

Appendix 1 - Riviera International Conference Centre Market Brief

Further details of Planning policy and Design principles

Relevant Local and National Planning Policy

Torbay Local Plan Relevant Adopted Policies:

- SS1 Growth Strategy for a prosperous Torbay
- SS2 Future Growth Areas
- SS3 Presumption in favour of sustainable development
- SS4 The economy and employment
- SS5 Employment space
- SS6 Strategic transport improvements
- SS7 Infrastructure phasing and delivery of development
- SS8 Natural environment
- SS9 Green infrastructure
- SS10 Conservation and the historic environment
- SS 11 Sustainable communities
- SS12 Housing
- SS13 Five-year housing land supply
- SS14 Low carbon development and adaption to climate change
- STD 1 Torquay
- STD 2 Torquay Town Centre and Harbour
- STD 3 Torquay Gateway
- TC1 Town Centres
- TC2 Torbay retail hierarchy
- TC3 Retail development
- TC4 Change of Retail use
- TC5 Evening and night time economy
- TO1 Tourism, events and culture

- TO2 Change of use of tourism accommodation and facilities
- TA1 Transport and Accessibility
- TA2 Development Access
- TA3 Parking requirements
- IF1 Information and communications policy
- C4 Trees, hedgerows and natural landscape features
- C5 Urban landscape protection areas (ULPA No.29 Torre Abbey Meadow and Sports Ground)
- NC1 Biodiversity and geodiversity
- HE1 Listed Buildings
- H1 Applications for new homes
- H2 Affordable housing
- DE1 Design
- DE2 Building for Life
- DE3 Development amenity
- DE4 Building heights
- DE6 Advertisements
- SC1 Healthy Bay
- SC2 Sport, leisure and recreation
- SC3 Education, skills and local labour
- ES1 Energy
- ES2 Renewable and low carbon infrastructure
- ER1 Flood risk
- ER2 Water management
- ER3 Contamination
- ER4 Ground stability
- W1 Waste hierarchy
- W2 Waste audit for major and significant waste generating developments
- W5 Waste water disposal
- M2 Maximising the use of secondary or recycled aggregates
- M3 Preserving and safeguarding of limestone resources and key local building stone

Details of the Local Plan can be found here: <http://www.torbay.gov.uk/media/6836/lp-2012to2030.pdf>

Developer Provision/Contributions: (Planning Contributions and Affordable Housing Supplementary Planning Document (SPD), February 2017) and (Torbay CIL Charging Schedule)

<https://www.torbay.gov.uk/council/policies/planning-policies/local-plan/spd/>

<http://www.torbay.gov.uk/CIL>

Under the National Planning Framework, local planning authorities are required to set out the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure).

Developers are to note that any potential scheme will be expected to contribute to the provision of local infrastructure necessary to make the development proposal sustainable in planning terms. Specific requirements of this scheme are not listed within this Market Brief, though it should be noted that contributions will be subject to discussion at pre-application (pre-planning) stage. The Councils relevant Planning Contributions and Affordable Housing SPD and CIL Charging Schedule should be referred to.

Design Principles

The key development objective is to provide regeneration of the location to deliver a sustainable future for the site as well as a strengthened tourism destination offer. The redevelopment will augment the role of this area in Central Torquay enabling it to play a vital part in Torbay's economy and quality of life.

Hotel and Conference, retail and leisure: Practical, and imaginative proposals that will bring forward significant tourism and leisure development such as a hotel are viewed as key parts of any offer together with an enhanced sporting and swim offer within the site. Proposals will need to clearly identify how existing uses of the site can be accommodated within the re development, including the costs of any rebuild or re-locations. The scheme may include provision for an anchor hotel with a complementary, residential/retail offer to enhance the attraction of Torbay.

Car Parking: Car parking should be appropriate for the uses proposed and a parking strategy will need to be incorporated within the overall design proposal.

Public Realm: It would be beneficial if any scheme incorporated appropriate improvements to the public realm as part of the development and be creative in the use of space through the site.

Heritage Assets: Torre Abbey has been classified as an Ancient Scheduled Monument and as a heritage asset with archaeological interest. The Council's spatial planning department has advised that any development plans will require a sympathetic approach to Torre Abbey. Developers should look for opportunities to enhance or better reveal the significance of the Torre Abbey. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) shall be treated favourably. It is envisaged that there are opportunities, through sensitive and considered design, to better facilitate positive connections with Torre Abbey in urban design terms and also including pedestrian permeability, etc.

The Council will consider the use of its statutory powers to facilitate any additional land required to deliver regeneration of the site subject to appropriate indemnity agreements and any scheme being policy compliant. However, schemes that solely rely on the use of such powers may not be considered acceptable to be taken forward in this process.

Developers are minded to note the following overarching principles for design:

Transportation Issues

Torbay Road is the main distributor route serving Torbay, the eastern settlements around the town and connecting Hollicombe, Paignton and Brixham via the A3022 to the west. It is dual carriageway and the primary vehicular access to the site is achieved through arterial routes north, east and west of the site.

A Transport Assessment will need to be submitted with any future planning application, to demonstrate the impact of any changes to the highway network.

The site frontage off Torbay Road is open parkland with a number of mature trees set some way back from the carriageway. Adequate standards of junction visibility will need to be achieved and detailed designs will need to be based on a topographical survey and with the aid of vehicle speed readings to assess visibility requirements.

Road layouts should meet the satisfaction of the Council but should not dictate the layout of the development. The layout should consider the influences of urban design. In this context the Council anticipates a highway hierarchy and design that give priority to pedestrian and reduces traffic speeds. Tight corners with restricted sight lines can have a major traffic calming effect.

Pedestrian permeability should be maximised and a safe and attractive environment created. The juxtaposition of buildings and their relationship with highway junctions and access points can have a major bearing on creating a safe environment.

A parking strategy needs to be incorporated within the overall design that seeks a blend of parking provision, dilutes the harmful visual impact of parking and creates well-lit parking areas that benefit from maximised natural surveillance. Where curtilage parking is proposed, partial screening should be introduced to reduce the visual impact on the street scene. Parking should accord with the Councils adopted Supplementary Planning Document, TA3 'Parking Requirements'.

Pedestrian and cycle accesses (facilitating active travel) will be required throughout the site. A travel plan for the development should indicate how sustainable modes of travel will be actively encouraged through the design and operation of the development. All routes should be convenient, fit for purpose, attractive, safe and comfortable in their quality and width. The site offers an opportunity to maximize pedestrian access onto an existing footpath network.

Flooding and Drainage

The Environment Agency have designated Torbay as a critical drainage area and as such have provided guidance on the requirements for design. These will be enforced by the LLFA.

This site is located within Flood Zone 1 and there are no known culverts or underwater rivers located within the site with the primary flood risk being encroachment of the sea and rises in the water table. The only restrictions therefore for development would be how surface water run-off would be dealt with. As Torbay is classified as a critical drainage area, any surface water run-off from any development (new or brownfield sites) must comply with the requirements of the critical drainage area and the Councils SuDS guide.

All off-site surface water discharges from development should mimic "Greenfield" performance up to a maximum 1 in 10-year discharge rate. On-site all surface water should be safely managed up to the "1 in

100+climate change” conditions. This will require additional water storage areas to be created thereby contributing to a reduction in flooding downstream.

Information on this subject is included in the document produced by CIRIA: SuDS Design Manual for England and Wales (ISBN 0-86017-522-7) and the Council’s SuDS Design Guide (Version 1.0).

It is also recommended that future developers apply for a Drainage Enquiry to evaluate whether the local water company (South West Water) can supply water and assess whether the public sewers can take the extra capacity from the proposed development.

Design, Materials and External Appearance

Detailed design is where the identity and quality of a place is defined. This site provides the perfect opportunity for good design in terms of building function, layout and impact on public realm. The environmental requirements should be reflected in the form, scale and elevations to provide high quality, innovative and unambiguously 21st century solutions. In terms of height the existing RICC facility is a relatively tall building and therefore there is the potential for proposals with some significant height however a considerably higher structure would be unlikely to be welcomed.

At a more detailed level, the proposed layout will need to take account of the local climatic conditions including natural daylight/solar gain and provide an element of sustainability to the scheme by way of incorporating energy efficiency into the design of buildings and infrastructure (ES2 ‘Renewable and low carbon infrastructure’) and/or other strategies which limit carbon emissions.

It is important that the development is designed to limit the potential for crime. Site configuration layouts and the position of pedestrian routes all need to consider the need to minimise crime and disorder.

All communal and public areas will need to be designed to allow for natural supervision. Development will be designed to create a definite distinction between the public realm and other spaces where areas of ownership will be distinct, providing defensible spaces.

Any shared parking courts should be designed so that they are well related to the buildings providing natural surveillance, or secured by other means, underground or via secure gates across entries.

Components of the street scene including signage, lighting, walls and railings and seating shall be considered with the overall design and layout of the development. Litter and dog bins shall be designed as part of the whole scheme and shall contribute towards the layout and design of the street furniture. Lighting will be a key element that will ultimately contribute towards the creation of a quality development with security as an integral part. The emphasis should be on good detail, thoughtful design and high quality that add to the overall quality of the public realm. It should create distinctiveness and stimulate a commitment from all to the future maintenance of the site to high standards.

The developer is advised to undertake an ecological survey to determine the presence of protected species and other important biological features. The Council will also require a landscape and ecological survey to be undertaken prior to any development on site (See C4 and C5 of local plan).

The development of this site may require the construction of bespoke dwellings to take account of the challenge of the sites levels, trees and other constraints. The full extent of the area can only be assessed once a levels survey has been undertaken in conjunction with the submission of tree cover, and landscape profiles.

There is a unique opportunity to take advantage of the setting of the site by fronting dwellings onto it creating a pleasant outlook for occupiers and creating natural surveillance of the open space.

The development should safeguard the living conditions of the neighbouring communities and play a key role to creating and sustaining the conditions which provide for healthy communities. Attention is drawn to the Council's Local Plan Policy SS12 and to the Council's Healthy Torbay SPD.

The development should seek to include focal points. Elsewhere throughout the developable area opportunities to green the urban environment, primarily within curtilage should be seized.

The layout should ensure that utility infrastructure is discretely located and forms an integral part of the overall scheme. Consideration should also be given to the provision of data and internet telecommunication facilities to support occupiers and avoid future bespoke arrangements being made.

Building Density

The overall density of the development will be determined by the need for retention of distinctive landscape features such as the Torre Abbey and constraints imposed through levels and the presence of neighbouring development. This will require innovative design and a layout that takes account of the site's constraints whilst acknowledging the need to satisfy the Council's guidance relating to Conservation and the historic environment (SS10).

This is of particular importance in terms of the relationship between existing historic site of Torre Abbey and any proposed new dwellings, as detailed in the adopted Supplementary Planning Document, 'C5 'Urban Landscape Protection Areas' and ULPA No.29 Torre Abbey Meadow and Sports Ground. The Council may relax standards to some degree within the scheme to promote innovative design but protecting and enhancing the appeal of the existing amenities will be paramount.

Housing

The Council consider that there is potential to introduce penthouse flats or an element of housing if it is considered to be enabling development as part of the wider scheme. Developers considering this aspect in their design should refer to Adopted policy SS12 and SPD H1 as well as through observation of the guidance contained within SPD DE2 Building for Life.

Green Infrastructure

The site enjoys a privileged location. An element of onsite public open space should be maintained in accordance with Adopted Policy SS9 Green Infrastructure. In considering major planning applications the Council, will seek long term land management practices to retain or restore landscapes, greenspaces, dark corridors and amenity open spaces, integrating biodiversity and green infrastructure objectives including improved public access.

If development impacts adversely on diversity, geodiversity or countryside management, developer contributions and mitigation measures will be required to improve management or enhancement of the natural environment with the goal of achieving a net gain in biodiversity.

There are a number of hedgerows and mature trees on site and therefore there may be protected wildlife. A survey will also be required in order to establish whether there are any bats, owls or other protected species on site. The Council will require an Ecological Survey to be undertaken prior to the submission of a planning application. Such should cover habitats and species on the site and should provide an assessment of the

likely impacts on these and recommendations for the avoidance and mitigation of impact and enhancement of nature conservation.

Prior to any development any applicant should submit a full tree survey as per BS 5837:2005 and a habitat survey to meet the requirements of the Habitat Regulations 1994 (amended August 2007).

The protection of existing landscape and ecological features are fundamental to the success of this development. The site contains a number of mature trees and other landscape features. Key features should be retained within the overall scheme and protected during the construction phase with strong fencing to conform to BS 5837:2005.

Developers should ensure that drainage and service runs respect the existing tree cover and areas of ecological interest and full details will need to be submitted with a future planning application.

Landscaping proposals should be designed to enhance the potential for nature conservation and habitat development.

Noise

The site lies adjacent to a number of existing hotels and residential properties. In particular TLH, Marquis and John Burton Race Hotel and Restaurant properties are in close proximity. The main entrance to the conference centre and the car park area would all be adjacent to the boundary and it will be important to carefully consider the potential impact of noise emissions in this area. This could involve a formal assessment of noise emissions by a reputable acoustic consultant and/or careful consideration of the site layout to provide an adequate separation distance.

Demolition/Construction Activities

On such a potentially large development, it will be necessary to attach conditions relating to the minimisation of noise and dust, working hours, waste disposal, control of bonfires etc. Careful consideration should also be given to the removal and disposal of any asbestos within existing buildings.

In addition, measures will also need to be taken to avoid surface water run off onto neighbouring land and property.

Contamination

The Council are unaware of any known contaminated land issues within the RICC site.

Sustainable Development

As both site owner and Local Planning Authority, the Council, intends to promote sustainable development and would encourage consideration of an exemplar development for others to follow.

Assistance will be given to help with the identification and application of potential grant funding. The Department of Trade and Industries provides grants through the Low Carbon Buildings Programme for the incorporation of micro generation technologies depending on the developer meeting the scheme requirements. Where the Council cannot provide the appropriate advice and assistance, we will aim to identify appropriate recognised professional sources.

Building Control

The Council's Building Control service has detailed knowledge of managing and supervising developments within Torbay. Early contact is suggested.

Design Guidelines for Car Parking

Leisure Centre and recreational facilities	Swimming pools	Cinemas, theatres, conference facilities (above 1,000 sq. m of gross floor space)	Hotels	Flats/Apartments
1 car space for 25sq. m of gross floor space	1 car space for 10sq. m of water space	1 car space for 6 seats	1 car space per bedroom plus provision for coaches including setting down and picking up	1 car space per flat together with secured and covered cycle storage 1 cycle per flat

National and Local Planning Permission Requirements

The Council wish to see high quality development that clearly benefits the Bay, to be built as soon after planning permission as possible. Details of the national and local information needed to support developments within Torbay can be found here: <http://www.torbay.gov.uk/media/3056/planning-list.pdf>