”⁴³ and would require robust justification on grounds of specific benefit to the community. For example, where the proposal would enhance recreational, sport or leisure facilities and provided it met stringent design and environmental requirements it might be viewed favourably.

Some land designated as Local Green Space is already protected by higher level international and national protection, for example, the Berry Head Special Area of Conservation (SAC). This policy provides additional protection for such areas; it does not dilute existing protection.

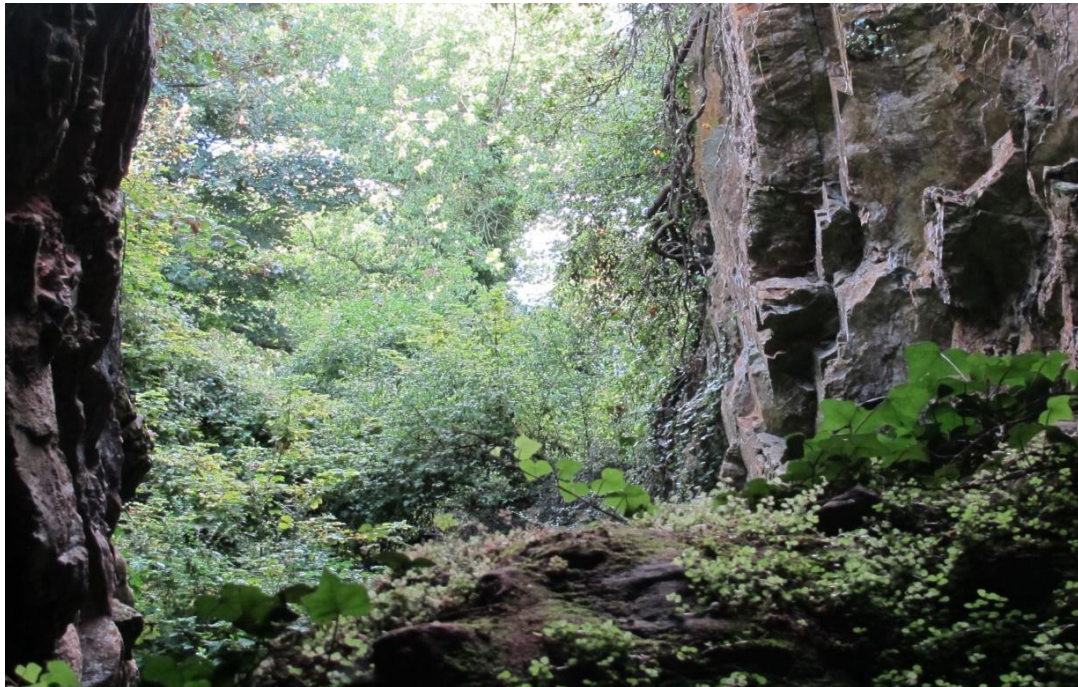
⁴²National Planning Policy Framework 2012, page 18, paras 76 and 77.

⁴³National Planning Policy Framework 2012, page 18, para 76.

Table 3: LGS sites and the justification for their designation.

Brixham Local Green Space Sites

E4 – 1: Ash Hole Woods. A small woodland area which encloses the entrance to Ash Hole Cavern, a Devonian period limestone cave of great archaeological and geological importance. As such the cavern itself was designated as a Scheduled Ancient Monument (No 33206), and the surrounding woodland designated as an Urban Landscape Protection Area in light of its unspoilt character and conservation interest. It is of importance as a buffer between the built-up areas and the designated Berry Head coastal landscape and is of ecological significance.

*E4 –1: Ash Hole Woods and Cavern entrance.*

E4 – 2: Astley Park. A well-used recreational area on level ground, home to the thriving Brixham Rugby Club since 1896, with pitches for match play and adjacent training grounds. This ground has special historical significance to the game, as rugby was first played in the town in 1875 (formerly on Furzesham Green) when Brixham became a founder member of the Devon RFU. In 1934 the ground was donated by local landowners to the club for its use in perpetuity. The park is also the site for many community events.



E4 – 2: Astley Park, home to Brixham Rugby Football Club.

E4 – 3: Battery Gardens. A site of great historical importance as well as aesthetic, natural and ecological value, home to the Brixham Battery Heritage Centre and coastal defences built in 1940. The whole area also commands stunning views across Torbay and to the west to Churston Cove to which it connects via the South West Coast Path.



E4 –3: Battery Gardens.

E4 – 4: Berry Head. A unique area with many special designations to protect its rare species of flora and fauna of international and national importance as well as its geological status as part of Torbay's "Geopark", its historic siting of two Napoleonic forts that command fine views across Torbay to the north and as far as Portland Bill to the east, ensuring its significance as a SAC in perpetuity. The area includes the SAC, as well as other parts of the AONB which National England suggested be considered for protection after their rejection for housing by this Neighbourhood Plan.



E4 –4: Berry Head National Nature Reserve. Sharkham looking towards Mansands.

E4 – 5: Bonsey Rose Gardens. A small area of cultivated garden treasured by all due to its cliff-edge position which commands incomparable stunning views across Torbay.



E4 – 5: Bonsey Rose Gardens.

E4 – 6: Brixham Cricket Ground. Occupying a unique location on specially levelled ground, a scarce resource in or around the Town Council boundary, the new home to a thriving cricket club which was founded in 1934. Its facilities are used by local schools and youth organisations as well as match play, the ground also being used for family fun days and other community activities.



E4 – 6: Brixham Cricket Club Ground.

E4 – 7: Furzeham Greens. These three linked recreation areas are of exceptional community value, not least for their incomparable uninterrupted views eastwards across the outer harbour towards Berry Head cliffs and the open sea. As a community voluntary group, the award winning “Friends of Furzeham Green” are dedicated to caring for these areas by developing management policies, protecting them against misuse, notifying the community of all events related to the greens and, at a practical level, taking full responsibility for the planting and upkeep of the flower beds when local authority funding was withdrawn. The Higher Green also accommodates Furzeham Bowling Club green, a children’s play area funded by Section 106 monies and has functioned as the Furzeham Primary School playing field since 1889.



E4 – 7: Middle Green Furzeham.

E4 – 8: Jubilee Gardens. Commanding irreplaceable panoramic views across the Bay, this small area of garden is much used by tourist and resident alike as an enclave of peace and tranquillity in close proximity to Breakwater Beach and the Ranscombe area of the town.



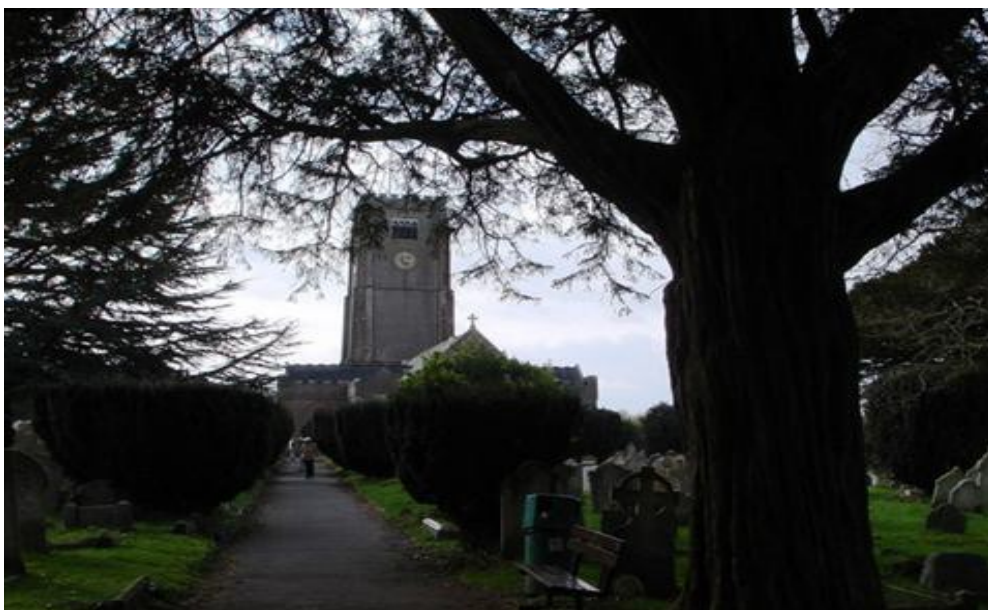
E4 – 8: Jubilee Gardens, Berry Head Road.

E4 – 9: Shoalstone. This area surrounds a stunning “Art Deco” icon of the South Devon coastline, Shoalstone Pool. This has been a much used recreational amenity for locals and visitors alike since its construction in 1926. Throughout its history, its survival has been entirely dependent on practical and financial support from generations of local communities, none more than today where its very existence owes itself to massive community support.



E4 – 9: Shoalstone Pool.

E4 – 10: St Mary's Churchyard. A site of huge community importance and historic value used daily as an area of peace, tranquillity and reverence to families of those buried there.



E4 – 10: St Mary's Church and Churchyard.

E4 – 11: St Mary's Park. Adjoining the Higher Brixham Conservation Area, commanding panoramic views across the town towards the sea, this much-used park is the most important recreational area in Higher Brixham. Comprising sports field, bowling club, tennis courts and outdoor exercise equipment, it is used by members of the community of all ages. It also hosts the annual Hap'nin music festival, a well-established community organised event that could not be sited elsewhere.



E4 – 11: St. Mary's Park Wild Flower Meadow.

E4 – 12: Stoney Park Allotments. Founded by a charity set up in 1912, this allotment for “The Labouring Poor” of Brixham has been managed ever since by trustees of the Charity. While the primary purpose of the site is vegetable growing with approx. 50 plots (a waiting list currently exists), the site also contains a wide range of “micro-habitats”, including hedges, dry stone walls and two ponds.



E12 – 4: Stoney Park Allotment Gardens.

Churston, Galmpton and Broadsands Local Green Space Sites

E4 – 13: Churston Golf Course. Founded in 1890, subsequently re-designed by the great Harry Colt, Churston Golf Course is of international importance to the sport, of enormous landscape value, commanding irreplaceable panoramic views and harbouring a wide array of flora and fauna including several protected species. Of huge value to golfers, naturalists, casual walkers as well as being of exceptional amenity value to all, including those tackling the South West Coast Path which delineates its seaward boundary.



E13 – 4: Fairways across Churston Golf Course.

E4 – 14: Elberry Headland. This large area of uninterrupted coastal landscape falls within the South Devon AONB and commands outstanding views across Torbay. Its eastern boundary being a section of the South West Coast Path, the area is used daily all year round for recreational purposes and also contains the Broadsands pitch-and-putt golf course.



E4 – 14: Broadsands beach with the Elberry grassy headland behind the row of trees, which leads to Elberry Cove and beach.

E4 – 15: Warborough Common. This area of unmanaged rich calcareous grassland has been Common Land since 1604. It is prized by locals and visitors for its recreational, historical and ecological value, it functions as the gateway to Galmpton. It boasts natural beauty and outstanding views.



E4 – 15: Galmpton Warborough Common and the War Memorial.

E4 – 16: Sugar Loaf Hill. A renowned landmark, vantage point and amenity open space situated to the south of Goodrington beach, traversed by the South West Coast Path, and adjacent to the South Devon Steam Railway Line and Saltern Cove Local Nature Reserve (LNR). Its unique conical shape is attributable to its past as a volcanic vent and it sits in a highly important geological area. It is also defined as an Other Site of Wildlife Interest (OSWI) and an Urban Landscape Protection Area (it is bounded by housing on three sides) in the Local Plan.



E4 – 17: Sugar loaf Hill and caravans at Waterside.

Policy E5:

Public Open Spaces

- E5.1 The sites set out in the Table in **Appendix 4** to this document and shown in the Policy Maps (Document 2) and the Greenspace Site Assessment (Document 5) **are identified as Open Spaces and should not be built on unless:**
- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements;**
 - or**
 - the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or**
 - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.**

Justification of Policy E5

- 5.25 Each site has been carefully assessed according to criteria as specified in the NPPF.⁴⁴
- 5.26 The links between sport and recreation and health and wellbeing are further discussed later in this plan. It is evident (e.g. by several schools having to share playing fields) that across our Peninsula there is barely sufficient sports grounds, play areas and recreational areas to meet current requirements. Hence all the above contribute to wellbeing, especially that of our children, and will be robustly protected by the communities that have invested in them and value them well beyond the financial value that might be realised from other types of development. If any site were replaceable, still in close proximity to the communities that use them, the trading of one area for another that could provide the same, or perhaps better facilities, may be acceptable to local residents. Local knowledge shows that the general dearth of undeveloped land within our Peninsula urban development make this highly unlikely.

⁴⁴ National Planning Policy Framework 2012, page 18, paras 73 and 74.

Policy E6:**Views and vistas**

Views and vistas, particularly those to and from the sea or the River Dart, public views of the townscape, seascape, landscape and skyline that are valued by residents and visitors alike. Examples of such views are given in the Brixham Town, Churston, Galmpton and Broadsands Design Statements (Documents 6, 7, 8 and 9); the Landscape Character Assessment and the Brixham Urban Fringe Landscape Assessment. Proposals for developments which affect these views and vistas should demonstrate that landscapes are safeguarded with their importance and be accompanied by a visual impact assessment appropriate to the size and scale of the proposal.

Justification for Policy E6

- 5.27 Sea views, including those across the Bay to distant landscapes, as well as those inland views to Dartmoor are all of critical value to the environmental wealth of our Peninsula. The fact that sea views are an essential characteristic of our Peninsula has been acknowledged in the Landscape Character Assessment.
- 5.28 The Brixham Urban Fringe Landscape Study expounds the importance of the South West AONB to the landscape value of the whole Brixham Peninsula, both from the position of how it is viewed from within the developed areas as well as how those developed areas are viewed from the AONB. It concludes that in relation to the AONB, "The proximity to Brixham has been perceived as a threat to the landscape, with concerns that development or re-development can spoil the value of the AONB. This is undoubtedly possible and considerable co-ordinated efforts are now required to protect and enhance the designated landscape which has clearly suffered in recent years" .⁴⁵ Both the conclusion from this study and the ethos of paragraph 74 of the NPPF are now supported and enhanced by the South Devon AONB Planning Guidance, so much of which focuses on the need to protect and enhance the natural beauty of the Brixham Peninsula.

⁴⁵ Brixham Urban Fringe Landscape Study, Enderby Associates, 2011, page 10, Figure 3: Landscape Character Assessment

- 5.29 Views have been an important characteristic which has informed the allocation of Local Green Space (Policy E4) sites. Some of these sites have exceptional views while others are inherently prominent when viewed from other parts of the Peninsula or from across the Bay.

Policy E7:

Protecting semi-natural and other landscape features

Development should where-ever possible ensure the retention, integration or enhancement of local semi-natural, cultural, historic or man-made features and their contribution to the special character, wildlife habitats and biodiversity of the Peninsula, such as:

- Devon banks (stone-clad hedges often over 800 years old)
- dry-stone walls and gateposts
- village orchards
- field barns
- lime kilns

Justification for Policy E7

- 5.30 Development proposals provide many opportunities for building in beneficial biodiversity or geological features as part of good design. There are natural and semi-natural features such as streams, rock exposures, veteran trees, hedge-banks and hedgerows, and other natural networks that help create local character. These should be considered in planning for development. Other heritage and cultural components, such as stone walls, field barns and village orchards, should also be treated thoughtfully. Where they still exist, their contribution to local amenity, biodiversity and cultural heritage should be respected. Sensitive landscaping schemes or other enhancement measures can do much to conserve or improve local landscape quality.

- 5.31 This year, Berry Head became the site where the 600th bird species to be officially added to the British Ornithological Society's Records was spotted, namely the Yelkouan Shearwater. That such vulnerable and rare species, as well as the protected Cirl Bunting, are seen across the Brixham Peninsula is an indicator of how important our wildlife is regarded to be by naturalists and enthusiasts. Consultation feedback has shown that a significant draw for "eco-tourists" is the large number of rare plants, including the rare White Rock-rose, Portland Spurge, Rock Sea-lavender, Goldilocks Aster, Rock Stonecrop and Autumn Squill.
- 5.32 The Ramblers Association notes that £307 million is spent annually in Devon by walkers visiting the coastal paths and linked areas. These are sound economic reasons as well as environmental ones to preserve our landscapes and its wildlife.
- 5.33 Our hedges and banks have a tremendously important historical role, preserving as they do past decisions about man's use of the landscape, which often go back hundreds or even thousands of years. They are characteristically very old, rich in wildlife and visually very attractive, and most of them date from the Medieval period, although some 25% date back even further by some 800 years.
- 5.34 Devon banks in particular are a unique feature in the area, consisting of an earth hedge bank, clad with stones that are laid either flat or vertically, the shrubs and hedge plants growing on top rooted in the soil between the stonework. Medieval strip fields with ancient hedges are still farmed around Churston Village.
- 5.35 As such they form habitats for a wide range of flora and fauna, becoming superhighways for wildlife such as dormice, voles, shrews, stoats and weasels, bats, with many bird species including the rare Cirl Buntings being regular visitors. In spring the roadside hedges are ablaze with primroses, bluebells and stitchwort. Many hedges have blackthorn, hazel, wild rose and hawthorn shrubs growing on top. Some have taller trees such as oak, ash and sycamore interspersed along their length.

- 5.36 Preserving and repairing these hedgerows complies with Local Plan Policies NC1 and C4. In close conformity with these policies, Policy E7 seeks to ensure that new developments pose no serious threat to our surrounding countryside, especially that within the AONB, but including all areas between our settlements that we are often not consciously aware of until they are gone.

Policy E8:

Internationally and nationally important ecological sites and species

E8.1 Internationally important sites and species will be protected.

Development affecting internationally protected sites and species will only be approved where it can be demonstrated there is no likely significant effect, either alone or in combination with other plans or projects and regard has been given to National Planning Policy Framework and conforms with policy NC1 of the Torbay Local Plan (2012-2030). Internationally protected sites (designations within Torbay are shown on the Local Plan Policies Map) include the following:

- **South Hams Special Area of Conservation (SAC)**
- **Lyme Bay and Torbay Marine SAC**

E8.2 Nationally important sites and species will be protected. Development on or likely to have an adverse effect on nationally important sites and species will not normally be permitted. Development proposals should have regard to the National Planning Policy Framework and be in conformity with policy NC1 of the Torbay Local Plan (2012-2030). Nationally protected sites (designations within Torbay are shown on the Local Plan Polices Map) and species include the following: Sites of Special Scientific Interest (SSSI), including Berry Head to Sharkham Point and Saltern Cove:

- **National Nature Reserves, including Berry Head;**
- **Torbay Marine Conservation Zone (MCZ), which includes coastal waters around Torbay from Babbacombe to Sharkham Point;**
- **recommended Dart Estuary Marine Conservation Zone (MCZ), which includes the upper waters of the River Dart to below Dittisham; and**
- **the Cirl Bunting and its habitat and territories.**

47 South Hams SAC Greater Horseshoe Bat Planning Guidance, Natural England, 2010.

48 to address the concern in the Local Plan HRA December 2015 at page 69 regarding Policy SS9.

49 to address the concern in the Local Plan HRA December 2015 at page 72 regarding Policy NC1.

50 to address the concern in the Local Plan HRA December 2015 at page 77 regarding Policy W5

Justification for Policy E8

- 5.37 This Neighbourhood Plan seeks to draw attention to the importance **of internationally protected sites and** species given their high level of legal protection and local connection, as well as the need to protect the many rare flora and fauna and other protected species. **The South Hams SAC and the Lyme Bay and Torbay Marine SAC are protected in law by the Conservation of Habitats and Species Regulations (2017) whilst many other species, such as the Cirl Bunting, are protected in law by the Wildlife and Conservation Act (1981). That legal protection weighs more heavily than protection which can be afforded by a planning policy, but this policy seeks to draw attention to the importance of the environmental assets protected and signpost to how compliance with the legislation and hence protection of the environmental assets is achieved.**
- 5.38 The **Greater Horseshoe Bats** have a roost at Berry Head. Torbay Coast and Countryside Manager, Chris Lingard recently said, “The Greater Horseshoe Bat colony at Berry Head is already fragile, due to changing conditions inside the caves where they roost and the loss of foraging habitat to development and changes in farming. We have to be much more careful now not to jeopardise the colony’s ongoing survival.” This roost is particularly important in cold winters as it is the warmest roost in the South Hams SAC. Flyways and sustenance zones are very important particularly up to 4 km from the roost. The pressure on this area is much greater for the Berry Head roost as it is surrounded by the sea, north, east and south.
- 5.39 The protection of sustenance zones covers a segment of land extending **north and westwards beyond the Peninsula Neighbourhood Plan boundaries** . Juvenile bats are known to forage within an area less than about 3km from their roost, at a time when they are most vulnerable.⁵³
- 5.40 However, the need to protect flyways and “pinch points” extends considerably further. In urban or “pinch-point” situations, existing strategic flyway habitat is particularly susceptible to development pressures due to the relatively limited routes available for commuting.⁵⁴

⁵³South Hams SAC Greater Horseshoe Bat Consultation Zone Planning Guidance, Natural England, 2010.

⁵⁴South Hams SAC Greater Horseshoe Bat Consultation Zone Planning Guidance, Natural England,2010, para 7.

- 5.41 In relation the **Greater Horseshoe Bat**, survey evidence as set out in the South Hams SAC guidance may be required to inform any development proposal, to allow it to be determined whether there is no likely significant adverse effect, either alone or in combination with other development on the integrity of the SAC. Proper application of this policy in the case of a major development could see survey evidence being collected from beyond the boundaries of a proposed development site.
- 5.42 In 2004, the entire UK population of 700 pairs of **Cirl Buntings** were found solely along the South Devon coastal hinterland.⁵⁵ In 2006 Cirl Buntings were re-introduced to the Roseland Peninsula in Cornwall from young captive birds reared at Paignton Zoo, where 65 pairs have now been recorded. The story for South Devon is even better as the RSPB now believe there to be well over 1,000 pairs throughout the South West Peninsula, a remarkable conservation achievement by farmers and conservationists working together. The area between Exeter and Plymouth remains their most prevalent habitat.
- 5.43 Over the last two years from spring 2015, a survey has been conducted under the joint aegis of the National Trust and the RSPB with the active support of local Galmpton residents to ascertain the breeding population of the nationally endangered but locally successful Cirl Bunting. Building on the earlier surveys by National Trust ranger Mike Ingram in 2004, the survey has revealed an established population of breeding Cirl Buntings in the area surrounding Galmpton and the village itself. In addition, Cirl Buntings have been recorded in healthy numbers on farmland in Churston and on Berry Head and its vicinity. For confirmation of breeding success and numbers consult the 2016 RSPB National Cirl Bunting Survey.
- 5.44 The Cirl Bunting population is supported by the traditional agricultural pattern of small, mixed sown and fallow arable fields divided by dense hedges which characterises farming practice in the Brixham Peninsula. The birds are sedentary by nature and become attached to localities which ideally match their specific needs. Displacement results in number reduction or loss, rather than re-

⁵⁵Devon Biodiversity and Geodiversity Action Plan, Devon County Council, 2006.

a fact that explains their progressive disappearance from the rest of the country which they had once comfortably colonised before large-scale urbanisation. We are privileged, within the Brixham Peninsula, to be able to support one of the few remaining healthy populations of this bird.

- 5.45 Much of this success is attributable to the mixed farming that is prevalent along the edge of the coastal strip which encourages winter stubble and spring cropping, making the ideal habitat for them.
- 5.46 The outstanding landscape character of much of the Brixham Peninsula that is located outside the AONB and its potential for development are well described in Part 2 of the Landscape Character Assessment of Torbay.⁵⁶ The habitats and fly zones of both bats and Cirl Buntings are not restricted to the AONB, hence the need for their protection needs to be assessed carefully under the European Habitats Regulations regardless of whether or not specifically designated area boundaries are crossed. Similar consideration is required whether proposed development falls within the SAC or not. This policy is in close conformity with Local Plan Policy SS8.
- 5.47 In relation to the **dry heaths and calcareous grassland** at Berry Head (**part of the South Hams SAC**) this policy seeks to ensure additional recreational pressure from development can be mitigated to an acceptable level. **Major developments are likely to need to** provide more detailed evidence to justify a conclusion that additional recreational pressure can be mitigated to an acceptable level in combination with all other development. The need for enhanced levels of evidence being available for consideration of the in combination effects **or mitigation measures for** major developments is considered **probable**.
- 5.48 In relation to the **Lyme Bay and Torbay Marine SAC** there is heightened concern following sewage overflows into Brixham Harbour (3 September 2016) that the South West Water treatment works at Brokenbury and the associated pipework and storm water storage capacity may be unable to cope with surge rainfall particularly in peak season. As a result this policy seeks to ensure there is no likely significant effect to the protected site from new development.

⁵⁶Landscape Character Assessment of Torbay, Torbay Council, 2010.

- 5.49 **It will be necessary to evidence** no increase in the levels of pollutants likely to have an adverse effect on the integrity of the Lyme Bay and Torbay Marine **SAC.**
- 5.50 **At** the planning stage, **it** is considered appropriate to ensure decision makers have clarity about the matters they are determining at the time of taking decisions and give clarity to developers about what is expected at what stage. This will avoid reliance on planning conditions which could result in consents being granted where the conditions attached could not be discharged. This could result in an under delivery of the amount of jobs and homes expected in the **Torbay** Local Plan.
- 5.51 In addition this Neighbourhood Plan supports the local ongoing work in promoting an environmental code of conduct for the Lyme Bay and Torbay Marine **SAC.**

6 The built environment (BE)

- 6.1 The Peninsular has a distinct character and heritage that is of a very high value, to both residents and visitors alike. It is our duty to care for this heritage as a legacy for future generations.
- 6.2 “The strong heritage of Torbay is an asset in supporting the development of the economy. The quality of life of Torbay is widely recognised by local business as a positive factor for their businesses and is also important to inward investors. Heritage can also act as a driver to shopper and visitor numbers with characterful shopping centres within Torbay having the potential to further develop that aspect as a hook, particularly for independent businesses.”⁵⁷
- 6.3 The Heritage Count by Historic England provides evidence that shows £1 of investment in the historic environment generates £1.6 of additional economic activity over a 10-year period. The Count found that 1 in 4 businesses agree that the historic environment is an important factor in deciding where to locate. It also found that approximately 1 in 5 visitors to areas which have invested in their historic environment spend more in the local area than before and 1 in 4 businesses had seen the number of customers increase.⁵⁸
- 6.4 A subsequent Heritage Count found that built heritage tourism generates £5.1 billion in gross domestic product (GDP) across the UK annually and supports around 180,000 full-time-equivalent jobs in England alone. If the heritage construction sector is included in the picture for England, a figure of £11 billion in GDP is contributed.⁵⁹ Whilst figures for the Brixham Peninsula itself are not easily extrapolated, given the richness and abundance of our listed buildings and historic sites it is evident that our built heritage is a huge contributor both to our economy and to the jobs sector created from their maintenance and protection.

⁵⁷The Torbay Economic Strategy 2010–2015, 2010, page 6, para 9.

⁵⁸The Heritage Count, Historic England, 2010.

⁵⁹The Heritage Count, Historic England, 2015.

- 6.5 Given the Peninsula's central role as a tourist area, the finding that a third of all international tourists cite heritage as the main reason why they come to the UK gives an even stronger argument for the need to fiercely protect our built heritage.
- 6.6 While designated heritage assets and conservation areas are vitally important, it is also recognised that the historic character of the Peninsula has a value far beyond just its potential to contribute to economic regeneration. Hence it is vital that the wider historic fabric and character of the Peninsular is maintained and enhanced.
- 6.7 Having successful spaces to exercise, socialise, communicate and share experiences helps people to have a positive approach to life and to enjoy their surroundings. There is a direct link between the enjoyment of heritage and health and wellbeing, which will be discussed further.
- 6.8 Suffice to state here that the study of environmental psychology and the relationship between environment and health provide more than sufficient evidence of the importance of heritage to us all. Roger Ulrich's representation of the "determinants of health" highlights the way in which our surroundings and lifestyles impact our health. In a similar vein, R. Buckminster Fuller's definition of sustainability, that "the conscious design of our total environment, in order to help make the Earth's finite resources meet the needs of all humanity without disrupting the ecological processes of the planet",⁶⁰ confers upon us a responsibility to take care of the whole of our environment, both natural and built.

⁶⁰Buckminster-Fuller R. Cited in www.ecomii.com/building/meaning-of-sustainability, 2012.

Policy BE1:**Heritage assets and their setting**

- BE1.1 **Proposals which affect Designated and Non Designated Heritage Assets must comply with the requirements of the National Planning Policy Framework and the relevant policies of the Torbay Local Plan.**
- BE1.2 The Design Guidelines in the relevant Design Statement should be taken into consideration in all developments to ensure a high quality of design that respects the specific character and historic legacy of each settlement and the surrounding area.

Justification for Policy BE1

- 6.9 Brixham has two designated conservation areas: Higher Brixham and Brixham Town. They recognise the important historic value and individual character of these two distinct areas of the town. Torbay Council have produced detailed Conservation Area Character Appraisals for both areas which provide highly detailed description of the local history, historic architectural features, prominent trees, surrounding character and special features of the built environment. These character appraisals, along with Policy HE1 of the Local Plan, provide clear justification for this.

7 Transport (T)

- 7.1 **Strategic aims.** To tackle the problems of road safety and traffic congestion by linking highway improvements to all new development in ways that will encourage sustainable modes of transport, improve public transport, reduce congestion and enhance the character and appeal of the Brixham Peninsula for residents and tourists alike.
- 7.2 This section recognises that planning matters and highway improvements fall under separate departments of local government and that Neighbourhood Plans cannot usurp highway proposals which will likely have far-reaching effects that extend well beyond our plan area.
- 7.3 However, as a land use document, this plan seeks to promote and support highway improvements and sustainable modes of transport as an integral part of planning, especially for employment and housing developments. Rather than simply objecting to new development proposals on the grounds that overstretched infrastructure cannot cope, we see it as entirely appropriate that the community should be able to influence how proposals can be integrated with highway improvements from the onset.
- 7.4 Local community opinion has expressed strong support for reducing traffic congestion and improving journey times as the primary objective. Central to the above documents is a common strategic intent to consider the needs of the motorist against the promotion of sustainable healthier modes of transport.
- 7.5 Whilst this may suggest conflict between the wishes of the community and the requirement to place less emphasis on the needs of the motorist, it may be better viewed as a dialectic, whereby one view need not obfuscate the other.
- 7.6 For example, ensuring that a busy junction is redesigned to better cater for the needs of pedestrians and cyclists will benefit the motorist as well if traffic flows for all users can be assimilated intelligently. The more user-friendly and safer we can make things for those able to walk and cycle to school or work, the fewer will be solely dependent on motor transport.

7.7 This plan will support short-term highway improvements for planned developments within a longer-term aspiration for the future of sustainable transport throughout our Peninsula. The following criteria should be addressed in any development proposal:

- How will it affect road safety for all users?
- Will any necessary changes to highways, urban or rural routes for all types of traveller be environmentally sustainable, such that short-term highway management projects can be easily assimilated into longer-term improvements that may be needed within the plan period?
- Where a planned development might inhibit the free movement of people going about their daily business, commuting to work etc., by whatever mode of transport, does the proposal contain features that will mitigate against any negative effects; or will it actually enhance travel throughout and beyond the neighbourhood area?

7.8 **Sustainable Transport developments.** In planning changes to highways and other modes of transport to support new development, the following checks and balances are needed to ensure a robust approach is used that will address both the pros and cons of any proposal:

- the balance between ensuring easy access to our town centre (*increasing economic vitality*) and the need to reduce pollution and traffic congestion (*improving the environment*)
- the balance between ensuring highways, railways and waterways are fit for purpose to ensure safe and efficient transport of goods and people within and beyond the Peninsula (*supporting social cohesion and economic prosperity*) and improving provision for cyclists, walkers, those with disabilities and horse-riders (*improving road safety and encouraging healthier more sustainable means of getting about for all*)
- reducing public transport fares, improving routes, with accessibility and facilities to be prioritised over private vehicle requirements when

- reconfiguring highways and changing traffic flows (*reducing unnecessary car journeys and ensuring easy movement for non-drivers, both young and old*)
- investing in other means of bringing tourists and visitors into the town centre, including ferries, whilst recognising the need to reduce congestion and ensure better access for local traffic including emergency vehicles (*improving transport systems which foster improvement in all three dimensions: economic, social and environmental*).

7.9 The policies herein aim to encourage the reduction of unnecessary car journeys without penalising motorists, by improving the travel network and enhancing road **safety so that more sustainable ways of moving both people and goods will be** chosen. Some difficult choices will have to be made in order to achieve these aims. Many of these policy aims identified by local communities may not be strictly land use matters, but many policy aims can be met with Section 106 or Community Infrastructure Levy (CIL) monies. They will be achieved via the following policy framework.

Policy T1:

Linking of new developments to travel improvements

- T1.1 All developments should include safe walking and cycling access.
- T1.2 **Developments** should provide a travel plan proportionate in breadth and detail to the size and complexity of any development proposal to address the impact of travel associated with the development. **This should include information on how** the carbon footprint from travel has been minimised and the health and well-being of travellers (in particular commuters) maximised.
- T1.3 All development should seek to minimise commuting distances and seek to include improvements to the safety of **pedestrians** and **cyclists**.

Justification for Policy T1

- 7.10 This policy reciprocates with Employment Policy J4. Wherever possible it makes sense to encourage industrial or commercial developers to seek sites close to a potential workforce. Apart from the obvious benefits to health and wellbeing for workers to be able to spend less time commuting in heavy traffic, cycling or walking to work, whole communities will benefit where jobs can be provided close to home. Where space for new development is scarce, this aspect needs careful consideration where available sites for new employment premises are in close competition with space for housing developments.
- 7.11 This is entirely in line with all the documents cited in the Strategic Aims opening paragraph of this chapter. It also supports the Department of Transport in that it seeks “to promote long-term modal shift and change attitudes towards the way we travel”.⁶¹

⁶¹Building Sustainable Transport into New Developments, Department of Transport, 2008, page 4, para 2.

8 The health and wellbeing (HW) of the community

8.1 For the first time in strategic spatial planning, Neighbourhood Planning has given us an opportunity to consider the implications for the health of our community when examining proposals for land development. The relationship between employment, poverty, housing and infrastructure cannot be given space here, except to point the planner towards the work of Michael Marmot, whose authoritative book *The Health Gap*⁶² provides more than enough evidence to support this premise. The NPPF directs us towards holistic thinking around the economy, our environment and our community in all strategic planning.

8.2 Considerations when planning for new residential development

8.2.1 Within this approach, the health and wellbeing of our community is crucial in determining how we want to shape local development in several ways:

- finding affordable homes, where the average house price is 11 times the average person's salary is a key priority
- our health and social care workers, many of whom are low paid, require affordable housing; e.g. a band 6 qualified nurse in charge of a hospital ward or a specialist physiotherapist earns from just over £26,000, whereas many community support and care workers that now form the backbone of our services earn far less (circa £15,000 full-time equivalent)
- assurance of high-quality build in housing throughout the neighbourhood (the relationship between housing quality and public health is well evidenced)
- the preservation of green areas for recreation, play, leisure and health promoting activities of all kinds

⁶²Marmot M. *The Health Gap: The Challenge of an Unequal World*. Bloomsbury Publishing, 2015.

- provision of available space for service developments, e.g. health and wellbeing hubs with accessible medical centres
- specialist housing developments for a range of vulnerable people or those with disabilities or other long-term health needs

8.3 The way forward

8.3.1 As a newly Integrated Care Organisation (ICO), Torbay and South Devon NHS Trust has a unique opportunity to explore how best the social, medical and nursing care needs of all in our neighbourhood can best be met. By combining a public health approach to health and wellbeing with a local plan for how to utilise the space and resources available to us for development, we can attempt to plan our future requirements.

8.3.2 When proposing specific use of space for healthcare provision, this section of the plan attempts to encompass a number of competing issues that require careful balancing when proposing a way forward:

- the need to balance promoting healthier lives (*a public health approach*) with meeting current local healthcare needs, especially in light of areas of social deprivation (*service reconfiguration*)
- the need to offer equal resource in terms of accessible buildings and space for provision of local services to those with mental health or physical health problems or both, across the life cycle (*"parity of esteem" between mental health and physical healthcare needs*⁶³)
- the need to balance the increasing of health and social care services that are provided directly in people's homes (*current NHS policy*) and local accessible provision of care and treatment for those with more complex healthcare needs (*rationalisation and redesign of treatment centres as part of the ICO's plans*)

⁶³NHS England, 2016, "Valuing mental health equally with physical health or 'Parity of Esteem'", www.england.nhs.uk/mentalhealth/parity/.

- the need to balance provision of comprehensive services for maternity care, infant and child development, vulnerable children/young people and all those with special needs against the burgeoning requirements of an ageing population.

8.3.3 The last issue is crucial in understanding how the neighbourhood develops demographically. Just as the availability of quality housing and good schools can be a major factor in families deciding whether to move into the area, it is equally important that the best in health and social care facilities for both young and old are available to prospective residents.

8.3.4 We endorse Torbay's Joint Health and Wellbeing Strategy 2015–2020.⁶⁴

8.3.5 We recognise that evaluating approaches to improving health and wellbeing by attempting to shape people's behaviour is extremely difficult. In contrast, evaluating the outcomes of broader public health actions is relatively simple. For example, dealing with the threat of pollutants (e.g. exhaust gases) in the atmosphere nowadays is as vital to public health today as was John Snow's identification of the Broad Street pump as the source of cholera in 1854.

8.3.6 Hence this section of the Neighbourhood Plan can only address the narrower issues of what resources are available in the neighbourhood, what can be made better use of and what anticipated need might be expected as a result of planned developments. Issues linking the importance of environmental conservation and nurture, housing quality and availability, healthy sustainable modes of transport and a strategy for employment, all of which impact directly on our health, are dealt with elsewhere in the plan, see e.g. the importance of open space and sports fields to the health of all.

8.3.7 Improving health and wellbeing will be pursued via the following policies.

⁶⁴Torbay's Joint Health and Wellbeing Strategy 2015–2020, Torbay Council Version, "Building a Healthy Community".

Policy HW1:**Retention of current health and social care estates**

Facilities currently providing health and social care will be strongly encouraged to be retained for such purposes unless the service provided can be demonstrated not to be viable, either financially or clinically at that location. Where the current locations of facilities cannot be retained, an alternative facility within the Brixham Peninsula with as good accessibility will need to be provided. Subject to compliance with the other policies of this Neighbourhood Plan, developments to health facilities that reduce travel and improve accessibility both for our town and village communities will be favoured.

Justification for Policy HW1

- 8.4 With available land for development at such a premium across the Peninsula, the resources we have must be protected against the intrusion of other types of local development. We recognise that the function of buildings will change radically according to changes in local health policy. Land on which health and social care facilities currently operate needs to be retained for such purposes, such as primary care medical centres, health and wellbeing hubs, and social respite, intermediate, acute medicine and end-of-life care. Given the scarcity of resources to meet current service demand, with the predicted population growth and associated health needs of many new residents beyond working age, we cannot afford to lose any existing space for health or social care developments to other types of development. Available land on which new facilities could be built within the settlement boundaries of the Peninsula does not exist.
- 8.5 We recognise that socialisation, befriending and sharing healthcare experience are as important to the welfare of mothers and babies at the health clinic as the reminiscence and reality orientation groups are to those relatives, carers and sufferers of dementia who attend day care. All such resources require adequate space to operate.
- 8.6 For example, in the case of St Kilda's residential care home, whilst there may be economic as well as practical reasons for its closure in its current function, the

site must not be lost to developments that are unrelated to health and social care need. A strongly held view of the local community favours offering the site for development for supported living accommodation for adults with a range of special needs.

Policy HW2:

Operational space for voluntary support organisations

Given the increasing role of the voluntary sector in promoting strong and healthy communities across the Peninsula, the provision of new operational space for voluntary organisations will be supported. Proposals resulting in the loss of operational space for voluntary organisations will only be supported where it can be demonstrated that the facility is not practically or financially viable at that location, or an alternative facility within the Brixham Peninsula has been provided.⁶⁶

Justification of Policy HW2

- 8.7 We recognise the vital and expanding role of the voluntary sector, especially including Brixham Does Care, in identifying need, sustaining independence for the isolated, preventing crises and generally keeping the community informed about the general health and social care of its residents.
- 8.8 In light of the expressed policy of all the statutory services to encourage and support the aspiration of residents to avoid hospitalisation and institutionalisation as far as possible, the domiciliary social care needs as well as healthcare support needs are set to increase significantly. Whilst care is needed to avoid placing too much responsibility on the voluntary sector considering the radical change in health and social policy, it is recognised that the local community is highly committed to its people, especially its more vulnerable or isolated members. However, if social inclusion, the cementing of working relationships between local provider agencies and bringing people together for social events are to work effectively, all need space to operate.

⁶⁶National Planning Policy Framework 2012, page 17, para 69.

9 Education and learning for all (L)

9.1 No future projection for a community could be complete without a consideration of the education that will underpin it. The Brixham Peninsula is currently home to a strong network of schools that are going a long way to meeting the educational needs of our community, but there is still much to be done to plan for the future.

9.2 Current provision

9.2.1 Within the Brixham Peninsula, there are four Nurseries and Pre-School facilities, five Primary Schools and two Secondary Schools (both with attached sixth forms).

9.2.2 There is also a centre for primary age students with complex social and emotional needs. Situated in the former Chestnut Primary School building, this is part of Mayfield special school and serves the whole of Torbay.

9.2.3 Within mainstream provision, there is currently a surplus of 73 places in Primary and 105 places in Secondary. In the Primary sector, these places are spread unevenly across the schools and year groups, averaging out at two places per year group. In Secondary, these places are almost exclusively available at Brixham College where they are concentrated in current years 9 and 10 (age 13–14).

9.2.4 Whilst Churston Grammar does serve the Brixham Peninsula, a very large number of its students come from out of area. Admission is guided by the 11+, so places are not guaranteed to students coming through Primary schools in the area.

9.2.5 Torbay Council figures do not cover Early Years provision, but there are approximately 130 full-time places available in this sector for children aged 0–5. Only one provider caters for children under 2, with a maximum of 9 places for children in this age range.

9.2.6 Torbay Council figures also do not cover 16–18 provision, but there are approximately 430 places available in this sector.⁶⁷

9.3 Considerations when planning for new residential developments

9.3.1 An underpinning principle contained within the policies of this plan is that they all contain elements aimed towards redressing the age imbalance across the Peninsula. Whereas approximately 31% of residents in Torbay are over 60 years of age, on the Brixham Peninsula the number of over 60s rises to over 42%.⁶⁸

9.3.2 Children and young people are the future of our area: we need to give careful thought as to how they, and their educational provision, can best be integrated into our community so that they and their families have a sense of belonging and opportunities to contribute to community life.

9.3.3 Just as the reputation of local healthcare services can influence families considering moving into the Bay, for those families with children, the provision and quality of educational services can be an even stronger determinant. The state of the local education sector is critical to all future developments, both for future residents and for businesses and industries considering moving their operations into the Bay. Whilst the new by-pass is hailed as a motivator for all types of investment in the area, education provision must be high on everybody's list of priorities. **Hence there is a need for adequate provision of educational facilities for children of all ages to ensure that sufficient capacity has been provided in time for any extra demand created by new developments.**

⁶⁷Schools Capital & Planning Team, Children's Services, Torbay Development Agency, January 2015.

⁶⁸South Devon and Torbay Interactive Joint Strategic Needs Assessment, 2014/15.

Policy L1:**Protection of existing educational facilities**

School buildings, associated playing fields and other educational facilities will be expected to be retained for these purposes. Any proposal to develop these facilities for other purposes should clearly demonstrate that they are either not required to meet either current or anticipated need or that they are no longer viable for appropriate reasons, such as educational policy, financial support, or health and safety.

Justification for Policy L1

- 9.4 The current status of provision shows an apparent surplus of places in some age groups. This is a fluid situation, the exact trend being difficult to identify as there are too many variables. This policy clearly states that we must not lose any educational facilities to other forms of development. The current situation is especially vulnerable in relation to existing playing fields, given that Eden Park, Brixham and Galmpton C of E Primaries are inadequately provided for, such that young children are required to be marched to other school sites to benefit from the full range of outdoor sporting and learning activities.
- 9.5 The current position with the Chestnut Primary School site provides a good example for making appropriate use, by the community, of a purpose-built educational facility, which is not currently required as a primary school. Its current use by the community ensures that it is well maintained, benefits the community yet still retains its purpose-built facilities for use as a primary school when required in the future, as it surely will be.

Policy L2:**Matching educational provision to local need**

Subject to compliance with the other policies of this Neighbourhood Plan, the development of Early Years and Primary School facilities will be supported to ensure excellence in educational provision that is easily accessible to local communities and fully responsive to future demand.

Justification of Policy L2

9.6 Early Years future needs

- 9.6.1 Many Early Years places will currently be accessed on a part-time basis, with 15 hours a week free nursery provision currently available to all children aged 3+ and some aged 2+. The government have, however, pledged to increase this allowance to 30 hours a week which will have a huge impact on demand and capacity.
- 9.6.2 Currently there are a total of 130 full-time places available in the area for Early Years provision. Given that from 2015 to 2016 the projected demand for 4 year olds entering full-time school education is 172, there is a significant shortfall here. At least that number of 3 year olds would be eligible for 30 hours of free nursery provision, and factoring in the whole age range we are looking at approximately 500 children who may require Early Years childcare.
- 9.6.3 There is also the scope for Early Years education in the area to follow a more creative path – with a forest school or a beach school for example – to maximise the potential of the geographical area.

9.7 Primary and Secondary future needs

- 9.7.1 There appear to be several spikes in pupil numbers which will lead to demand exceeding available places in several age groups over the years to come. This can be seen in the Primary figures from age 7+ in 2016–17 and beyond, and in the Secondary figures from age 11+ in 2018–19 and beyond.
- 9.7.2 The proposed new housing may have a significant impact on the need for school places, particularly in the Primary sector. Taking an estimate of 0.5 children per household, 340 additional school places may be needed in the life of this plan. The current surplus would go some way towards meeting this demand, but only if the age of new residents correlated with the available capacity: there is not much flexibility.

- 9.7.3 Torbay Council currently uses a lower estimate of between 0.25 and 0.33 children per household due to ageing population and projected older person inward migration. It is not acceptable to merely plan on this basis, when there is a demonstrable need for our educational establishments to plan provision for the needs of a “Landscape for Success”.

Policy L3:

Providing for 16–18 years and beyond

Subject to compliance with the other policies of this Neighbourhood Plan, educational and training developments will be supported where they are within, or in close proximity, to our schools, colleges and work places. The latter will include horticultural, maritime establishments and farms, where training and education can be provided within or close to the Brixham Peninsula.

Justification for Policy L3

- 9.8 Lifelong learning is strongly encouraged by national policy,⁶⁹ by increasing the school leaving age so that all under the age of 19 can benefit from education and training. Combined with increasing opportunities for adult learning for all ages, these policies are a fundamental aspect of re-balancing our local community. Apart from schools and colleges many workplaces will play an increasing role in provision. Whilst distance learning and e-learning cater for some needs, work-based or college learning will remain a fundamental part of community life.
- 9.9 In September 2015 the compulsory education leaving age in the UK was raised to 18. The obvious increase in requirement for 16–18 year olds is currently met largely by students having to travel beyond the Peninsula, although Brixham College has already responded with 48 additional places for “A”-Level students.
- 9.10 Currently most vocational training is only available beyond the Peninsula at South Devon College, the Studio School or further afield. Whilst Brixham College

⁶⁹Education, Fourth Report, Participation by 16–19 year olds in Education and Training 2011, Education and Skills Act 2008.

and Churston Grammar cater for some of the increased demand, a shortfall of around 200 places is still predicted.

- 9.11 Availability of land for additional places is scarce, hence a range of new possibilities for increasing vocational courses and apprenticeships is required if we are to prevent so many of our young adults having to commute far and wide to access suitable courses.
- 9.12 This plan acknowledges the need for flexibility in planning provision for education and training, especially in light of frequent changes in national education policy. Hence there is a clear need to protect all of our sites in order to facilitate future developments required to respond to changing demand.
- 9.13 With the restricted options available for new employment opportunities, we can expect that home-based small businesses may provide a significant income stream for people hoping to make a future in the Brixham area. Thus childcare provision should be flexible, and should be geographically aligned to existing provision such as the work hub provided by Brixham SeaWorks.
- 9.14 Careful consideration will be given to how additional school facilities can be of benefit to and accessed by the whole community, particularly out of hours or to help the delivery of adult educational needs. The ability to accommodate dual use will be particularly important when considering the development of sports or arts facilities.

10 Tourism (TO)

10.1 Tourism is one of Brixham's main economic drivers and a major sector of employment across the Peninsula. It has been estimated⁷⁰ that in 2013 there were in Brixham:

- 124,500 staying visitor trips spending £32,580,500
- 483,100 day visitors spending £17,255,200
- a £49.8 million direct visitor spend for the year
- 942 full-time equivalent jobs supported by visitor-related spending.

Of those visitors that stayed in Brixham, 35% stayed in static vans/holiday centre type accommodation and 27% stayed with friends or relatives.

10.2 In 2014, English Riviera Tourism Company (ERTC) statistics show that across Torbay the average spend per night for a staying UK visitor was £68.47. For a visitor from overseas to Brixham, this was £72.83, but the number of nights stay per trip has been declining since 2010.

10.3 Whilst the number of day visitors to the Bay has increased by a huge 36% since 2010, their average spend per trip in 2014 was only £36.04, which is almost a 25% reduction from the 2010 spending figure of £47.64 per visitor. Whilst choosing dates to compare can be subjective, these figures do highlight the recent downward trend.

10.4 Four key needs to improve Brixham's tourist offer have been identified:⁷¹

- the need for better marketing
- the need for higher quality accommodation

⁷⁰The English Riviera Tourism Company, Brixham 2013 Report.

⁷¹Torbay Development Agency, The Turning the Tide for Tourism Strategy, 2010–2015.

- the need for higher quality food outlets
- the need for more indoor and outdoor leisure facilities.

10.5 During the compilation of the Neighbourhood Plan and the consultations undertaken, many thoughts and ideas have been expressed about what needs to/could be done to stem and reverse the downturn in spending by visitors and increase the numbers of tourists to Torbay, particularly those who stay in our Peninsula.

10.6 What is clear is that this industry is critical to the whole economy of the Brixham Peninsula and as such needs special consideration when considering the future use of available land. Without protection of a sustainable economy our community, our heritage, our environment and our whole way of life are at risk.

10.7 Accommodation supply has diminished significantly in recent years. The closure of Pontin's Dolphin Holiday Camp following a fire in 1991 and its redevelopment into Sharkham Village, the current change of Wall Park Holiday Village into a housing estate, development of "The Cove" from holiday camp to investment homes and many changes of use from bed and breakfast businesses to residential dwellings all represent a huge loss of available beds for visitors.

10.8 This trend needs to be reversed if our tourist industry is to survive. It is recognised that the type, quality and culture of tourism is changing but we need to respond to such change with investment in the kind of holiday experience and facilities required for the 21st century. It is not acceptable to see all our tourist accommodation disappear either from lack of investment in the industry or demand for land to meet the pressure for housing development. We risk a tragedy for our whole economy if we fail to improve and increase our tourist accommodation, especially at a time when the domestic holiday industry is showing an upturn across the UK.

Policy TO1:**Support for of tourism**

- TO1.1 Subject to compliance with the other policies of this Neighbourhood Plan, developments that increase the quality and range of tourist accommodation and leisure potential in the Peninsula area will be supported, especially where it can be demonstrated that the development will lead to the creation of local jobs.
- TO1.2 **Proposals for the redevelopment for non-tourism use of any “holiday camp” or self-catering tourism accommodation site within the Brixham Peninsula will only be supported where it can be demonstrated that the use is not practically or financially viable, at that location. A lack of viability is to be established by clear evidence from an active marketing effort that it would not be possible to achieve a lease or sale of the premises at a reasonable market rate.**
- TO1.3 Where there is no reasonable prospect of a tourist facility or amenity being re-developed explicitly for tourism purposes change of use will be supported subject to the following criteria:
- the alternative use will also support local tourism, including self catering accommodation; or
 - the alternative use will otherwise support the local economy by providing employment; or
 - the alternative use will contribute to the needs of the community by **providing affordable, housing in accordance with Policy BH9.**

Justification for Policy TO1

- 10.9 Over recent years the number of tourist beds in the Peninsula area has declined greatly and as tourism remains a key employment area and driver of the local economy, this decline needs to be reversed with better quality and year-round availability along with further all-weather leisure facilities. In line with the Local

Plan,⁷² this policy seeks to tighten previous planning policy that has resulted in the loss of so much tourist accommodation or amenity in recent years. From community consultation events, concern has repeatedly been expressed that the lack of land availability for tourism will make it impossible for the industry to respond positively to any economic upturn or change in pattern of holidaymaking behaviour. Economic regeneration is dependent on scope for expansion of our tourist industry.

- 10.10 In addition to this key policy, all consultation has indicated a virtually unanimous view that to regenerate our tourist economy, many projects and practical ideas need to be strongly promoted and supported by the whole community as well as Torbay Council and the ERTC. Evidence gathered from our community consultations, often provided by those employed in the tourist industry, demonstrated a strong need to use planning policy wherever possible, to support and enhance an industry that, whilst vulnerable to market changes and holiday trends, still plays a crucial role, if not the predominant one, in the economic fortunes of our whole Peninsula.
- 10.11 Brixham lacks the stock of larger housing enjoyed by the rest of Torbay which provides bed spaces in key tourism zones and so needs to protect as far as it can its scarce accommodation resource and take every opportunity to both increase and improve the quality of it.
- 10.12 Tourists come to Brixham not for a single attraction but because the town itself is the attraction. When visitors were shown images of Brixham, they found its characteristics appealing. Therefore, there is a need to keep the quaint feel of the town for tourism, to build upon Brixham's unique identity and heritage aspects and develop a Brixham brand.
- 10.13 Brixham has been awarded the UK Port of the Year title in 2016 and 2017. It is also placed in the top 10 of the best seaside tourist destinations in the UK and it remains the highest earning port in England.

⁷²Adopted Torbay Local Plan, Policy TO2, "Change of use of tourism accommodation or facilities", 2016.

- 10.14 The Peninsula community run many excellent annual events and festivals, from the smaller Gooseberry Pie Fair in Galmpton, to larger events such as the Pirate Festival, Fishstock, the Trawler Race, BrixFest, the Hap'nin and the Torbay Steam Fair. Themes vary and cover fish, trawler racing, music, heritage sailing and regattas, the arts, steam and the RNLI. They are all very popular and attract thousands of visitors, local and international, who fill the town's bed and breakfasts every year.
- 10.15 Marketing of Brixham has been carried out by the Tourism Partnership who rely on volunteers. The ERTC has a regularly updated website for the whole of Torbay, but it is felt that a website just for Brixham is essential.
- 10.16 Overseas visitors stay longer and spend more per trip than UK visitors, and currently Torbay is receiving a large number of German-speaking visitors. Advice to businesses to include language translation options when modernising their websites would perhaps help them to compete on the international tourism stage.

11 Sport and leisure (S&L)

- 11.1 Whilst the competition is fierce for how remaining land on the Brixham Peninsula is allocated, whether for employment or housing, this section addresses the community's expression of need for improved facilities for sport and leisure. It is deemed vital to the sustainability of our community that, just as high-quality schools and healthcare services are needed if we are to encourage more families to move into the area, it is essential that improvements in provision of sport and leisure facilities are built into the plan. Whilst we, the communities of our town and villages, have done much to improve things by building skate-parks and swimming pools and encouraged private enterprise with amenities such as the Cayman Golf, land still available in Torbay Council ownership needs to be assessed for these purposes prior to offering it for other kinds of development.
- 11.2 Loss of putting greens at Furzeham and St Mary's as well as loss of tennis courts resulting from Torbay Council withdrawing maintenance and operational funding at the south side of the Bay has been damaging to the wellbeing of both local youngsters and visitors. To address these deficits and recent trends the following policies are needed.

Policy S&L1:

Increase available space for outdoor sport and leisure

- S&L1.1 Notwithstanding areas already designated as Local Green Spaces or Public Open Spaces, additional and better quality outdoor playing space is required in the Peninsula. Subject to compliance with the other policies of this Neighbourhood Plan, proposals for developments within and adjacent to settlements (but excluding Settlement Gaps) which provide outdoor pursuits will be encouraged. These pursuits will embrace a range of activities and sports including formal games pitches, tracks, courts, parks (e.g., skateboarding) and facilities, signposted walking routes and "Trim Trails", and more informal "free play" and "free activity" areas.

S&L1.2 The approval of any new, enhanced or improved sport or leisure facility will be subject to assessment of the design and impact, amenity and light emission of the proposed development in relation to its setting and other policies in this Plan. It would not be appropriate to introduce flood-lighting into dark areas or cause larger volumes of traffic to need to negotiate minor rural roads.

Justification for Policy S&L1

11.3 According to minimum guidelines set by the National Playing Fields Association there should be 40.8 hectares of outdoor playing space for a town of our size (27.2 allocated to outdoor sport, 13.6 for children's' play areas). Brixham currently falls way short of this (approx. 13 ha total), and whilst our geographical location goes some way to mitigating the impact of this there is much work to be done in improving the opportunities and facilities for outdoor play.⁷³

Policy S&L2:

Sport and recreational facilities in new developments

New residential development proposals **will be required to provide sport and recreational facilities integrated into the development in accordance with Torbay Council adopted standards.** Where appropriate the financial contributions to the improvement of existing or provision of new off-site facilities will be acceptable as an alternative.

Justification for Policy S&L2

11.4 Both YES and Indigos Go Wild have been recognised nationally for the work they have been doing with young people. They should be supported in expanding their operations to reach a larger number of younger residents and their families.

11.5 For such work to continue alongside future development, merely commending voluntary groups for such extraordinary achievements is not enough. Crucially,

⁷³National Playing Fields Association, 2001, PPS 8: Open Space, Sport and Outdoor Recreation – Summary of the National Playing fields, Association Minimum Standard for Outdoor Playing Space, cited in Torbay Council's Planning Portal.

the use of land in and around new development must include clearly defined space for recreation purposes. Wherever possible easily supervised space for children's outdoor play areas or parks will be provided.

11.6 Careful consideration from the local community must be given to the desirability or otherwise of including dog-walking within these areas.

11.7 **Public open space, sports and recreational standards are set out in the Torbay Council Planning Contributions and Affordable Housing Supplementary Planning Document (2017)**. Wherever possible Section 106 or CIL monies will be sought through the planning process to provide high-quality equipment or resources for such purposes.

12 Art and culture (A&C)

Policy A&C1:

Promotion and protection for the arts and local culture

Subject to compliance with the other policies of this Neighbourhood Plan, proposals for developments supporting artists, activity, places and the use of heritage assets and promote or create new space for cultural activity will be supported. Developments that threaten the cultural activities and/or facilities of our communities will be resisted.

Justification for Policy A&C1

- 12.1 The communities of Brixham Town and its satellite villages, including Kingswear, both support and benefit from a diversity of cultural and artistic activities. Many are directly linked to our rich heritage.
- 12.2 This Neighbourhood Plan strongly promotes and celebrates this aspect of community life in full realisation of its vitality to our thriving communities, both for those who just want to enjoy and watch events as well as those who participate so brilliantly in so many of our activities and events.
- 12.3 The health, wellbeing and educational benefits seem obvious, but proposals for other types of development may threaten the sustainability of this aspect of community life, especially where available land or suitable space are at such a premium. Hence, there is a great need to protect our theatre, performance areas, display sites and outdoor space for all our festivals, celebrations and cultural events.

Appendix 1 Important aspirations

Aspiration 1 - To encourage more people into town by sustainable means

Achieving this Aspiration will require:

- **A greatly improved park and ride facility to create a central transport hub for the peninsula, that includes a range of on-site amenities and facilities**
- **Development of cheap, family friendly alternative means of getting into town to encourage its use**
- **A new town centre public transport hub as described in the Town Centre Master Plan**

Difficult choices are required to increase vibrancy and boost the economy of our town centre. Bolton Cross, having been identified as a priority Air Quality Management Area, one of only two in the whole of Torbay, has recently undergone significant improvement to increase traffic flows through the junction, though with no discernible benefit to pedestrians crossing. This is somewhat in conflict with the wishes of the business community's goal of attracting more people, mostly in cars, to the town centre to increase business for local traders. There seems little sense in making these environmental gains only to flood the town centre with more motor traffic. Hence this policy seeks to increase footfall to all our businesses and attractions whilst avoiding further harm to the environment. By linking Neighbourhood Plan aspiration with our Highways Department's strategic intent we hope to ensure that new developments do not place even greater strain upon our infrastructure which is already the source of so much dissatisfaction amongst residents and visitors alike. Evidence from many coastal towns in the South West shows that restricting motor traffic from town centres and increasing pedestrian zones by introducing good quality park-and-ride schemes significantly boosts the local economy.

Aspiration 2 - The potential of our coastal location should be maximised
The excellent work already being done by local organisations in meeting the needs of young people should be recognized, and their experience and expertise used to support future development. Presumption will be in favour of new developments of watersport and coastal recreational facilities as well as proposals that enhance existing recreational and sporting amenities along our coastal hinterland.

Several organisations including Brixham's Yacht Club, Gig Club, Swimming Club, British Sub-Aqua Club, Sea Angling Club and IbeX Canoe Club all organise water-based activities safely and expertly. Developments where these clubs seek to enable many more opportunities for people, young and old, local and tourist alike to get involved will be encouraged. Watersports could be developed at, for example, Breakwater, Shoalstone, Elberry and Broadsands in a way that would benefit tourism as well as the local community. Shoalstone Pool should also be recognised as a unique and prized aspect of our heritage and should not solely be reliant on the extraordinary community effort and commitment of volunteers for its future support and investment. This policy would also endorse the work of the Torbay Coast and Countryside Trust that encourages ecotourism, bird-watching and dolphin watching.

Appendix 2

Priority projects to evolve from Neighbourhood Plan policies

A1.1 Projects to support employment in the Brixham Peninsula

A1.1.1 The following projects have been identified during the consultations and work undertaken in preparing the Employment Site Assessment contained in this Neighbourhood Plan.

A1.1.2 **Construction of the Northern Arm.** This project has been on the table for many years and, in order to attract more investment into the town, particularly within the Harbour area, protection for the harbour is urgently required. It is paramount that as soon as the funds are available this project is given top priority.

A1.1.3 **Development of Brixham Town Centre car park land as per the Town Centre Master Plan.** This land has been underutilised for over 10 years and the Town Square has been used for additional car parking for a similar term. This open space is the last sizeable available brownfield site in the town available for employment and could support a mix of uses. The Town Centre Master Plan has been produced from community consultation and ideas.

A1.1.4 **Development of Oxen Cove land as per the Town Centre Master Plan.** During consultations it has been clear that the fishing industry needs more facilities in Brixham to be able to retain and develop their businesses. To maintain their boats, owners currently are forced to travel elsewhere, which is time consuming and costly. There is great potential to draw in business from other areas where working boat and leisure craft owners require maintenance.

A1.1.5 If the industry is to thrive here and for Brixham to retain its premier position as Best Port in the UK, investment and redevelopment need to be given priority.

A1.1.6 Guideline plans have been formulated and can be found in the Town Centre Master Plan and in the Harbour Authority Port Master Plan.

A1.1.7 Broadsands Beach facilities for visitors. Both the immediate community and those regular visitors to Broadsands from the rest of the Peninsula and beyond believe the dilapidated state, poor design and inadequate facilities of the existing beach-head buildings are long overdue major improvement or a complete rebuild. A project has been proposed by the Broadsands Community to hold a competition to design a building and associated facilities fit for the 21st century.

A1.1.8 It is believed that if a plausible plan were on the table developers may show interest in building a facility fit for the requirements of an area where the natural amenity, high-quality beach, plentiful parking and easy accessibility are of such a standard that Broadsands Beach could easily become the most popular beach in the Bay.

A1.2 Projects to reduce the risk of flooding on the Brixham Peninsula

A1.2.1 Whilst improvements in drainage have lessened the frequency of flooding the loss of trees, including those felled due to disease near Strawberry Bend, and the developments at Summercombe and on both sides of New Road since the 1960s and 1970s, which have reduced infiltration, are all factors that may have increased risk, on top of the underlying climate change.

A1.2.2 Given that properties in Churston Village have flooded in recent years (e.g., in 2014), there remains a high risk of flooding in Galmpton, and there remains a high risk of flooding in the Town of Brixham from the Higher Brixham watercourse (main river) and the Lupton watercourse, further study is required to investigate the most appropriate engineering solutions to flooding problems.

A1.3 Proposed projects to support transport policies

A1.3.1 To **improve road safety** the following need attention.

A1.3.2 Milton Street, Drew Street, Monksbridge and Burton Street have become increasingly busy in recent years. All serve as main traffic artery routes for the populace of Berry Head, St Mary's and Summercombe.

A1.3.3 Public opinion expresses a variety of options for improvement, of which the widening of Monksbridge commands some support, which is also favoured by Torbay Highways Department. Others suggest this will merely speed up traffic, increasing pressure at the junction with Greenover Road and encouraging even more traffic in Burton Street.

A1.3.4 The proposal here is that the whole area requires further research as to whether piecemeal improvements will provide a sustainable solution or whether a more comprehensive solution is required. A one-way system, such as exists on the Furzeham side, including a variety of traffic calming measures combined with improved signage, widening of pavements and a dedicated cycling link from the area to the cycle path along the A3022 would be the preferred option for the longer term. This would include safe crossings at the bottom of Monksbridge and at the bottom of Laywell Road for pedestrians and cyclists alike.

A1.3.5 In order of priority the following are recommended:

- Priority must be given to road safety on Burton Street, with widening of pavements including build-outs supported by a 20mph speed limit and priority over on-coming vehicle road signs. Consideration must then be given to a 20mph speed limit along all four streets of Milton Street, Drew Street, Monksbridge and Burton Street.
- The Quay, The Strand, lower King Street all require urgent assessment for their suitability for "shared space" traffic management, to improve road safety, especially for pedestrians and cyclists. Whilst it is too early to assess the benefits, both to air management and congestion, from the

improvements just completed at Bolton Cross, this should also be assessed, either for “shared space” or other means of improving safety for all travellers including wheelchair users.

- As long as the main cycle route to Paignton directs users to leave the A3022 at Churston Cross, to travel through the village to complete the route to Windy Corner via the Bascombe Road, then a 20mph speed restriction is required right up to Windy Corner to protect walkers, cyclists and horse-riders.
- To address the significant increase of recent years in congestion along the A3022, a redesign of the Windy Corner junction is required. The preferred option on grounds of its least environmental impact on Churston Common may not prove a sustainable improvement. The current proposal will increase traffic flow from Brixham, by providing an increased length of dual carriageway as drivers choose to take the Dartmouth Road towards Paignton or the ring-road towards Yalberton. This is achieved by building a short length of additional carriageway on the Eastward side of the A3022 (for Brixham bound traffic) at the entrance to Bascombe Rd for about 150 metres before rejoining the existing carriageway. This enables a lengthening of both Paignton bound carriageways on the approach to the junction from the Brixham direction. The junction re-design will include safe provision for cyclists and walkers crossing all adjoining roads. Note that, currently, it is unclear how this will be achieved. Whilst funding has already been identified to take this proposal forwards this year, the Neighbourhood Forum advise waiting until the implication of completing the improvements to the ring-road are fully understood.
- To address a specific road safety problem, the length of southbound carriageway along the A3022 between Waterside bus stop and Broadsands Park Road junction needs revision of the usage of the inside lane. Currently, stipulated for exclusive use by buses and cyclists, this has been reported as a frequent danger, especially to southbound traffic wishing to turn left into Broadsands Park Road, which also accesses Waterside

Holiday Park and Blue Waters Drive. The danger is compounded by drivers seeking to exceed the 30mph speed limit by using the inside lane to undertake both the traffic observing the speed limit as well as vehicles queuing to turn right into Cherry Brook Drive.

A1.3.6 Such problems arise directly from the increased traffic flows throughout the year between Paignton and the Brixham Peninsula where new developments have not been integrated with appropriate improvements to highways.

A1.3.7 To **change preferred modes of transport** the following are needed.

A1.3.8 A park-and-ride scheme fit for the 21st century with:

- car parking provision for 350–500 vehicles at Churston
- improvement to the pick-up/drop-off facilities for the number 12 Stagecoach bus route offering a cheap transfer fare. Alternatively, a tramway option to be explored.
- a taxi rank
- bicycle hire, with clearly sign-posted family friendly cycle routes into town
- a tourist information centre if a town centre facility cannot be developed
- allocated parking and drop-off points for visiting coaches with their passengers utilising the linked bus service. Coach parking may be included on this site
- tourist operators to have allocated parking to pick up passengers and take them directly to the destination of their planned activity, i.e. Agatha Christie bus tour, Fishing or Sea Trip companies, Steam Train rides
- a café facility and toilets

- well-designed intrusive signage such as “Turn left for Park & Ride” along the A3022 combined with electronic signs indicating the current status of town centre parking spaces
- inexpensive parking and transfer fare, with negotiation with Stagecoach to secure cheap transfers in line with the charges made by similar schemes in Plymouth and Exeter. Depending on outcomes, parking rates yet to be determined but kept very inexpensive to ensure popular use
- in addition to the park-and-ride scheme, within Brixham itself, in association with the developing town centre plan, parking for local businesses, residents, commercial travellers and people with disabilities in the form of a “shoppers’ car-park”
- in light of the virtual absence of on-street parking in the town centre, free parking for half an hour with an escalating scale of reasonable charges up to a maximum of 3 hours.

A1.3.9 This provision will take the pressure off Brixham Town Centre as a parking destination, particularly where day visitors are concerned as it will be possible for visitors to reach whichever part of the Peninsula or beyond that they are heading for, from a single arrival location. Whilst not all components may be achievable in the short term, the long-term view of the Neighbourhood Plan is that all will be required to achieve these policy aims.

A1.3.10 Improvements for all users of **sustainable means of transport** to include:

- the provision of a cycle route to Churston, either along the old railway track or beside/along America Lane (originally Quay Lane), via Furzeham and Oxen Cove
- a cyclepath/walkway link from Higher Brixham, via Horsepool/Mathill Road or Summer Lane and alongside Laywell Road (on the other side of the west-side hedge) to link up with Laywell bus stop and cycle path towards Strawberry Bend, which could be created relatively easily

[Both the above would make the provision of a safe cycle route between either side of Brixham to Churston Grammar School and on to South Devon Technical College a reality.]

- an alternative aspiration to the bus mode of transferring visitors from the Park & Ride into town. Either a light-weight railway or tramway carrying passengers to the Furzeham side of town, using land alongside America Lane or the old railway line, combined with an innovative means of getting down to sea-level must be kept alive as a future project.

A1.3.11 The Association of Train Operating Companies included Brixham as one of 14 towns that, based on 2009 data, would benefit from a new railway service. This would be an extension of the First Great Western service on the Riviera Line from Exmouth as far as Churston, which would then act as a railhead for Brixham. It would also serve other housing developments in the area since the opening of the steam railway, and may require the doubling of that line between Paignton and Goodrington Sands.⁷⁴

A1.3.12 In light of the above, negotiations with Network Rail and local train providers should be entered into, to explore bringing main line trains, currently terminating at Paignton, as far as Churston. With adequate parking provision and cycle routes to the station a substantial shift in commuter travel to Exeter, (also linking with Exeter Airport) and Plymouth can be achieved.

A1.4 Projects to regenerate tourism on the Brixham Peninsula

A1.4.1 To attract extra visitors, there needs to be a new unique reason for them to visit which is not just a place or an attraction but an “experience”. Over recent years the Agatha Christie experience has been developed within Torbay and has proved highly successful. Brixham has a unique marketing opportunity in its Fish Market tours and the Heritage Trawler fleet. Development of a combined

⁷⁴<https://en.wikipedia.org/wiki/Brixham>.

package of a land and sailing experience could provide a unique experience to draw new visitors.

A1.4.2 Several specific projects and facilities to enhance the tourist offer will be featured in the Town Centre Master Plan currently under development.

A1.4.3 The following list of suggestions, whilst not by any means exhaustive, are all proposals that have received strong community support:

- a dedicated manned prominently situated Tourist Information Office, well sign-posted, providing a full tourist service including available accommodation
- a Town Square fit for the 21st century, as a community focal point and a space for outdoor events, fairs and markets
- a dedicated Town Centre Manager to co-ordinate marketing, promotion of the Town and liaison with the Council, Chamber of Commerce and local businesses
- improved information and directional signs, and electronic “information points”
- innovations that connect to international audiences, e.g. promotion of our William of Orange heritage to attract visitors from the Netherlands
- the establishment of our own brand through high-quality, locally made Brixham merchandise, or a “Made in Brixham” brand name
- replacement of the promenade building at Broadsands Beach with a sympathetically designed facility suitable for the 21st century
- enhancement and promotion of the nature trails, art trails and historical routes, for walkers and cyclists, with good signage and descriptions en-route, seating areas at viewpoints, dog bins and refreshment points where possible

- promotion of the historical Churston Golf Course designed by Harry Colt in 1929, known as one of the greatest course designers in history so that enthusiasts travel the world to play on his courses.

A1.4.4 Strong opinions have expressed a real sense that we are not making the best of so much of our tourism offer, ranging from the need for better promotion of our natural environment and heritage with all its special designations and protections, the wide range of outdoor activities on offer and especially the status as a Global Geopark. Many local residents as well as visitors are unaware of this extraordinary attraction. Much more can be made of our wonderful tourist and environmental capital that can both promote sustainable economic advantage at the same time as protecting what is so richly valued by all, residents and visitors alike.

Appendix 3 Settlement Gaps

The following photographs show Settlement Gaps from principle viewpoints. The photograph numbers shown correspond to the numbers on the Policy Maps.

E3.1 View point 1.

View across to the river Dart and the Dart valley AONB



E3.2 View point 2.

View across Galmpton Warborough Common towards Hillhead



E3.3 View point 3.

View across Broadsands beach into Broadsands barrow



E3.4 View point 4.

View across Churston Golf Course opposite Bridge Road looking right **(south east)** and left **(north west)**.



E3.5 View point 5.

View across pastureland towards Hillhead



E3.6 View point 6.

View across land at Brokenbury towards Churston Village



Appendix 4

List of Public Open Spaces

Brixham Town

- E5 – 1: Brixham AFC Football Ground – Haycock Lane
- E5 – 2: Brixham College Playing Fields
- E5 – 3: Chestnut Heights School Playing Field
- E5 –4: Churchill Memorial Gardens
- E5 – 5: Dixons Field Allotments
- E5 – 6: Drew Street Allotments
- E5 – 7: Field off Summercourt Way
- E5 – 8: Garlic Rea and North View Road Greens
- E5 – 9: Indigos Go Wild
- E5 –10: Monksbridge Road Brixham Skate Park
- E5 –11: Mount Pleasant Allotments
- E5 –12: North Boundary Road Playpark
- E5 –13: Parkham Field
- E5 –14: Penn Meadows Allotments
- E5 –15: Penn Meadows extended green verges
- E5 –16: Rowan Way Play Area
- E5 –17: St Margaret Clitheroe Primary School Playing Field
- E5 –18: St Mary's Hill Play Area
- E5 –19: Top of Queens Steps Kings Street
- E5 –20: Wall Park Allotments
- E5 –21: Washbourne Close Green
- E5 –22: Wishings Field

Churston Galmpton and Broadsands

- E5 – 23: Brokenbury Field
- E5 – 24: Ferrers Green
- E5 – 25: Field off Blue Waters Drive
- E5 – 26: Galmpton Memorial Playing Field

