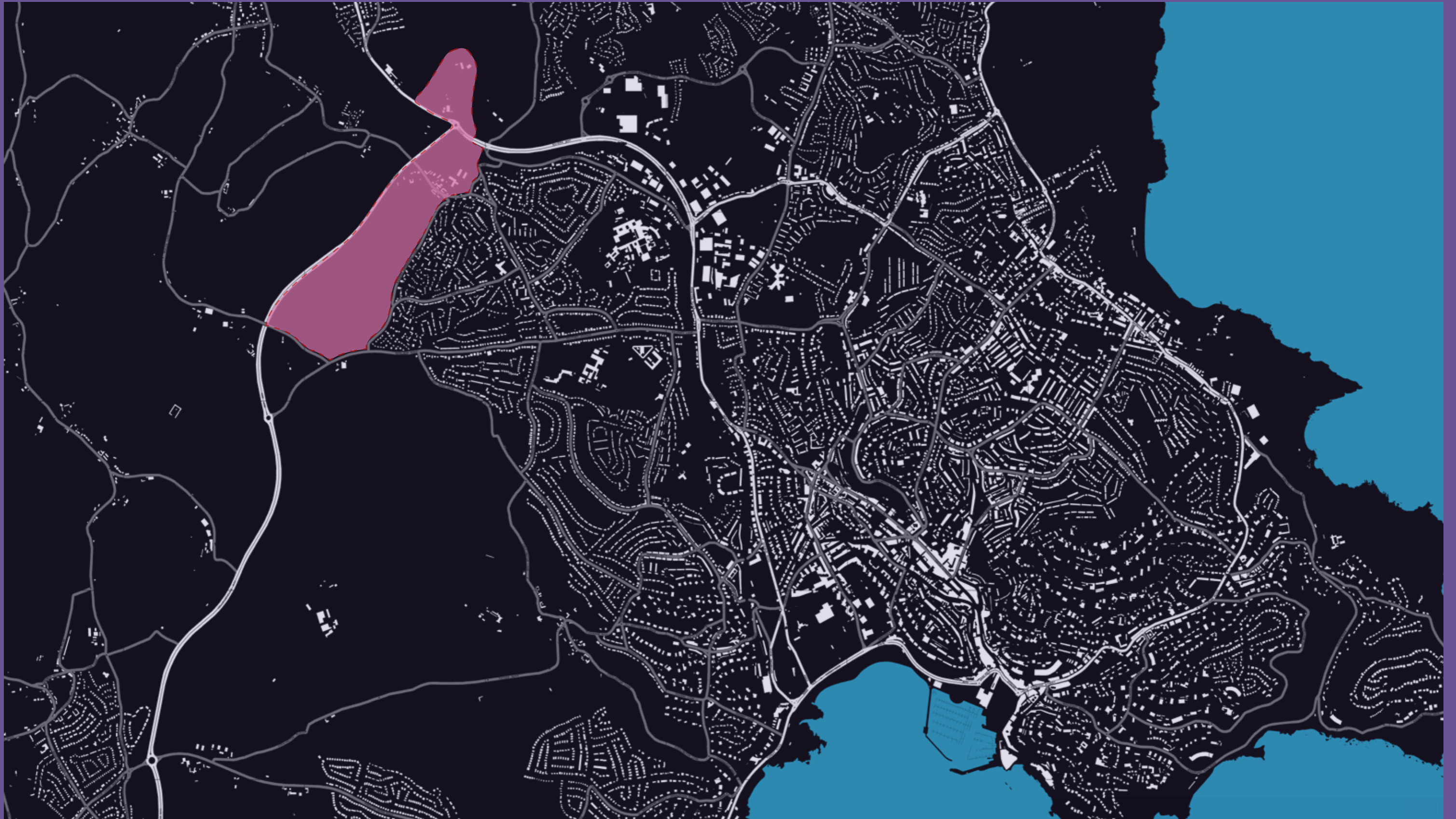


CONSULTATION DRAFT

Torquay Rethink Gateways Masterplan

A Vision for the Heart of the English Riviera.

October 2014





Important note to the reader

This is a draft document for consultation. It has been produced to support the emerging Torbay Local Plan which the Council expects to adopt in 2015.

The final version of this document will be amended prior to adoption to reflect some or all of the following:

- Comments received on this draft document during consultation;
- Any amendments to relevant policies in the newly adopted local plan;
- Any government policy changes

The final version of this document will be adopted by the Council as a Supplementary Planning Document shortly after the new local plan is adopted.

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PART 1 Background



Introduction

1.0

1.1 The Purpose of the Masterplan Document

1.1.1 The Brief

In January 2014 the Mott MacDonald team (Lavigne Lonsdale, Stride Treglown, iCube, Urban Movement) were appointed to deliver masterplans for specific areas of Torquay – the town centre and the gateway site at Edginswell. This has followed their involvement in the neighbourhood planning work with the Princes Foundation since 2012.

The brief for both sites is included in Appendix 1 but the main thrust of the masterplans is to;

- Be deliverable, commercially viable and realistic
- Respond and reflect the emerging Neighbourhood Plans and new Local Plan,
- Understand the uniqueness of the Torquay and the individual sites,
- Build on the sense of place,
- Consider 'game changing' ideas

The process of producing the masterplans has been carried out over a six month period and has included a significant amount of consultation and preparation which is identified in this report (refer to Section.....). A similar study has also been carried out for Paignton town centre and land at Collaton St Mary which has been done by a separate team that included Stride Treglown.

1.1.12 Torquay Today

Torquay is the largest town in Torbay. The economy is centred on tourism as well as a strong retail sector although this has suffered over the last 5 years. With a high class natural environment focussed on the harbour and coast, makes the town an attractive place for visitors and investors. However, there are also communities with significant levels of deprivation and the economy has traditionally been hampered by infrastructure constraints.

Torquay needs planned growth and sensitive development (including new homes and jobs) to help deliver the social and economic changes needed to arrest decline whilst also protecting its strong environmental assets and tourism value.



In order to rise to the challenges of the 21st century and to improve Torbay's commercial and retail position, it is proposed that Torquay retains its role as the core shopping area, but that it needs to develop as a multi-functional centre with improved retail and new commercial and residential floorspace.

Masterplan | Gateway

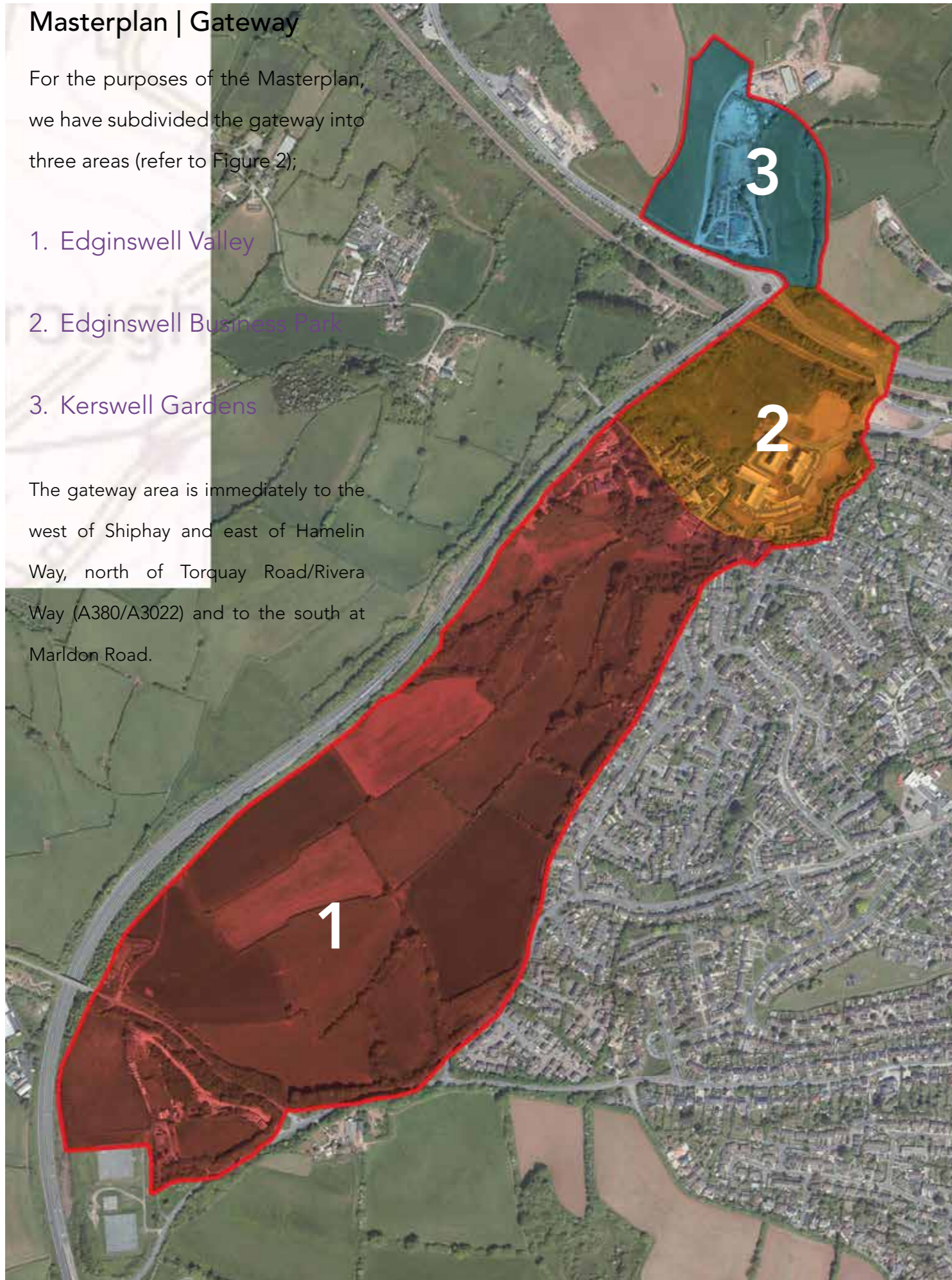
For the purposes of the Masterplan, we have subdivided the gateway into three areas (refer to Figure 2);

1. Edginswell Valley

2. Edginswell Business Park

3. Kerswell Gardens

The gateway area is immediately to the west of Shiphay and east of Hamelin Way, north of Torquay Road/Rivera Way (A380/A3022) and to the south at Marldon Road.



The importance of this area for growth has been increased following confirmation of funding for the South Devon Link Road due for completion in December 2015. The Council identified the land to the east of Hamelin Way as an 'Area of Search' in the emerging Local Plan which has been reflected in the emerging Torquay Neighbourhood Plan providing the potential for jobs, homes and infrastructure, including green infrastructure.

The scale and nature of new development in the gateway must reflect the character of the individual area, as informed by Torbay's Landscape Character Assessment and should be green infrastructure led, consistent with the levels of growth set out in the Local Plan. The northern area is the partly completed Edginswell Business Park, accommodating a range of established businesses and it is here that Tesco are currently appealing a refused application for a large format store and dotcom facility.

The Torquay Gateway is according to the Council expected to facilitate the following:

- a. The enhancement of a strong sense of community through the effective design and layout of homes and the provision of local facilities;
- b. Provision of a range of residential schemes that offer a mix of housing types;
- c. Creation of employment space, delivered in the early stages of development, designed to meet identified economic growth sectors;
- d. Essential transport and utilities infrastructure, including green infrastructure, and appropriate links to other planned facilities;
- e. A suitable range of recreational, leisure and tourism facilities;
- f. High quality design standards that embrace sustainable and energy efficient construction techniques; and
- g. Appropriate phasing to ensure overall a balanced provision of jobs, homes and Infrastructure (including green infrastructure).

Figure 2: Edginswell Identified Gateway Areas



Existing Policy Context

2.0

2.1 The Purpose of the Masterplan Document

This summary of the National Planning Policy Framework (NPPF) published by the Department of Communities and Local Government in March 2012 provides an overview of the NPPF.

This National Planning Policy Framework does not change the statutory status of the development plan as the starting point for decision making. Proposed development that accords with an up-to-date Local Plan “should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise”. It is desirable that local planning authorities should have an up-to-date plan in place and part of these plan is supportive guidance such as the gateway and town centre plans.

The UK Sustainable Development Strategy suggests there are three dimensions to sustainable development which translate into three roles for the planning system:

1. Economic Role

2. Social Role

3. Environmental Role

The NPPF is guidance for local authorities in drawing up plans, and a material consideration in determining applications.

At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.

- *For plan-making the presumption means that LPAs should positively seek opportunities to meet the development needs of their area. For decision making the presumption means*
- *approving applications that accord with the plan without delay in the absence of a plan or policies, granting permission unless adverse impacts would demonstrably outweigh benefits when assessed against the NPPF*

Policies in Local Plans should follow the approach of the presumption in favour of sustainable development Neighbourhoods should:

- *develop plans that support the strategic development needs set out in Local Plans,*
- *plan positively to support local development,*
- *identify opportunities to use Neighbourhood Development Orders to enable development that is consistent with the Neighbourhood plan to proceed*



Core planning principles in the NPPF are that planning should:

1. be genuinely plan-led, with up to date, positive local and neighbourhood plans, that empower local people, and support predictable and efficient planning decisions.
2. be a creative exercise in finding ways to enhance and improve the places in which people live their lives;
3. “proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. ...
4. “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
5. “take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it;
6. “support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
7. “contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework.
8. “encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
9. “promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
10. “conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of this and future generations;
11. “actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
12. “take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

2.2 The Emerging Local Plan

The emerging Local Plan and Economic strategy can be found at the following web links:

The Local Plan

<http://www.torbay.gov.uk/index/yourservices/planning/strategicplanning/newlocalplan.ht>

The Economic Strategy

<http://www.torbaydevelopmentagency.co.uk/dbimgs/efstrategy.pdf>

Relevant policies that relate to the study area include;

Policy SDT2 - Torquay Town Centre and Harbour

Torquay Town Centre will develop as the largest retail and leisure centre of the Bay and become the key sub-regional retail and leisure destination. This will help provide an improved, vibrant and more enjoyable shopping and leisure environment with better highstreet retail, eating and leisure facilities. Developments within Torquay Town Centre and Harbour Cluster should comprise a mix of suitable town centre uses and deliver the indicative priorities, and sequence set out below:

Five Years:

- Improve the accessibility of the centre as a whole and from key access points, including Torquay Railway Station, Torre Station, Lymington Road Coach Station, and Lower Union Street Car Park.
- Start to create a unique and more focused shopping experience with a distinct main high street offer in the Town centre, including new housing and a leisure based retail offer at Torquay Harbour – this will provide a ‘point of difference’ to complement the rest of Torquay Town Centre, connected by Fleet Street/ Fleet Walk, with wide range of retail and other town centre uses, making Torquay the complete package for residents and visitors.
- Deliver visual and physical landmarks to increase legibility.

- Deliver an improved provision of quality retail facilities and other town centre uses on lower floors with high quality residential and office space above.
- Better water-based transport links for leisure and commuting.
- Promote excellent design, which provides opportunities for economic prosperity within an attractive town centre environment.
- Support the redevelopment of key sites / facilities. Incorporate green infrastructure assets into development such as green space for relaxation and healthy living and street trees for cooling, shade and cleaner air.

Over Five Years:

- Comprehensive redevelopment and renewal of Union Street/Temperance Street to add physical depth to the main high street shopping area and to accommodate larger format retail units
- Comprehensive redevelopment of, for example, some secondary shopping areas
- Mechanisms put in place to secure potential Harbour extension delivery
- Better, more sustainable, transport links along A379 especially to the Torquay Town Centre and Harbour area.
- Continued comprehensive redevelopment and renewal of Union Street/Temperance Street to add physical depth to the main high street shopping area and to accommodate larger format retail units
- Potential Harbour extension delivery
- Continued urban renewal / refurbishment of poor quality / under-performing areas.

2.3 The Emerging Neighbourhood Plan

The Torquay Neighbourhood Plan has been developed in parallel with the Torbay Local Plan being prepared by Torbay Council. More than that, each plan informs and strengthens the other. The local plan (titled "a landscape for success") provides the big picture for the whole Bay, and the neighbourhood plans for Brixham, Paignton and Torquay add detail about local outcomes, projects and sites.

The Torquay Neighbourhood Plan (TNP) is on-going. All current Community Partnership statements and draft TNP is on the TNP website - <http://torquaynp.org/>

Nine community partnerships have been set up across Torquay, 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
6. St Marychurch, Maidencombe and District
7. Torre and Upton
8. Torquay town centre
9. Wellswood and Torwood

The Gateway masterplan area falls within the Shiphay with The Willows CP area. The Town Centre masterplan area lies within Tormohun, which incorporates the Torre and Upton CP and the Town Centre groups. A smaller but significant part of Ellacombe (around Market Street) is also included, and a portion of Wellswood (around the Imperial Hotel just along from the harbour).

A neighbourhood plan has to comply with national planning policy, European guidance and regulation, and the local plan whose area it lies within. A statement of compliance for this plan is included in the plan. The plan also aims to complement and not conflict with other plans, particularly the neighbourhood plans for Brixham and Paignton.

The plan, in common with the local plan, covers the period from now until 2032 and beyond. The development proposals it contains relate to the period up to 2027 in compliance with the local plan's development horizon.

The plan is 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 plan has the following policies related to the town centre and the gateway:

1 Transport and Movement

The flow of traffic into Torquay is about to be improved by the opening of the South Devon Link Road, bypassing Kingskerswell and providing a link to the Torbay Ring Road. However, there remains a need to improve access to the town centre, sea front and car parks, for the benefit of residents and visitors alike.

The TNP suggests approaching the town centre and sea front routes become confusing, unclear and indirect. Signposting is poor or absent, routes veer away from destinations, the sense of welcome is diminished for visitors and investors, and residents are inconvenienced, all of which has a significant negative effect on the town. The plan endorses changing the one way system into and out of the town centres. It acknowledges that the most direct route towards the town (Higher Union Street) only carries traffic out of and away from the central area. It proposes that this flow should be reversed and a new, direct route into the town centre provided.

The TNP also suggests the coach station is poorly located and should be moved to be adjacent to the railway station where enhanced facilities can be provided for travellers arriving by train or coach. This is a better point of arrival, will provide a better first impression of the town for visitors, and is more easily accessible for coaches. Relocation of the coach station will also release the existing site for new development, which should incorporate improvements to Upton Park.

2 Gateway Development and Design Principles

Successful development of this area will require a comprehensive master-planning approach. This plan does not specifically identify site proposals, but the opportunity exists now to establish some basic principles to guide the future design and planning of the area and help ensure that it contributes to the sustainability and well-being of existing neighbourhoods and the whole town.

The overarching principle of development in the gateway area should be to engender structured growth which will support existing neighbourhood centres at Shiphay and Barton, with housing developments focussed around the emerging district centre at The Willows and where appropriate creating new small local centres as part of new developments. The plan establishes principles for the planning, design and development of sites at the gateway.

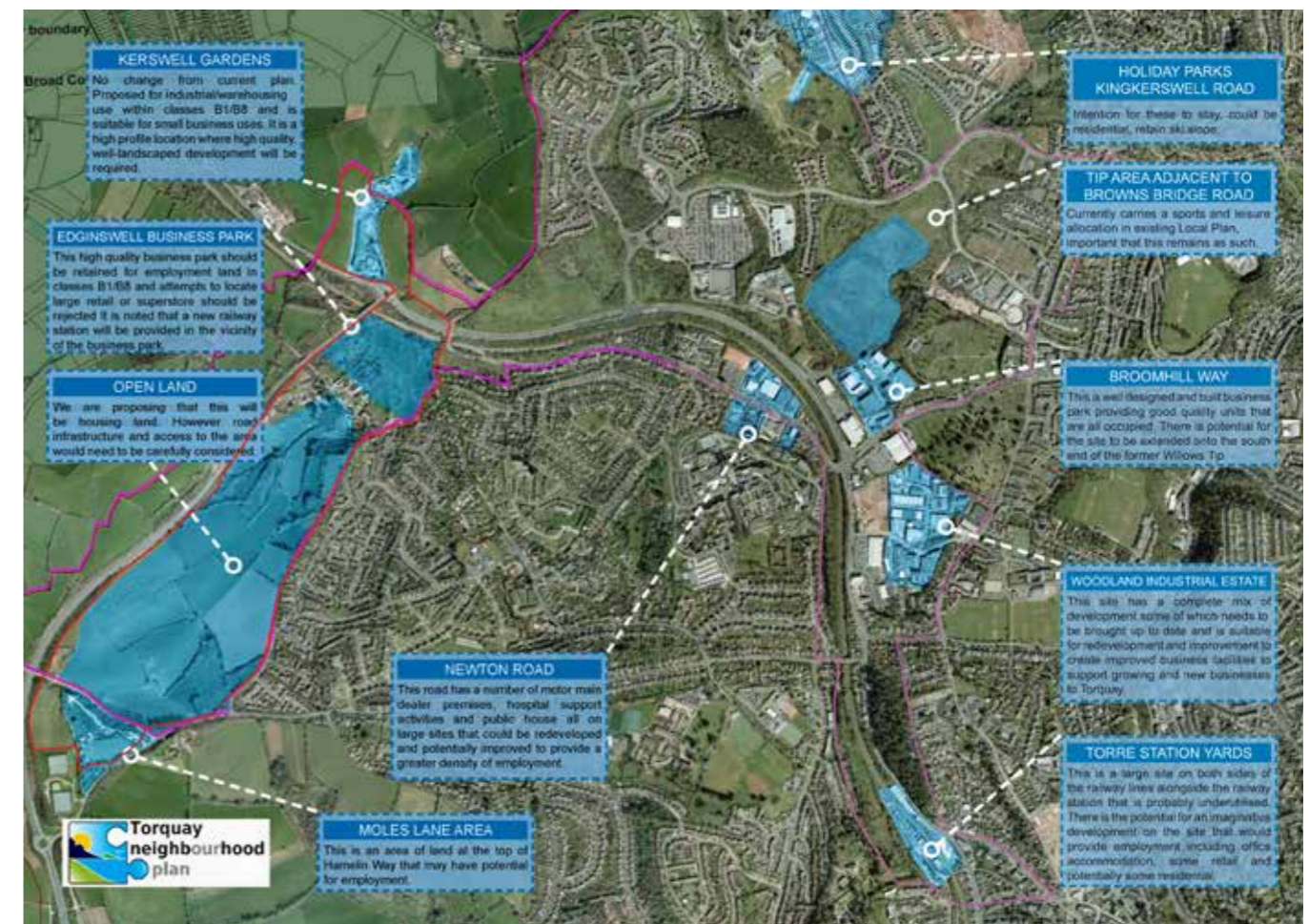


Figure... Torquay Neighbourhood Plan



Consultation



3.1 Process

The consultation process has included the following ;

- 1st Public Exhibition 1st April 2014
- 1st Stakeholder Workshop 2nd April 2014
- 2nd Public Exhibition 21st May 2014
- 2nd Stakeholder Workshop 21st May 2014
- Survey Monkey (for the 2nd Public Exhibition) ran from the May to the August 2014.
- A number of stakeholder meetings with the following organisations- Torquay neighbour forum, business owners in Edginswell, land owners in Edginswell, developers in the town centre, local community groups and representatives.

This work has been instrumental in terms of defining the areas of change and the content of the masterplan. Some of the main findings have been;

- Torquay has Unique Selling Points and Aspirations
- Torquay and the Bay has much to offer.
- Torquay is located in one of the Countries most attractive and aspiration Counties
- It has a unique and beautiful coastal, maritime and landscape setting
- It has outstanding schools
- It will have improved road and rail links (by 2015)
- It will have super fast broadband (by 2016)
- It has a rich history which is translated in its architectural merit.
- It has a vast amount of leisure activities on its doorstep.
- It has a strong and passionate community.

Through the process of talking to stakeholders, councilors and the community, the town's aspirations include;

- *Building on the maritime and harbour experience*
- *Creating a vibrant, varied and higher quality evening economy which includes retail, restaurants, cafes & night clubs for all ages.*
- *Creating a thriving town centre which focuses on both a regional retail offer and a retail/leisure offer with a mix of high street stores and independent high quality retailers.*
- *Creating a cultural destination, linked to its growing creative industries.*
- *Providing an environment that allows and helps businesses to start, expand and grow within the town and compete in local, regional, national and international markets.*
- *Provide a culture that encourages excellence and ambition.*
- *Create a town where people have the opportunity to grow up in the town and stay in the town and get high quality, high value jobs and retain the knowledge economy within the Bay.*

As part of the masterplan process, a comprehensive consultation process has been carried out to inform the masterplan. This augments the previous work that the team carried out as part of the Princes Foundation with the Neighbourhood Forum.





Objectives:

Movement :

- i. Make it easier to move around and to find your bearings in the town, particularly when you arrive as a visitor by both car and by public transport (train/ coach/ bus/taxi).
- ii. Make it easier to find the parking and to improve the parking quality and standard.
- iii. Consider how buses and taxi's use the town centre.

The Gateway :

With the impending new Devon Link Road due to be completed in 2015, and moves to secure the new Edginswell Station, the Gateway to Torquay at Edginswell has become an important area for setting the scene to Torquay. It needs to do the following;

1. Create a 'shop window' to the town
2. Provide high quality employment space to allow existing employers to grow and for new business's to open
3. Set the standard for new development in the town- both for housing and for employment which builds on the historic, grand and elegant character of Torquay and also on the high quality, sustainable, cutting edge character of its business community.

A summary of the various consultation events can be found in Appendix 2.

PART 2 The Gateways

Edginswell Valley | Edginswell Business Park | Kerswell Gardens

The Torquay Gateway Areas

There are three Gateway Areas to the gateway masterplan:

1. *Edginswell Valley*
2. *Business Park*
3. *Kerswell Gardens*

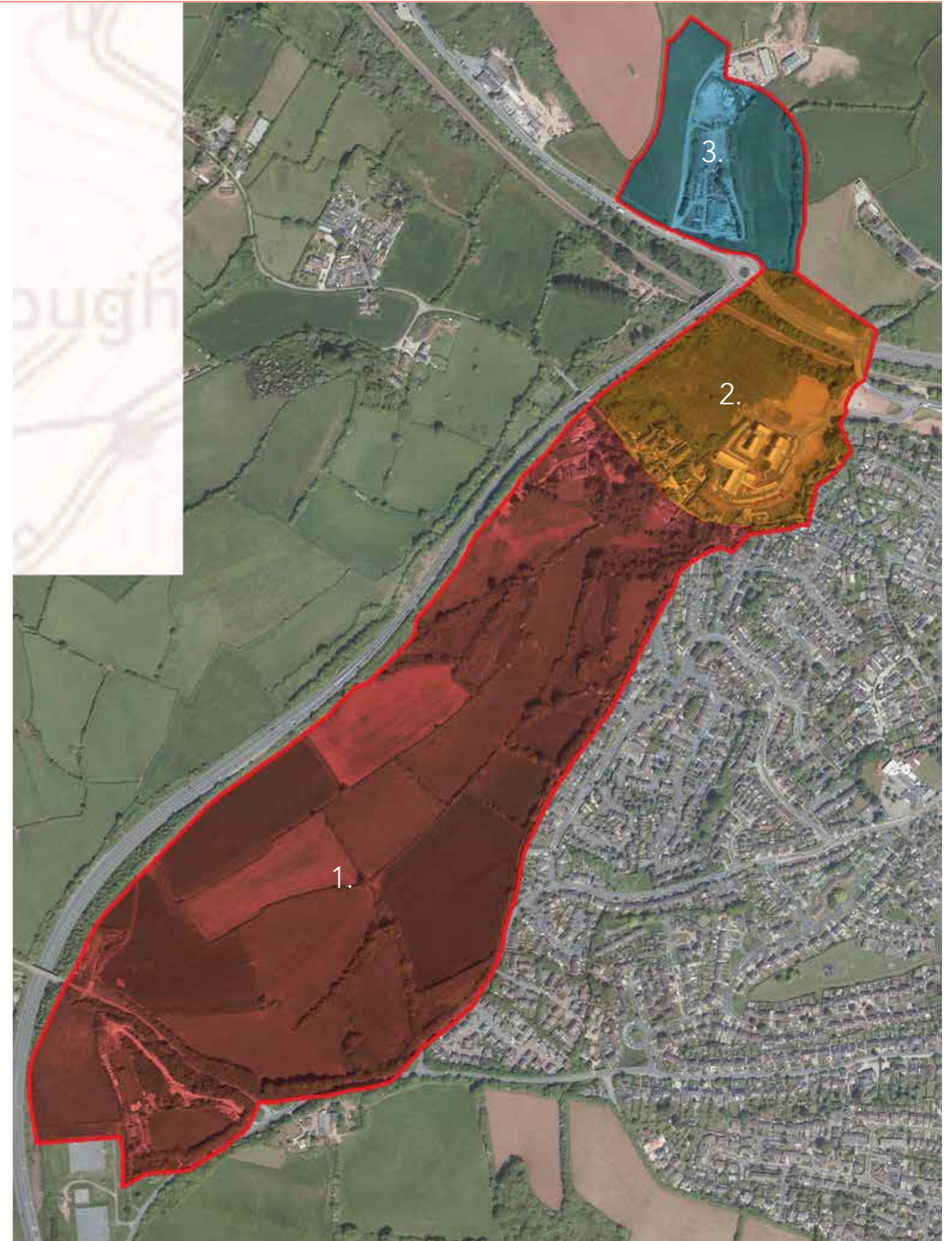


Figure Gateways Location Plan

Context Issues

4.1 Landscape & Vegetation Cover

According to Enderby Associates (May 2010-Torbay Landscape Character Assessment), this area on the A380 Hamelin Way (Torquay by-pass) on the northern boundary of Torbay abutting South Wilborough in Teignbridge and extends around the upper slopes of the Edginswell valley, forming the setting to the valley and Edginswell hamlet (AoLC 3B). The area comprises a pattern of sloping arable and pasture fields defined by hedges that follow the contours. The hedgerows and trees along the eastern side of the area create a significant screen along the urban edge. The bypass "is becoming well integrated being partially screened by cuttings and establishing planting; the side slopes are identified as being of local conservation interest."

The Enderby Assessment stated that:

".....the Edginswell area does make a significant contribution to the local setting of Torquay; the bypass passes through a largely unspoilt fringe of well managed farmland that has a defined landscape pattern. This setting would be changed with development and a new edge to the built up area would have to be created; whilst the bypass may form a physical limit to any potential urban expansion this would need to be reinforced through extensive planting."

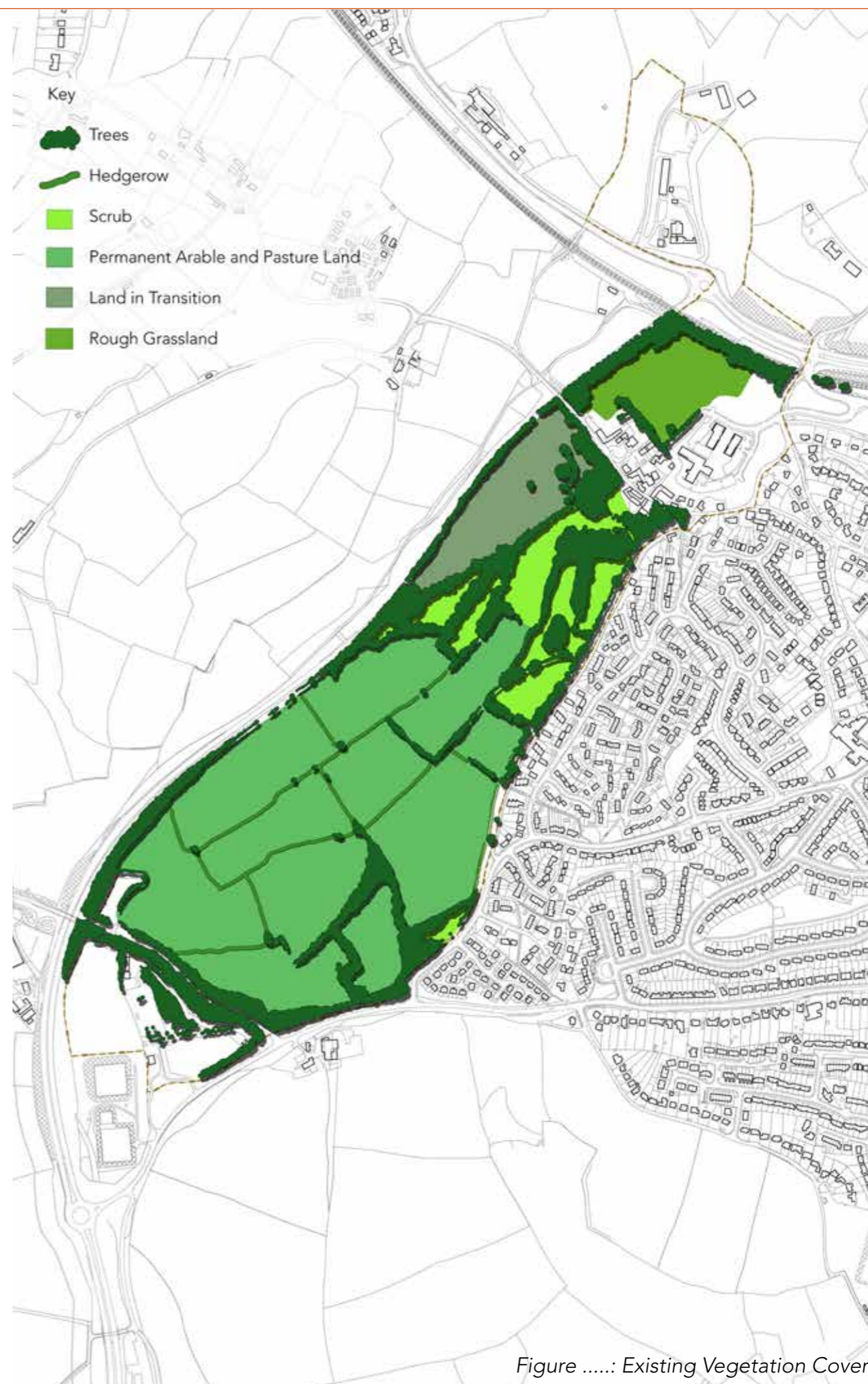


Figure: Existing Vegetation Cover



4.2 Ecology

An initial ecological survey has been carried out by the Devon Biodiversity Records Centre (DBRC). The results of which have been translated into Figures ... and Figure

A summary of the findings are ;

The site is of large size and comprises a range of habitat types. Of the habitats present the hedgerows and unimproved grassland are of the most significance. The unimproved grassland areas are considered to show affinities to the NVC community MG5 (a BAP priority habitat). The quality of the unimproved grassland areas could be enhanced if managed more sensitively as many of these areas are currently managed inappropriately to maintain grassland diversity.

There has been a recent loss of unimproved grassland in Area 3 since 2010 due to the development of dwellings. This area now supports ruderals growing on bare earth. The quality of the grassland in Area 1a indicates that although some of the grasslands are over-grazed in the northern part of the site a relaxation in heavy grazing can result in the development of a very species-rich sward. As such it is recommended that Areas 1a-c and 2 are retained and managed in a sensitive manner for the benefit of wildlife.

The site as a whole supports suitable cirl bunting habitat in the form of scrub and grassland which offer nesting and summer and winter foraging habitat for this species. The site falls within a cirl bunting zone as identified by RSPB and this species have been recorded on and near to the site. Cirl bunting is listed on Schedule 1 of the Wildlife and Countryside Act and as such is a protected species.

Lesser and greater horseshoe bats, brown long-eared and pipstrelle bats have been recorded within a close proximity to the site. The site offers suitable commuting, foraging and roosting habitat for these species (as well as other bat species). As such it is highly recommended that the site is surveyed in more detailed as with regards to bats if development is considered further.

Signs of badger activity were noted during the survey, including the presence of a potential sett. The Protection of Badgers Act (1992) should be referred to regarding the presence of this species on site and potential development.

It is unlikely that all the hedgerows will be retained on site due to the need to carry out major earthworks on the site. Significant areas of greenspace should therefore be retained to provide the ability to mitigate by enhancement of existing habitats. Offsite mitigation will also be

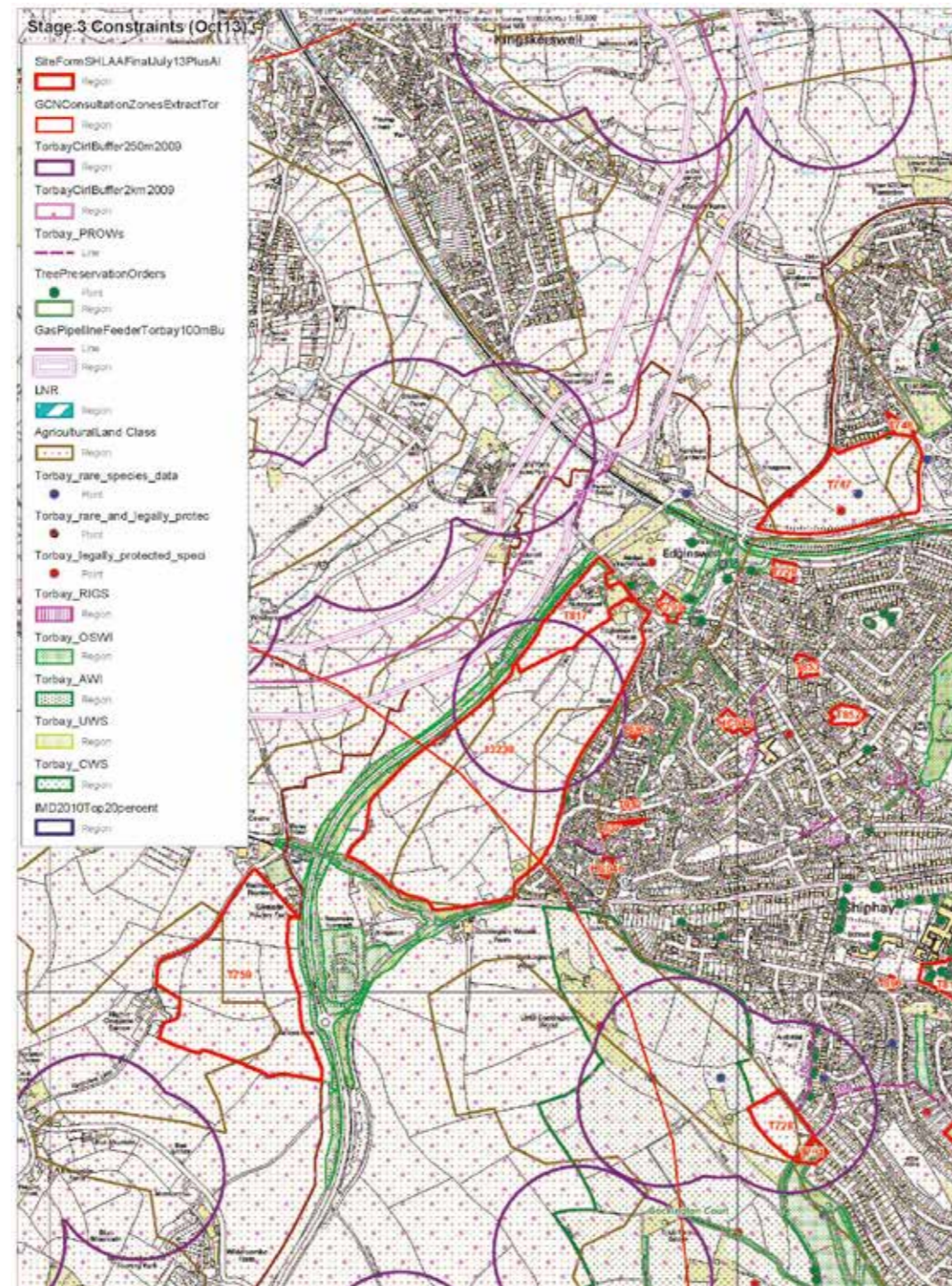


Figure: Wider Ecological Context

required in the form of enhanced Cirl Bunting habitats which is currently being carried out on adjoining land holdings.

Further detail Phase 2 habitat surveys will be required.

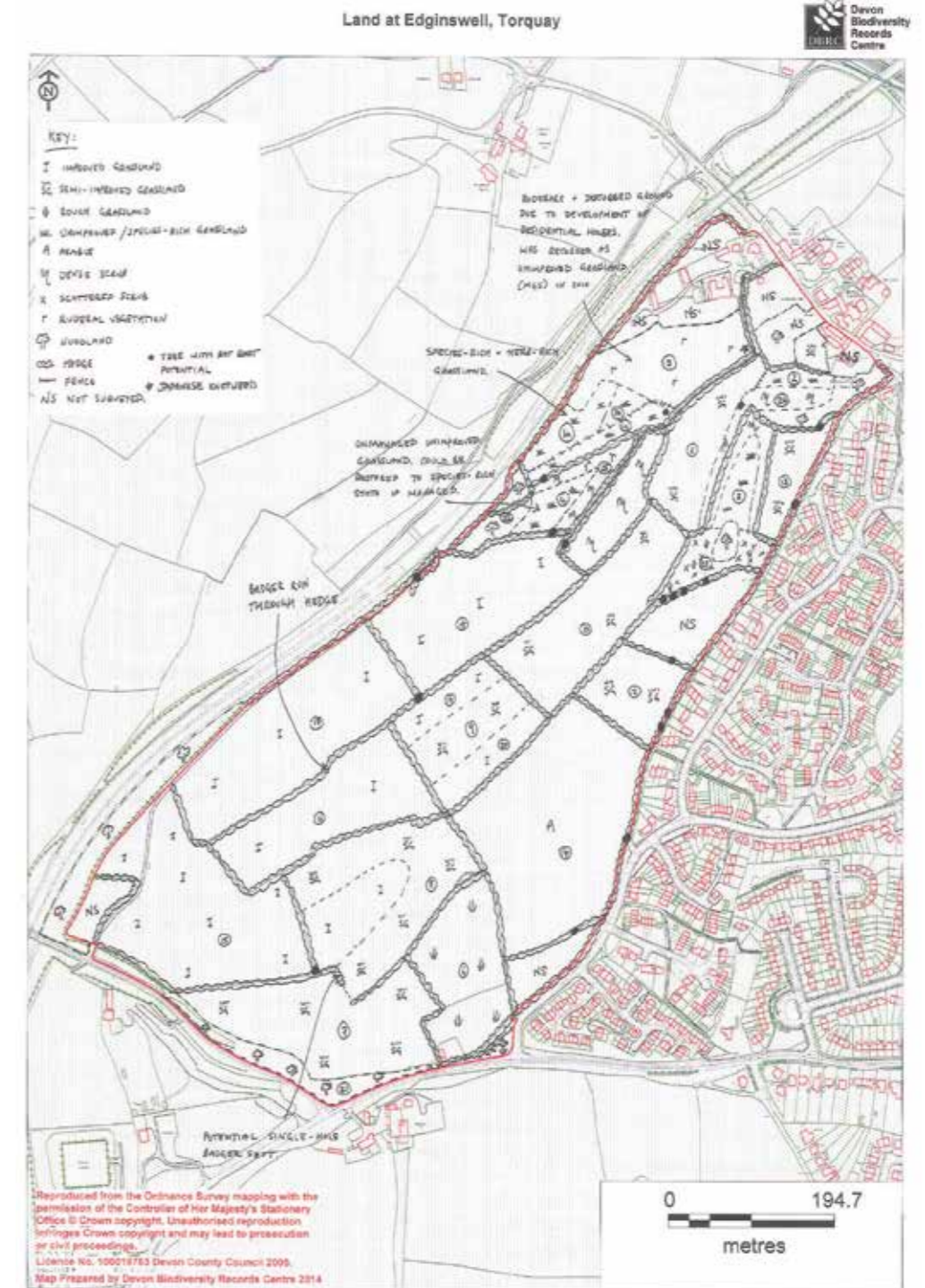


Figure: Site Ecological Context

4.3 Topography & Drainage

One of the principal issues and opportunities related to the site is the variation in topography and the steepness of the gradients. These vary considerably across the site and form a deep valley feature which runs north east towards Edginswell hamlet. The highest levels are located to the south west and form a ridgeline which is already heavily vegetated.

A full detail topographic survey is required in order to test any emerging scheme proposals which was not available as part of this study.

The undulating topography could either will provide an attractive built environment if treated sensitively or it could result in a very poor public realm if treated poorly. It is essential that this is carefully considered in any emerging proposal.

There are no water courses on site but the drainage flows will follow the valley basin towards the north. Water attenuation will need to be considered.

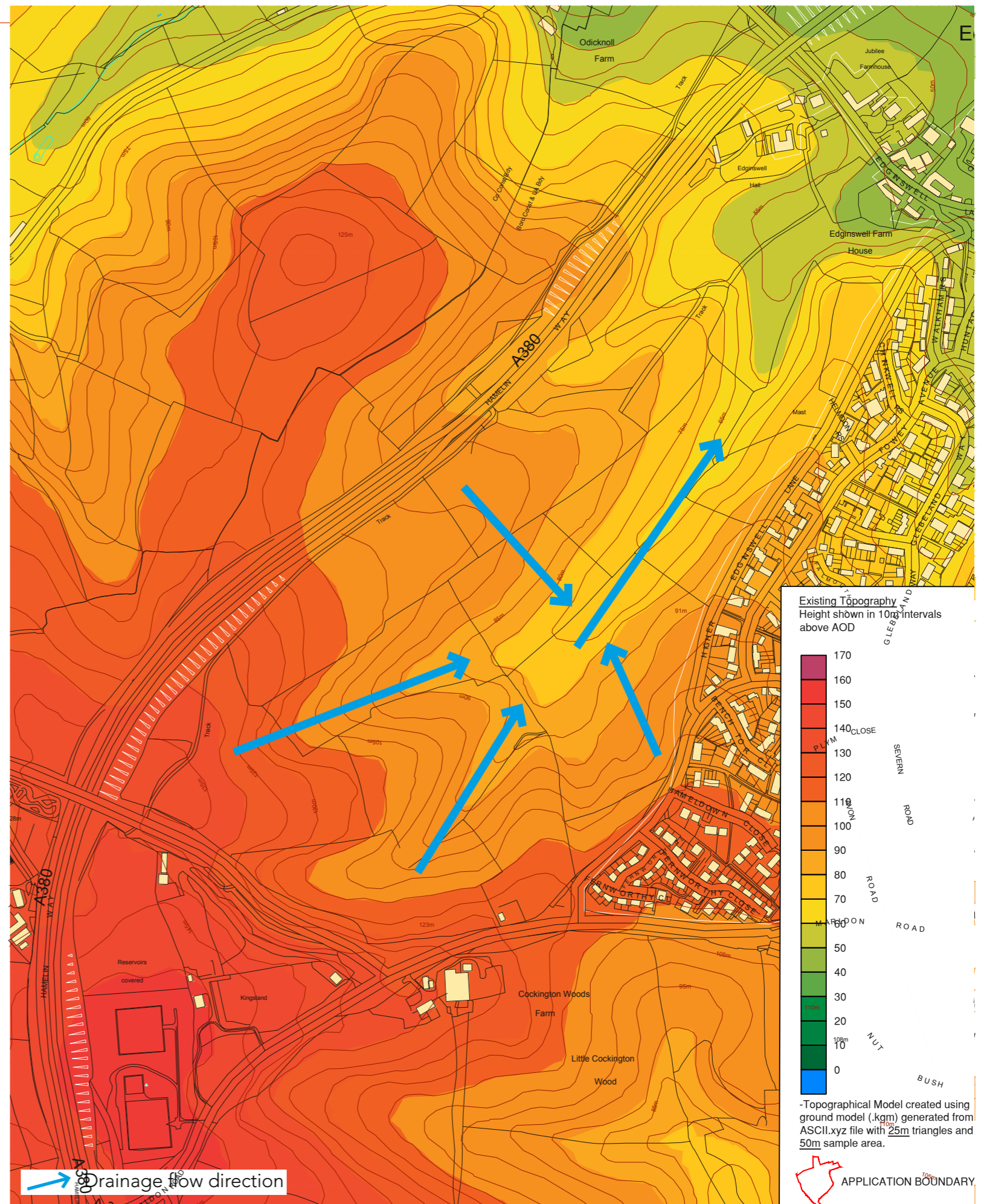
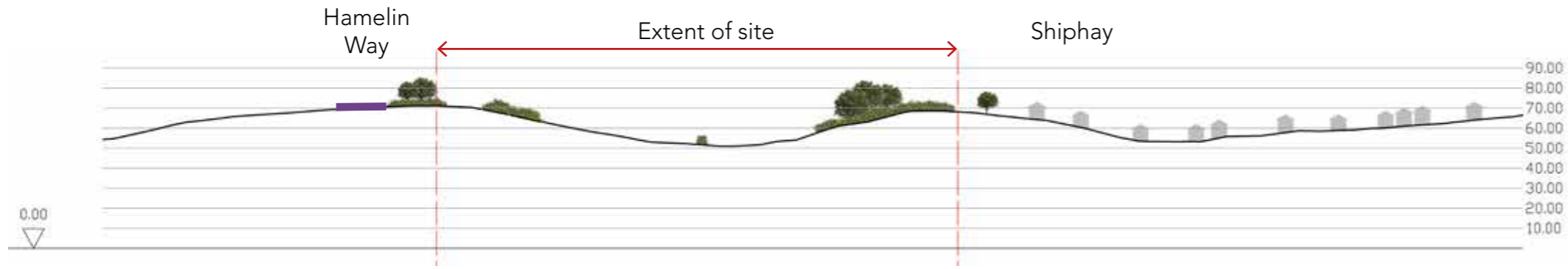


Figure... Edginswell Valley Topography

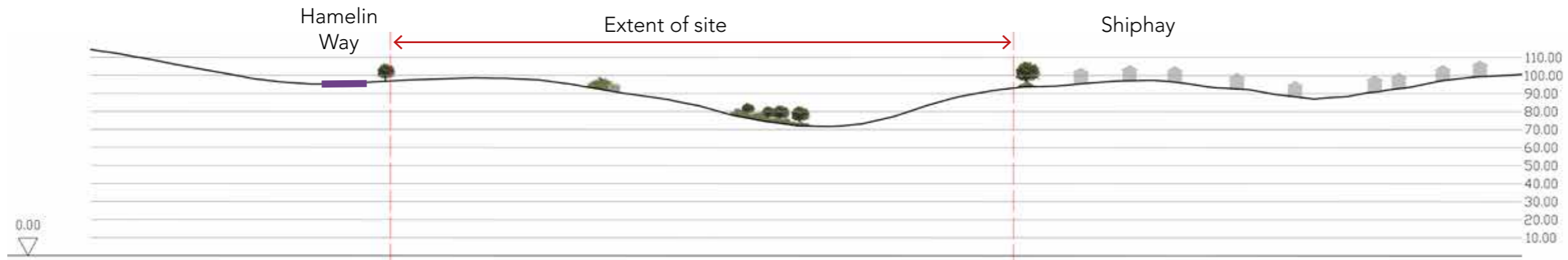
Existing Site Sections



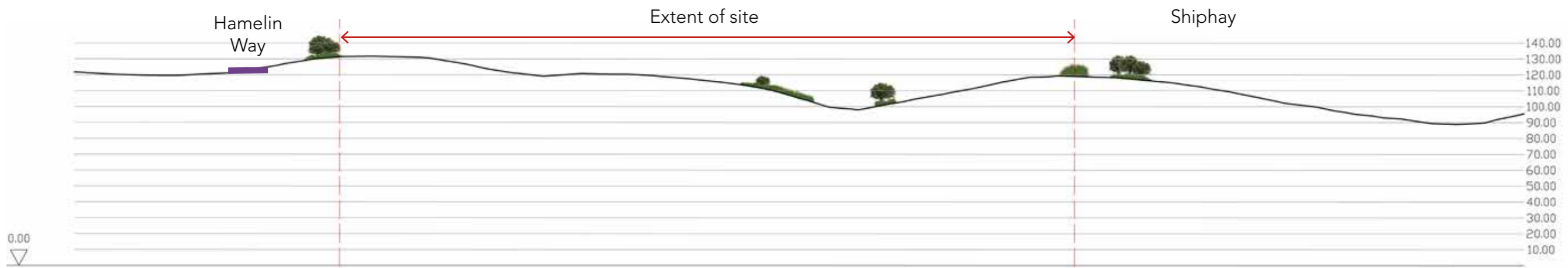
Existing Site Section 1-1



Section Location Plan



Existing Site Section 2-2



Existing Site Section 3-3

4.3 Access

Access to the site is limited, both in terms of pedestrian, cycle, bus and car.

Pedestrian : There are no public rights of way on the site although the John Musgrave heritage Trail long distance path runs along Higher Edginswell Lane (refer to Figure ...). Parts of the site do appear to be used by the public for dog walking though, particularly along the edge of Higher Edginswell lane where existing alley ways from the existing housing estate provide some connectivity to the lane. These routes are seen as important links for the future development area.

Cycle : There are no definitive cycle routes on the existing site although there is a new cycle network to the north that connects Edginswell hamlet and the business park with the centre of Torquay and Kingkerswell. This route is being upgraded as part of the South Devon Link road improvements. There is therefore scope to connect onto this network.

Bus : There are bus routes along improved section of Higher Edginswell lane and Exe Hill that pass through the existing housing estate. The nearest bus stop is from the site which would mean that additional bus stops will be required within any development area to ensure that houses are no more than 400m away from a bus stop.

Vehicular : There are no existing roads within the site area. Access is available from Higher Edginswell Lane to the south and east and Moles Lane to the west. Both of these routes link onto the main Mardon Road which provides direct access onto the A380 (Hamelin Way -km to the west) and into the centre of Torquay (.....km to the south east).

Edginswell Lane to the north is a narrow lane with a limited capacity and one that we do not feel is appropriate to connect onto for vehicles given the character of the existing hamlet. Cycles and pedestrians should however be encouraged.

The South Devon Link Road is a major new road that will connect Hamelin Way to the dual carriageway section of the A380 to the north of Newton Abbot. This is a significant piece of regional infrastructure that creates a faster link to the M5 to the north and better connectivity to Exeter. The gateway site is very close to this junction and will be seen as a strategic housing site for commuters to Exeter and beyond once the road is open. The link road can be seen on the access plan (figure....)

Rail : The mainline railway is locatedkm to the north of the site and whilst Torre station is currently the closest station (approximatelykm to the north east). A new station is proposed at Edginswell (subject to funding). This is anticipated to be open by 2016 and would provide an attractive option for commuters to Exeter. See figure on page.....

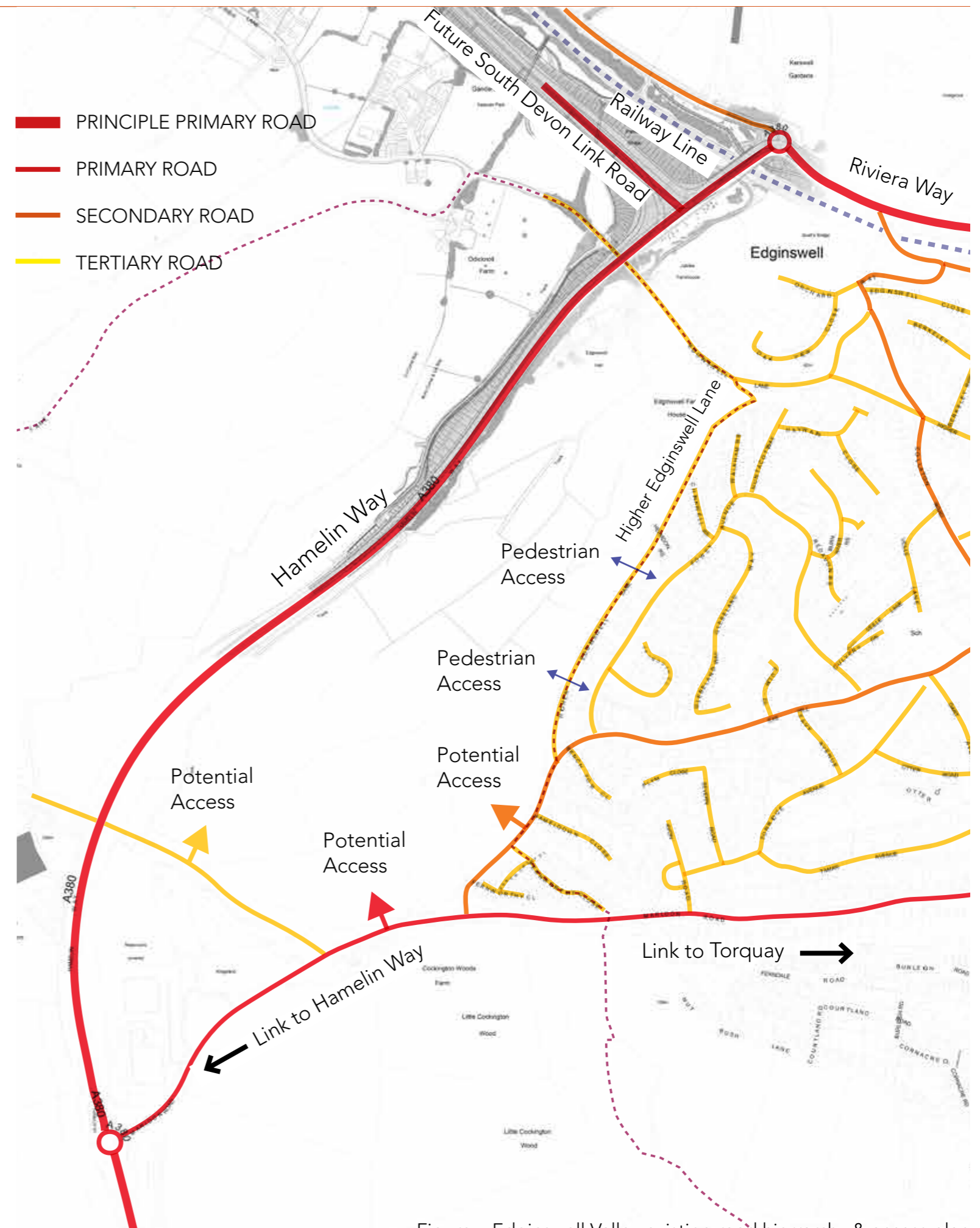


Figure... Edginswell Valley existing road hierarchy & access plan

Proposed Junction Enhancement around the Gateway:

A scheme of road improvements has been identified in the Gateway by the Highways Authority. The scheme consists of junction enhancements along the key route between the Town Centre, development on the boundary of Torbay (Gateway) and the South Devon Link Road.

Additional capacity will be created at the key strategic junctions along the route. This will include additional lanes and road widening in places.

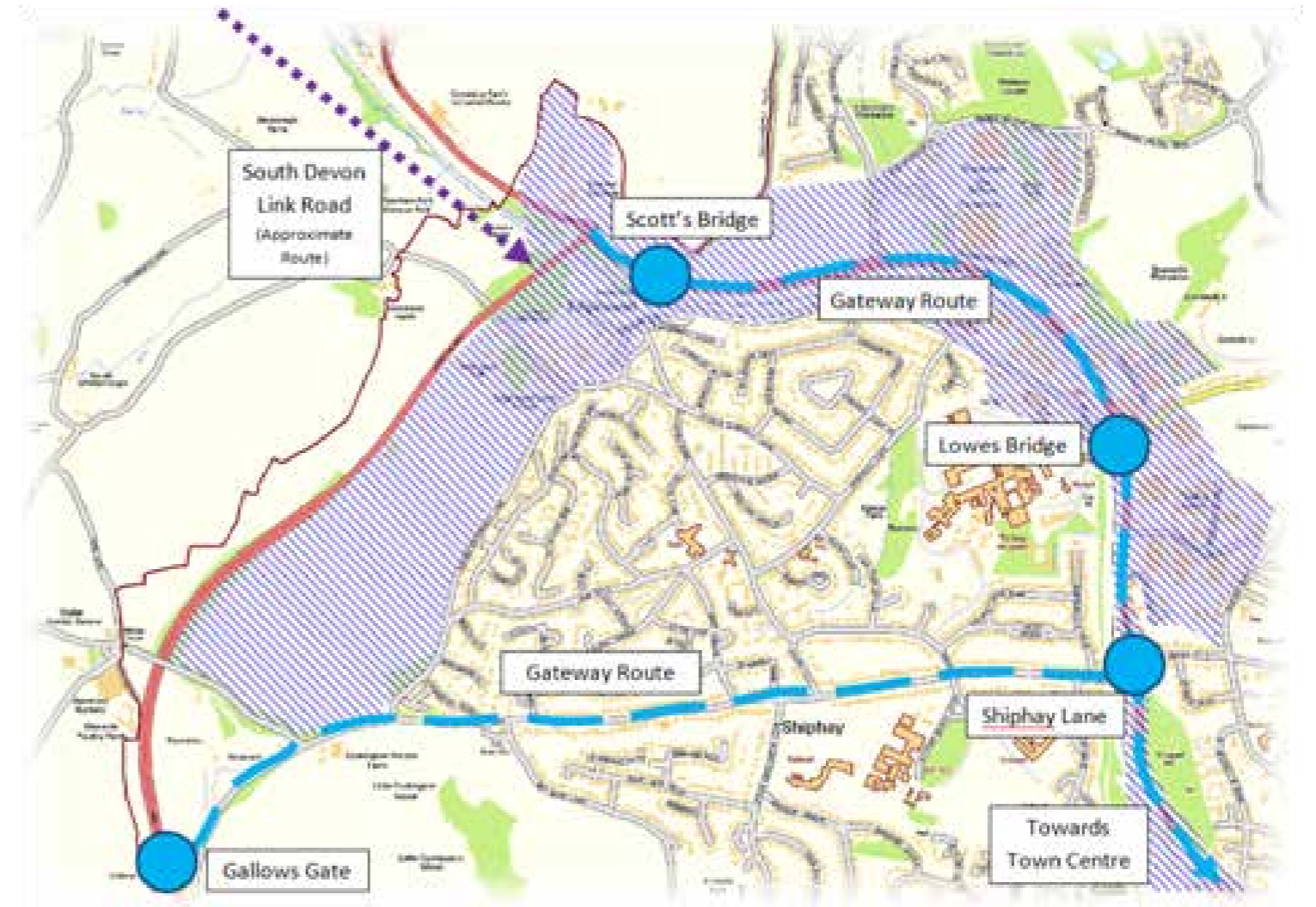
The changes will improve the accessibility to Torquay Town Centre, as well as other areas of Torquay given that this is the main route into the town. It will also open up the development potential in the Gateway area (marked with Hatching on the map)

How the intervention addresses the Problem

This infrastructure delivery is crucial in supporting this future growth of the area. Improvements to the junctions along the overall route will greatly address the issues and allow for an improved flow of traffic towards the town centre in one direction and provides good access to the Gateway sites in the other.

An enhancement of the access to the town centre will have a knock on effect on the positive regeneration of the area. This will help to support additional jobs and make better use of the commercial premises within that area.

The improvement of transport infrastructure for all users will stimulate growth in the local economy by improving accessibility to the area and to markets and will



4.4 Land Uses

The site is currently used for agricultural purposes primarily although the agricultural uses to the north have however lapsed, particularly on the steeper slopes which are now regenerating naturally with scrub and tree cover.

To the south, on the opposite side of Moles Lane, the site is used for minor employment/storage and small holding uses, plus an adjacent SW Water reservoir.

The urban edge of Shiphay is located immediately to the west of Higher Edginswell Lane although visually, the site appears quite remote due to the nature of the topography.

Edginswell hamlet forms the northern edge of the site and is an attractive, small settlement, very different to the suburban character of the Shiphay. Some additional housing is being carried out at present within the hamlet, with the largest area being to the northwest on land associated with Edginswell House. This 'rural' character needs to be retained if at all possible.

4.5 Local Facilities & Land Use

Figure ... shows the location of the main local centres and community uses in proximity to the Gateway site. This includes Shiphay local centre, schools, offices and employment areas, public houses, health centres and hospital, Willows district centre etc.,

The area is well served although the walkable distances (500m)* to some of the facilities would mean that additional community and local facilities would need to be provided on the gateway site to serve both the new community and existing fringes of Shiphay.

* walkable distances are generally circa 500m (5 minute walk) It is generally acknowledged that distances greater than 500m will result in people using a car to access the facilities.

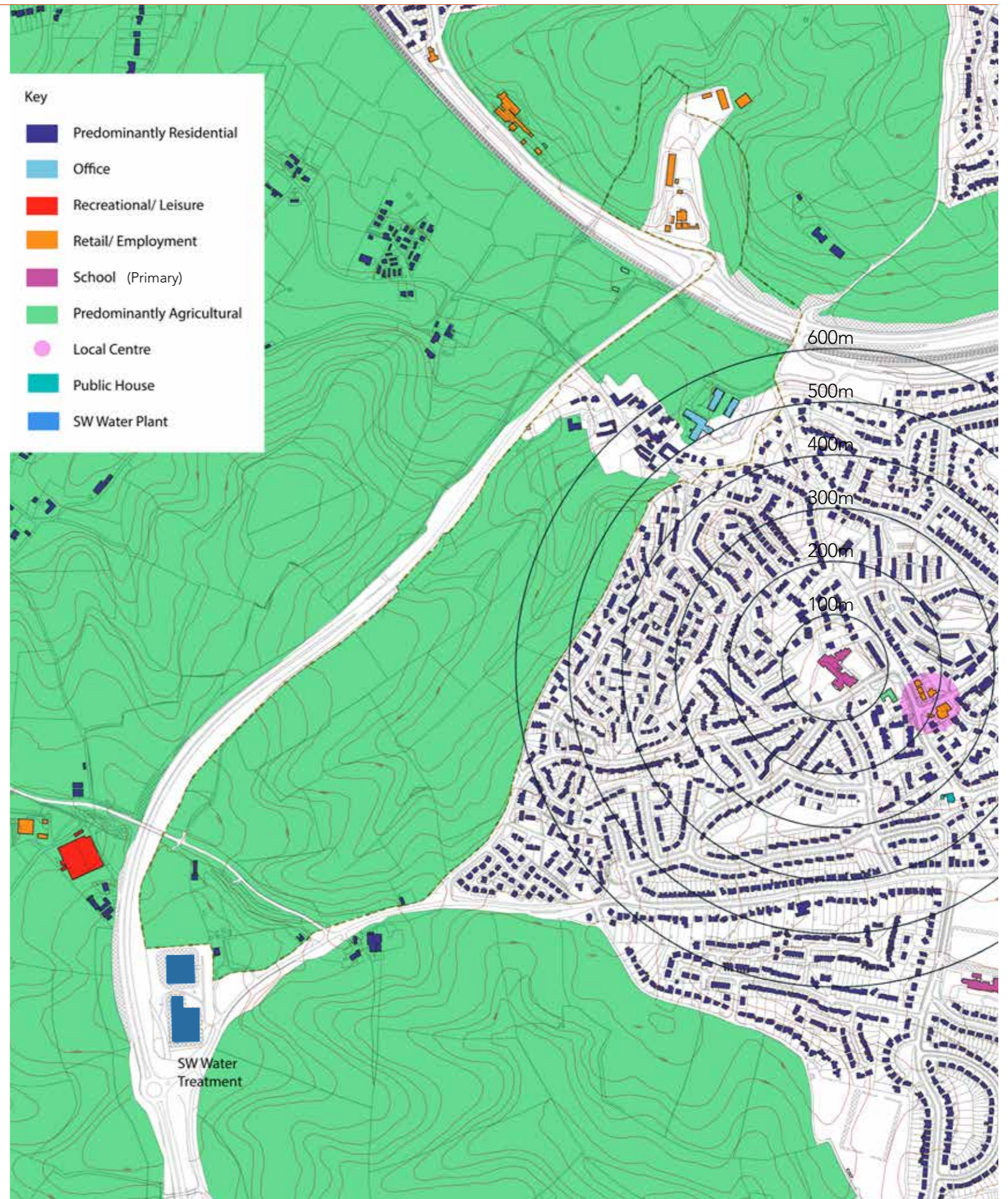


Figure... Edginswell Valley existing land use plan

4.6 Ownerships

The Edginswell Valley is under several ownerships, well over 9, with the majority of the land under one ownership. This makes for an easier delivery strategy as confirmed by the consultations albeit some areas would be brought forward by the owners. It is important that a single masterplan is delivered for the site though and piecemeal development should be avoided.

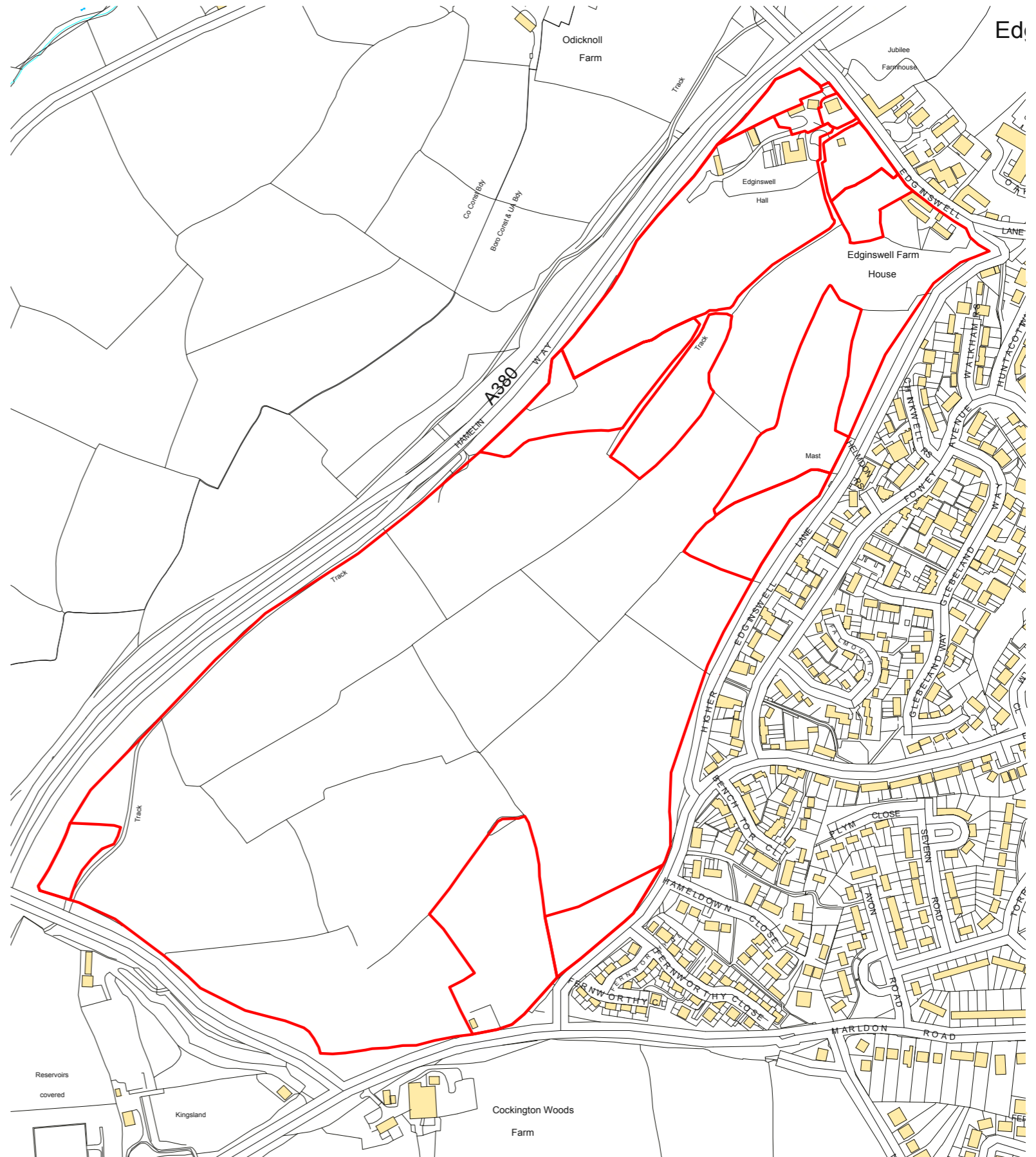
4.7 Services

Water :

The principle service that runs through the site is a water main which is shown on Figure Any development scenario will therefore need to acknowledge this alignment although further on site survey work would be required to define the actual location of the main.

Electricity /Gas/Foul :

Further survey details are required to ascertain the capacities for electricity, foul water and gas.



Edginswell Valley Proposal

4.8 Edginswell Valley Concept Plan and Illustrative Masterplan

Figure shows the illustrative masterplan. This delivers circa 500-550 homes and has been designed to reflect the design intent identified in the following headings;

- Retain Edginswell Hamlet as a distinctly separate settlement
- Allow for some additional development in Edginswell Hamlet that respects the 'Hamlet' character
- Provide footpath & cycle access between the two areas
- Retain a 'Green Gap' between the new urban 'village' extension and Edginswell
- Allow for some discrete low density development within the upper slopes of the green gap to provide some additional natural surveillance. This needs to be agreed with highways with access along Higher Edginswell Lane?
- Provide S.U.D.S (Sustainable Urban Drainage System) Ponds within the valley to prevent down stream flooding
- Allow for potential inclusion of a primary school and sports pitches on flatter ground which also acts as a buffer to Hamelin Way
- Create an 'Urban Village' character (rather than sub-urban sprawl) with a focal centre and a range of house types & densities - lower densities on the upper western boundaries
 - a) Include for specific feature built elements (crescents/ larger buildings, formal terraces etc) to respond to the historic elegance of Torquay and to help reinforce that approach but responding to contemporary living demands
- Create multiple access points to allow maximum permeability/ linkage to existing areas.
- Retain Higher Edginswell Lane as cycle/ access only route
- Potential for employment uses - close to the A380 Junction - B1, B2 and B8 uses
- Provide improved habitats for curl buntings on council owned land and working with existing tenants
- Reinforce the woodland buffer and wildlife corridor on the western boundary
- Provide potential links to existing footpaths
- Links for cycles & footways to Edginswell Park & the future Edginswell Station

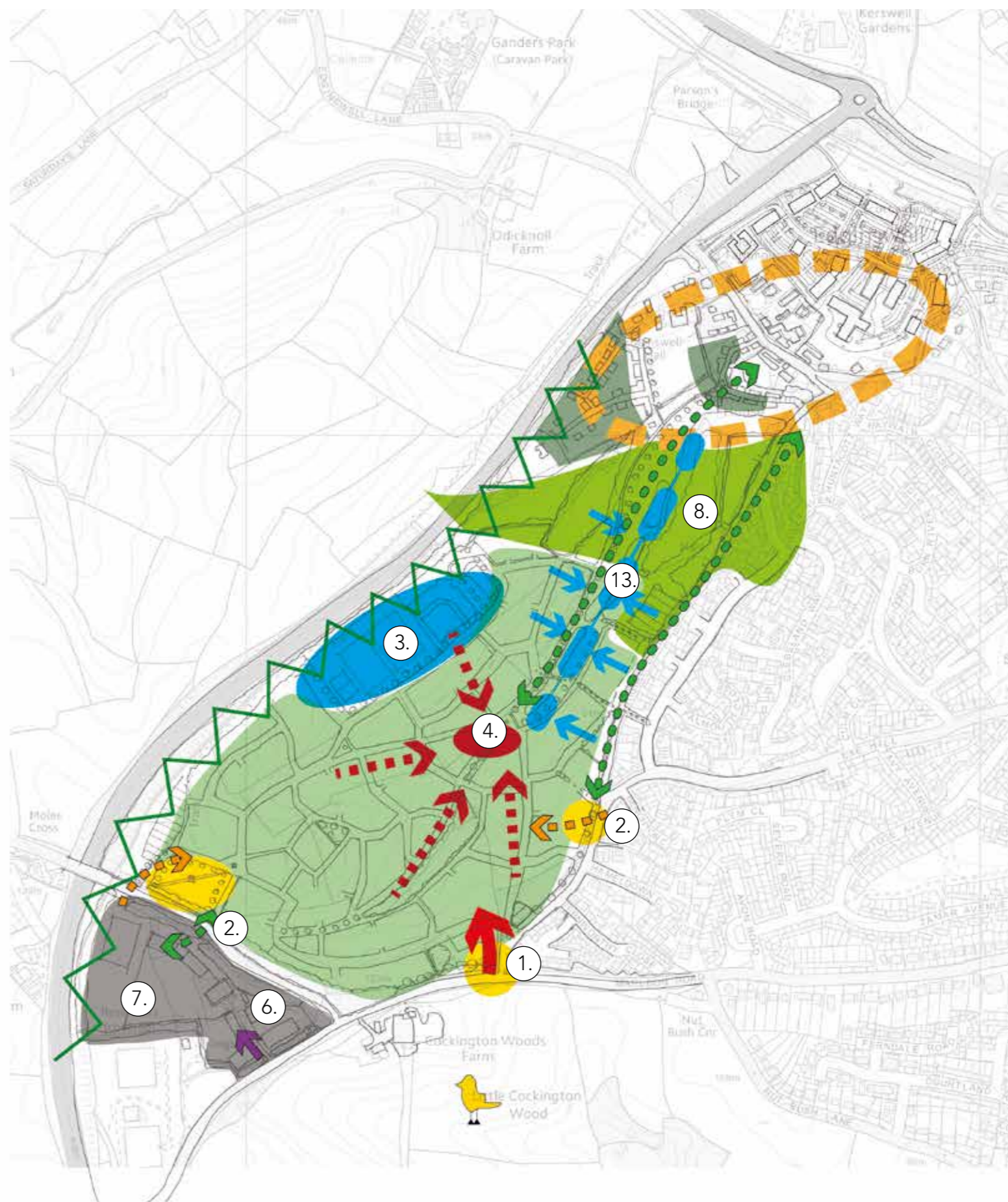


Figure... Edginswell Valley concept plan

Key

- ①. Principal Entrance
- ②. Secondary Entrance
- ③. Primary School & Dual Use Sports Pitches
- ④. Local Centre / Village
- ⑤. Care Home / Mixed Use / Employment
- ⑥. Employment (B1 - Offices)
- ⑦. Employment (B2 / B8) Light Industrial / Warehouse
- ⑧. Green Buffer to Edginswell Hamlet - allow Cycle & Pedestrian links
- ⑨.+⑩. Allow for some 'Village' expansion to Edginswell in a sympathetic 'Hamlet Character'
- ⑪. Allow for some development along Edginswell Lane - to be agreed with Highways
- ⑫. Allotments
- ⑬.+⑭. SUDS/ Green Corridor
- ⑮. 'Feature' developments to reinforce the character of Torquay





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Open Space Distribution :

The open space network includes :

- retention of woodland blocks and species rich grassland areas,
- dual use sports related to the primary school on the flattest land
- creation of formal parks
- creation of linear wildlife/green corridors linking the northern parts of the site to the southern.
- provision of allotments
- allowance for SUDS attenuation features within the valley bottom.
- hedgerow reinstatement will need to be included in the open space areas.

- Civic spaces/public realm
- Parks/gardens
- Valley Park
- Woodland buffers
- Dual use sports
- Allotments
A= definite
B= possible
- SUDS attenuation (if required)



Pedestrian & Cycle Access

- All the streets are essentially pedestrian and cycle routes
- Dedicated or signed routes to 'attractors' (employment, school, shops etc) will be included.
- Link into the surrounding network of footpaths
- Provide a cycle link to Edginswell hamlet and Edginswell Business Park
- Provide footpath and cycle links to the new employment area adjoining Moles lane.

- > Cycle/footpath links
- Attractors

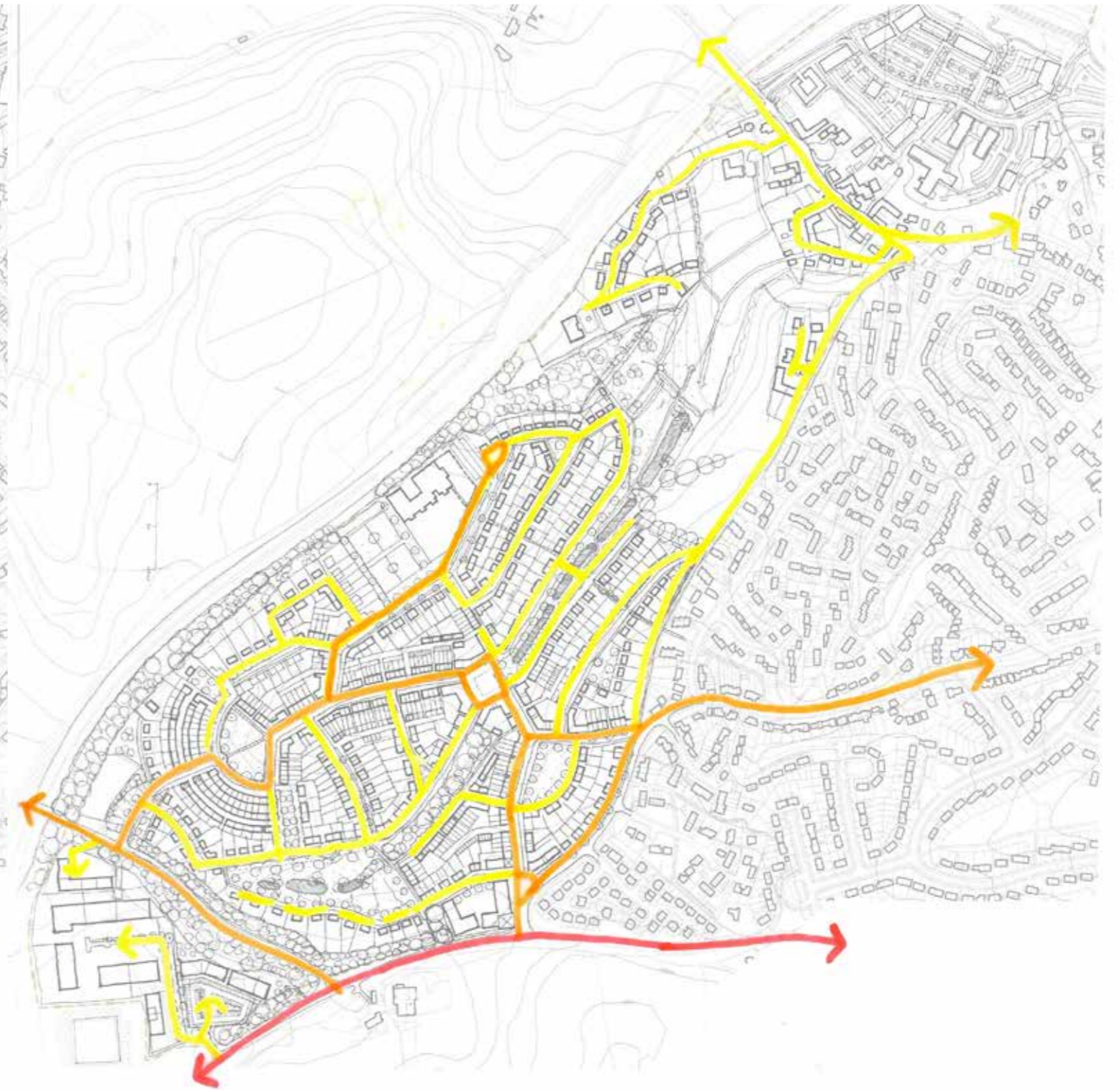


Land Uses

- The scheme needs to provide a mix of uses including employment (B1, B2 and potentially B8), small local retail, care home, primary school (2 form entry).
- the residential mix will include a small amount of apartments (1 & 2 bed), terraced 2 bed houses, terraced and semi 3 bed houses and detached 4+ bed houses.
- densities will vary from very low (10 units/ha) to high density (70 units/ha) in the centres.

	Employment (4.36ha)
	Retail/ Community (0.09ha)
	School (Primary) (1.82ha)
	Residential (19.19ha) 30/ha = 575 units

Residential = at least 550 homes
 Employment = at least 19,000 sqm of employment.



Road Hierarchy

- The street network needs to link into the existing street system
- The proposed network needs to be as permeable as possible but it is recognised that the levels may have an influence on this.
- There will be no vehicular link between the development and Edginswell hamlet apart from the existing Edginswell lane- however, this may be closed for access only.

	Primary roads
	Secondary roads
	Tertiary streets & lanes

4.9 Design parameters

The following design parameters should be considered in any emerging proposals.

Avoiding the creation of sub-urban Sprawl

- Ensuring that the urban extension has a character and connects with the existing community to enhance the existing area and respond to the rural outlook
- Avoid the creation of unconnected streets and isolated land use parcels
- Provision of a range of residential schemes that offer a mix of housing types;

Retain the integrity of Edginswell hamlet :

Provide a landscape buffer between Edginswell Hamlet and the new development so that the integrity of the hamlet is maintained. Allow for some sensitive development around the hamlet.

Creating an urban village

Ensuring that there is a natural centre to the scheme which could be connected to existing facilities or create new ones that serve both the new development and existing residents. The enhancement of a strong sense of community through the effective design and layout of homes and the provision of local facilities;

Infrastructure

Ensure that there is sufficient infrastructure to cope with the increased population density (health, education, access, shopping etc)

Movement

Consider the possibility of a new station at Edginswell
Ensure that pedestrian, cycle and public transport links are provided

Landscape

Protect views and respect ridgelines on this urban / rural edge.
The site is 'green field' and so a thorough understanding of the landscape needs to be considered, including a review of topography.

Employment

Creation of employment space, delivered in the early stages of development, designed to meet identified economic growth sectors;

Development and Design Principles

The following development components are evident in the masterplan for the gateway. Each component is governed and guided by the principles set out in in this report.

The masterplan : provides a benchmark for high quality, sustainable development. It will encompass the overall principle of place making where people want to work, live, meet and visit. The intensity of development (density), the street types and the design of the public places combines to establish a local distinctiveness.

Walkable neighbourhood : The residential valley is designed to relate to and not compete with existing residential neighbourhoods and is scaled and designed in accordance with the principles of a walkable neighbourhood, to provide an appropriate mix of housing to suit the needs of the whole community.

Green connections to the surrounding context and countryside; the pursuit of leisure activities such as cycling and walking within the development is important. A landscape framework is provided that embodies green infrastructure and open space acknowledging existing landscape.

Transport : The masterplan will promote ways of travelling other than by car, specifically maximising the opportunities to use public transport and local connections. An access and movement structure includes a hierarchy of routes which facilitates easy and safe walking and cycling within the gateway and to adjacent areas.

Employment : Being an edge of town location employment space, including live/work spaces to be provided. Such space should be integrated with the delivery of new homes to ensure the provision of high quality space, specifically to meet the needs of Torbay's growing sectors and SMEs.

Sensitivity : The way in which future development 'sits' within, respects and adds value to the landscape and ecology will be critical to the success of the masterplan. The masterplan should be led by a good understanding of the sensitivity of landscape to change.

Sustainability : Carbon neutrality should be seen as an objective for the gateway. New development in the gateway should demonstrate the use of sustainable building techniques to ensure high levels of energy efficiency. Whilst the character of the architecture and the finishing materials used should draw on the local context, the style of the buildings could include contemporary influences in so far as they reflect the influence of sustainable building design. The gateway should strive to become an exemplar scheme where public buildings demonstrate best practice in green building design.

Building Communities : A wide range of housing types, sizes and tenures will be made available to ensure housing choice and inclusivity for the widest possible group of residents. The layout and design of residential areas will create local distinctiveness in response to the setting of the gateway and meeting the Council's aspiration of place making. Variety will be evident as people move through the gateway; however, a sense of unity should prevail as a result of the materials used. The requirements of "Building for Life" should be taken into account in preparing applications for the gateway.

The local needs of residents should be catered for through provision of a mix of services which are easily and safely accessible on foot, bike or by public transport. Higher order needs can be met through ensuring safe and attractive accessibility to Torquay town centre and the proposed Edginswell railway station. Planning for efficient and convenient public transport for those undertaking journeys beyond the gateway should be evident, and the use of alternative modes of travel should be made appealing and attractive for local trips.

Respond to Context : Development, according to the Council's Urban Design Guidance SPD (2007),

'should promote local character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture. Development should respond sensitively to the site and its setting, creating a place that is valued and pleasing to the eye.'

Local distinctiveness is enhanced through the application of character typologies, which reinforces the neighbourhood structure. The typologies inform the design of the built form, streets and spaces and landscape treatment. We have identified 'set piece' architecture in the form of crescents, terraces, squares, paired villas and large detached houses set within walled gardens. These typologies will help to define the densities and character of the development in order to avoid a monotonous suburban sprawl.

The plan allows for buildings should be designed to ensure architectural and design excellence. The built form should positively respond to and draw references from the many fine buildings and rich townscape which is a strong characteristic of Torquay.

The following photographs give an indication of the many beautiful buildings and set piece architectural gems that adorn the historic areas of Torquay. The scale of the buildings, the architectural details, the combined effect of connected streets and set pieces, the relationship with landscape all add to the character of the best areas of Torquay. These are the elements that



Photographs ... to show some contemporary interpretations of the Devon town vernacular with an emphasis on rendered finishes. High quality materials should firmly establish the character and identity of the gateway, both in respect of the public realm and the built form of buildings and structures. Whilst so much of Torquay townscape has become a random mix of materials, there are locally distinct materials from when the town was at its heyday. This includes : natural stone, render and appropriate render details.

Parking : Vehicle and cycle parking should be well planned and designed to ensure that it does not have a detrimental impact on the amenity and character of the gateway.

A range of parking typologies should be integrated into the scheme. This will include;

- On plot- set back behind the build line or in front on larger garden plots
- Rear lane (on plot) – providing rear lane access to houses with on plot parking set behind gates or garaging
- Rear Courtyard- small rear courtyards for houses or larger courtyards for apartment parking.
- On Street – non allocated parking on street.

The parking ratio will be as follows;

1 bed apartments	=	1 space/unit
2 bed apartments	=	1-1.5 spaces/unit
2 bed house	=	1.5-2 spaces/ unit
3 bed house	=	2 spaces/unit
4 + bed house	=	2-3 +spaces/unit

- Note :
- 1) This excludes on street parking which is additional.
 - 2) Disabled spaces will be 5% of the total, or allocated to specific housing plots.



4.11 Delivery & Phasing

Figures to show an indicative phasing strategy for the site. This could well change depending on the developer approach but this strategy is based on the following criteria;

Phase 1 :

- Development starting in the southern corner adjoining the main Marldon Road in order to give a frontage to the scheme (Higher Density- 1 & 2 bed apartments/ later living, terraced houses (2 & 3 bed), medium density 3 bed semi detached houses) . Develop down to the local centre. This minimises the extent of road infrastructure
- The drainage and infrastructure (SUDS) along the valley will need to be implemented early to allow for future development.
- Land adjoining Edginswell hamlet in currently under construction and could come forward early (lower density housing - 3, 4 & 5 bed houses).
- Employment land to the south could come forward early due to its close proximity to Marldon Road.

Phase 2 :

- Open up a second access into the site from Moles Lane. this would enable a different mix of housing to come forward (lower density and some higher density). Develop down to the Local centre in order to connect to the Phase 1.
- Potential to construct the primary school but due to the levels, the school has to be positioned on the western boundary which makes it potentially remote from the residential development in the early phases.

Phase 3 :

- In- fill behind the Phase 1 & phase 2 areas. (mixed 3, 4 & 5 bed properties)
- extend development along the valley. (3 & 4 bed houses/ semi detached & terraces)

Phase 4 :

- Complete peripheral areas (lower density).



PHASE 1

PHASE 2



PHASE 3

PHASE 4

5.0

Edginswell Business Park



Context Issues

5.1 Landscape & Topography

Edginswell Business park is located on a north facing slope that falls down to the railway line that runs parallel to Riviera Way. Whilst existing office development has been carried out, the site remains in a semi derelict state of natural regeneration, with a strong green buffer along the Edginswell hamlet southern edge.

The Enderby Associates landscape character assessment identified that;

There is an opportunity to enhance the approach into Torbay through major structured tree planting along the Riviera Way and infrastructure planting to the employment area and land to the north of Riviera Way.

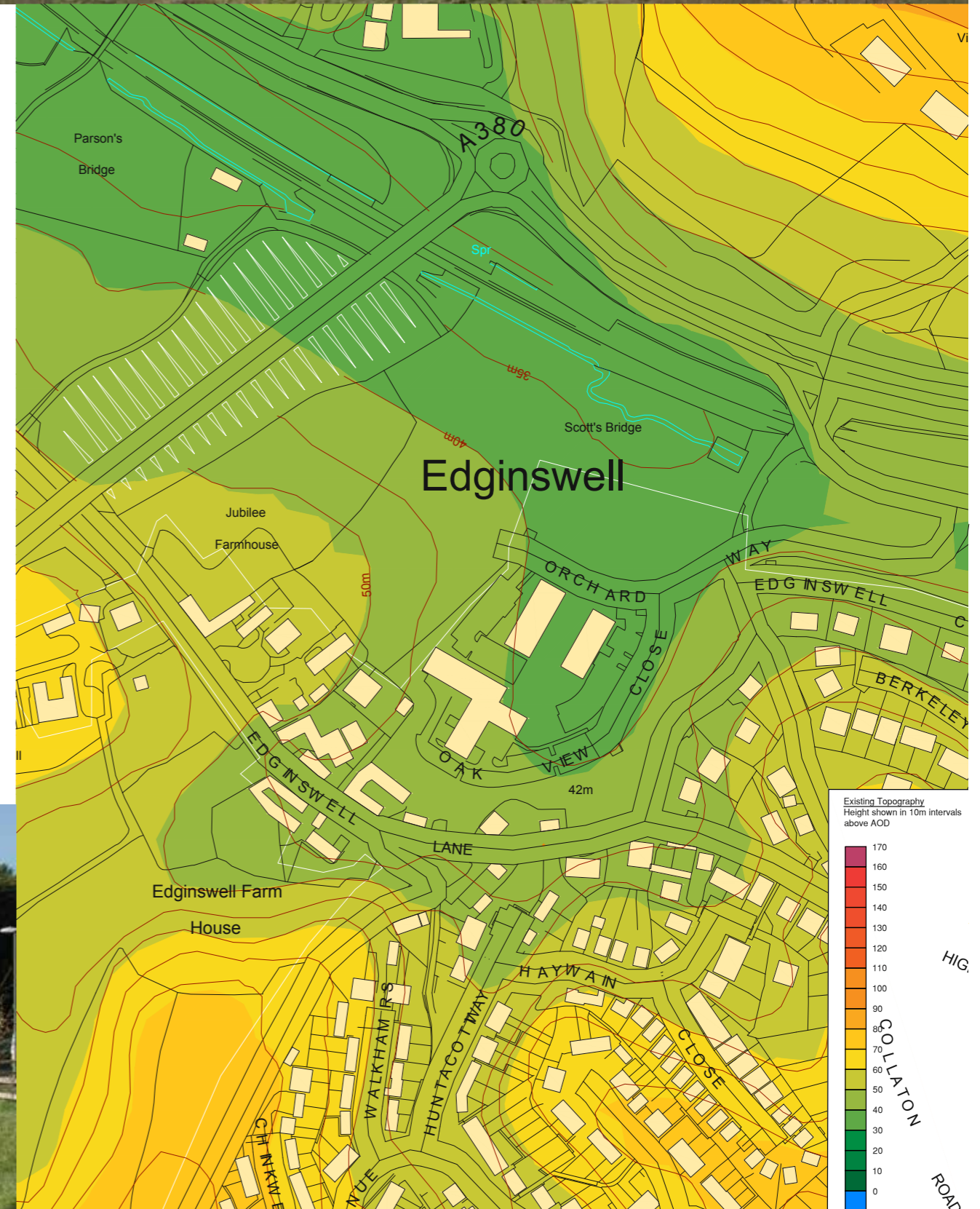


Figure... Edginswell Business Park Topography

5.2 Access

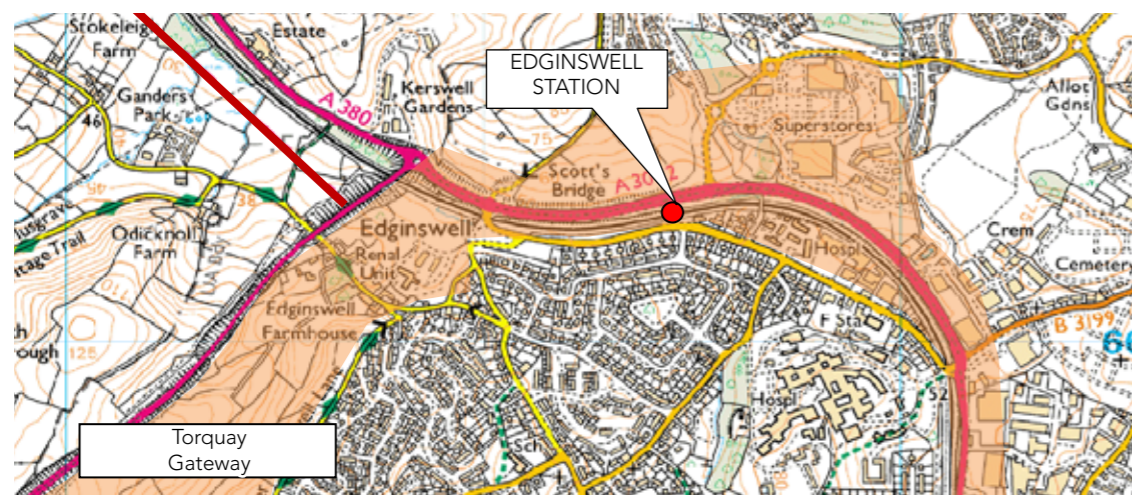
Edginswell Business park : Access to the business park is largely via private car usage off Riviera Way. This has become a problem with local residents due to car parking difficulties and the reliance on the car and the lack of parking spaces has resulted in an overspill into the surrounding residential streets. Any future development on the site will need to mitigate for the existing and future demands of the tenants.

The South Devon Link Road is a major new road that will connect Hamelin Way to the dual carriageway section of the A380 to the north of Newton Abbot. This is a significant piece of regional infrastructure that creates a faster link to the M5 to the north and better connectivity to Exeter. The business park is very close to this junction and is seen as a strategic site for future employment in Torquay.

Rail : The mainline railway is located to the north of the site and whilst Torre station is currently the closest station (approximatelykm to the north east), a new station is proposed at Edginswell (subject to funding). This is anticipated to be open by 2016 and would provide an attractive option for commuters to and from Exeter to the business park.

Edginswell station is part of the wider Devon Metro scheme, designed to provide high quality modern public transport within and between Torbay, Exeter and Exmouth. New stations are planned at Edginswell (Torquay) Marsh Barton and Newcourt (near Exeter). Edginswell station will serve Torbay Hospital, The Willows retail park, Edginswell Business Park, and the Torquay Gateway development area, as well as large areas of new and existing residential developments. Edginswell station will connect to new and existing cycle networks (including the NCN28) and bus services including Torbay's flagship route, Service 12. It will offer realistic alternative commuting options along the A380 corridor and especially to Newton Abbot and Exeter, reducing the need to travel by private car.

The station will be unstaffed with two platforms linked by bridges, stairs and ramps. Edginswell station will be located on the Newton Abbot to Paignton line on the edge of Torbay. With around 350,000 annual trips expected, the scheme will improve connections to the Edginswell area by providing an alternative travel option that removes vehicle trips, ease congestion hotspots on strategic routes that will reduce delay and travel cost. The Scheme should also provide increased resilience as it can allow longer distance trains to stop if necessary to ensure that a service can be maintained during times of severe weather disruption along Torbay's sea wall.



Cycle : A proposed cycle network is proposed for the site and the surrounding area which is being delivered as part of the new South Devon Link Road. This would help link the business park to the proposed rail station at Edginswell in order to provide multi modal shift in transport use rather than relying on the car.

Pedestrian : The business park is connected to the wider footpath network and Shiphay residential area. Following discussions with the Managing Directors at two of the main employers on the site, it would appear that most employees travel into the site from the surrounding area. The lack of facilities on the site also means that staff need to travel out at lunch times.

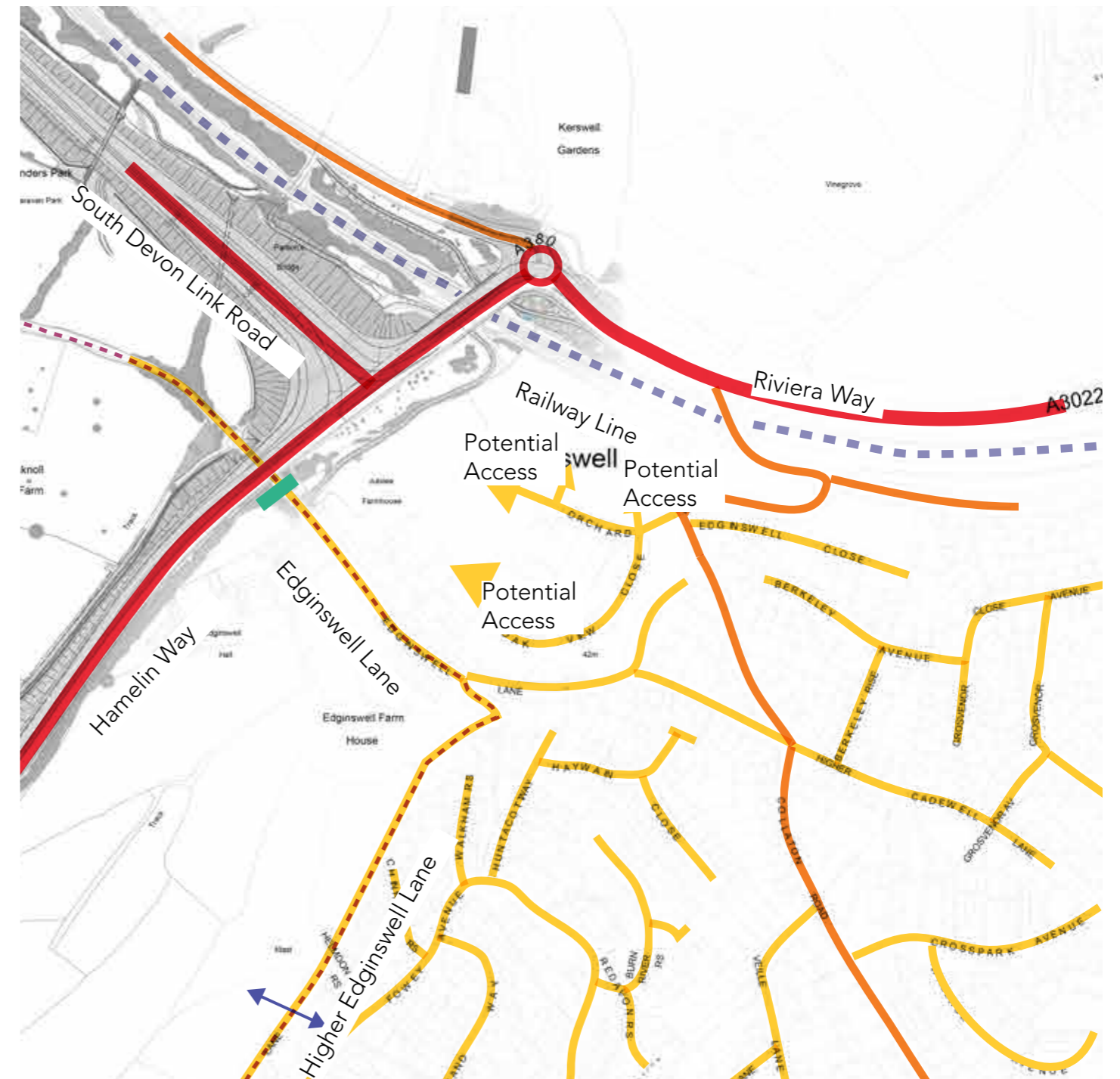


Figure... Edginswell Business Park existing road hierarchy & access plan

5.3 Land Uses

Edginswell Business park : The site has been partly developed to accommodate 2-3 storey contemporary office development. The remainder of the site is subject to a current application for a circa 70,000 sq ft food store and additional B1 offices which was refused by the council and is due to go to Appeal in October 2014.

The adjoining hamlet of Edginswell is in close proximity to the site and should have a sensitive relationship.

5.4 Ownerships

Edginswell Business park : the site is currently owned by Hawkins Trust and managed by Maze.

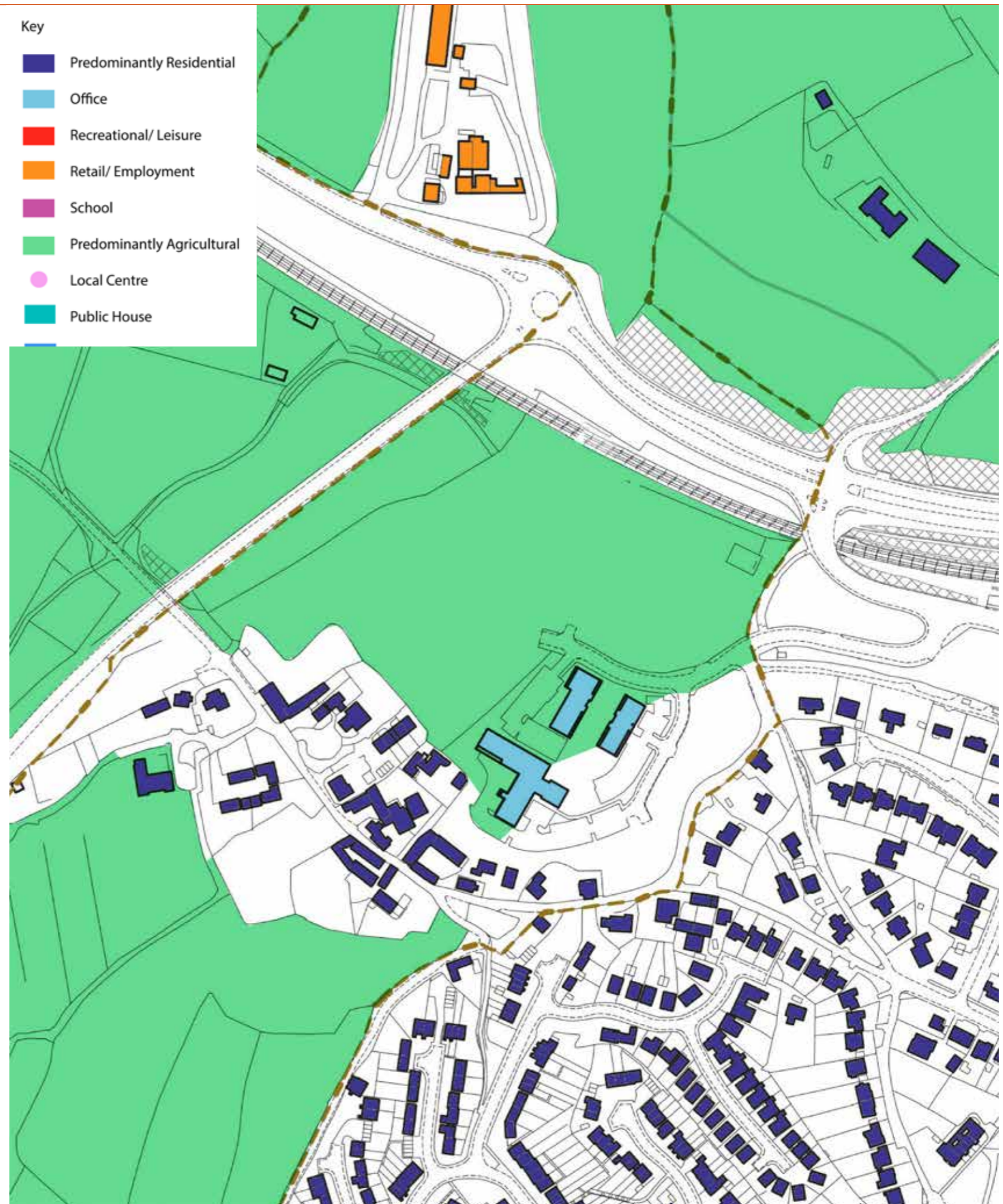


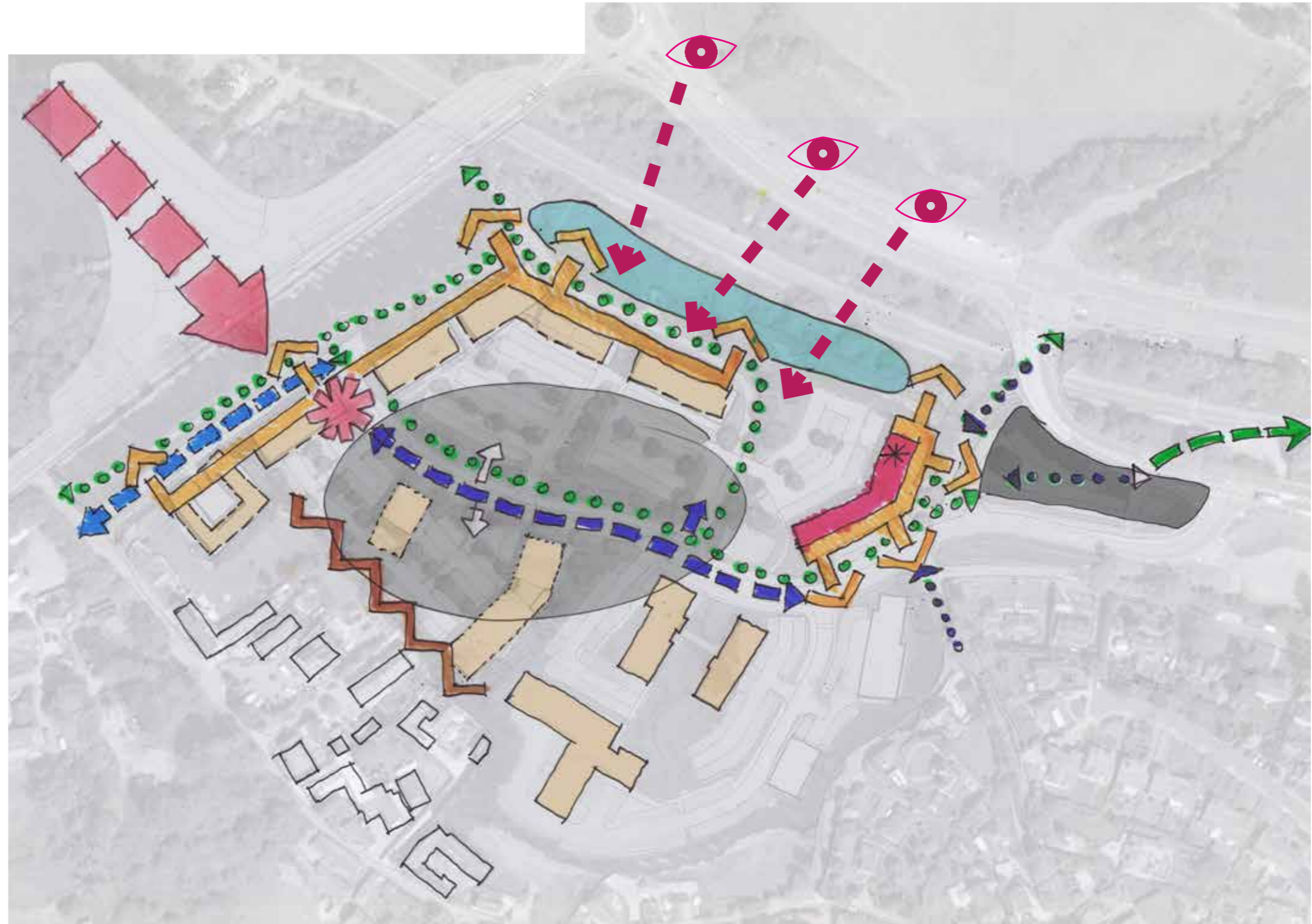
Figure... Edginswell Business Park existing land use














Edginswell Business Park Proposal

5.5 Concept Plan & Indicative Masterplan

Figures and show the concept plan and illustrative masterplan for the Edginswell Business Park. The concept plan principles are as follows ;

- Maximise frontage onto the new Devon Link Road if levels allow. Incorporate higher/ focal buildings to maximise this view.
- Create frontage development looking from Riviera Way.
- Provide mixed use development (cafe/restaurant/ dry cleaners/ convenience store etc) on the way in from Orchard Way which can be used by local residents as well as employees in the business park. This reduces the need for traffic movements at lunch time.
- Incorporate well overlooked cycle and pedestrian routes with good links to the proposed Edginswell railway station.
- provide well overlooked and easily accessible parking but allow for strong landscape within the car parks and screen where possible with frontage development.
- Allow for a significant buffer with properties along the northern edge of Edginswell hamlet.
- Ensure that the scale of development adjacent to Edginswell hamlet is appropriate and sensitive to the existing properties in Edginswell hamlet.
- Allow for Sustainable Urban Drainage Systems (SUDS) in the lower part of the valley to the north of the site.



- | | |
|---|--|
|  New Kingskerswell link road |  Mixed use - office/ retail/ residential (with secondary focal point) |
|  Cycle routes |  Sustainable drainage area |
|  Possible vehicle link |  Car parking to rear |
|  Frontage development |  Existing unit |
|  Vehicular access |  Built units to reflect existing scale |
|  Noise and visual buffer | |
|  Link to proposed Edginswell Station | |
|  Access from surrounding area | |
|  Access to car parking | |
|  Key focal building | |

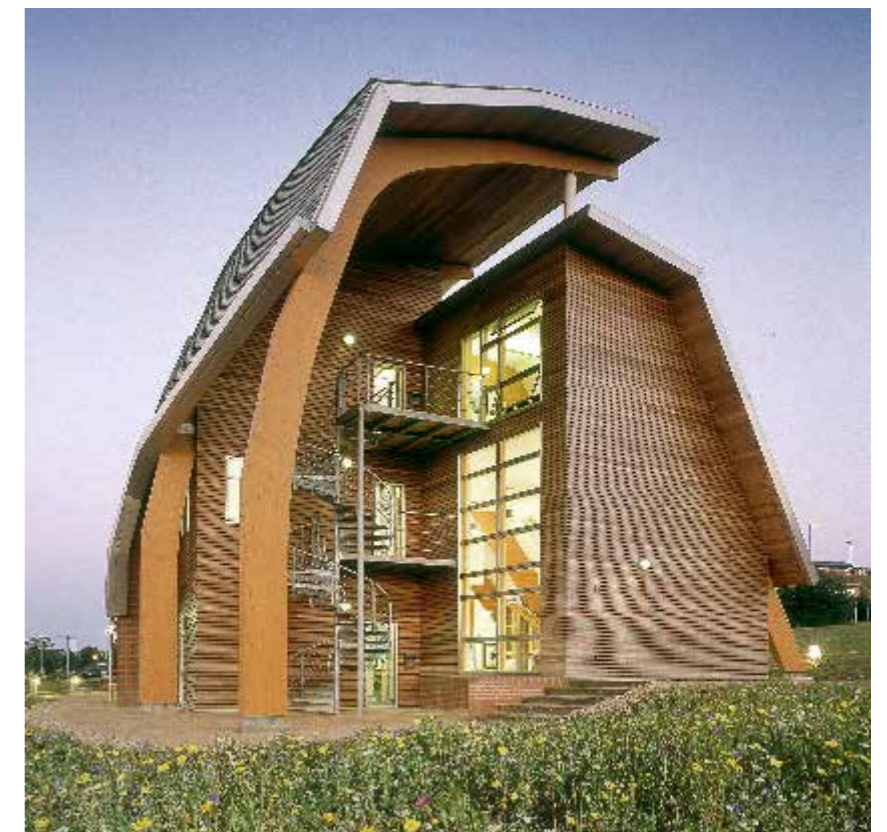


- ① Access off Orchard Way
- ② Public Car Parking for the mixed use elements - convenience store, cafe etc.
- ③ Mixed use building - Cafe
- Convenience store
- Dry cleaners
- Offices (small)
- ④ Frontage Development
- ⑤ Car Parking behind - follows the contours to minimise cut & fill. Allow for strong landscape tree structure
- ⑥ Possible residential/ small studio accessed off either Edginswell Lane or from the Business park





① Option - to allow for larger units towards the North of the site - closest to Riviera Way. These could be 3-4 storeys but the volume is restricted by the road capacity onto Riviera Way





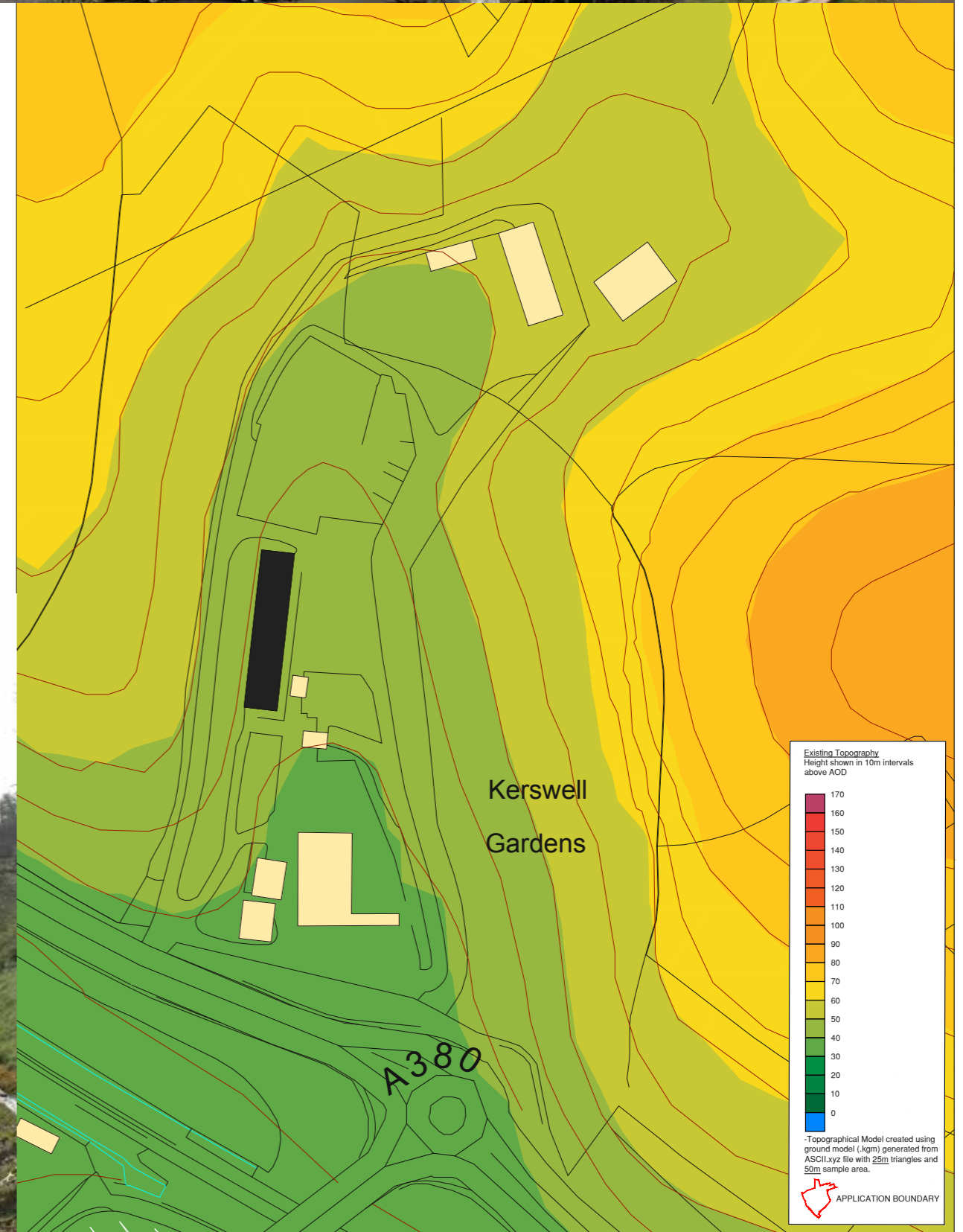


Context Issues

6.1.1 Landscape & Topography

The Kerswell Gardens area and Edginswell Business Park are separated by Riviera Way and create two very distinct areas.

Kerswell Gardens lies in a narrow valley which is set down below the A380 which was elevated in the past to connect onto Riviera Way. It is surrounded by fields that are still in agricultural use and as such appears to be somewhat divorced from the urban edge of Torquay.



6.1.2 Access

Kerswell Gardens : Access to Kerswell gardens is generally via vehicle use as the pedestrian connectivity and distance is poor. Access is off the A380 on a 'temporary' junction arrangement which is difficult to access on busy periods. Clearly, when the new north Devon Link road is open, the traffic on the old A380 route will be significantly reduced but the site will remain in a very good strategic location for road uses.

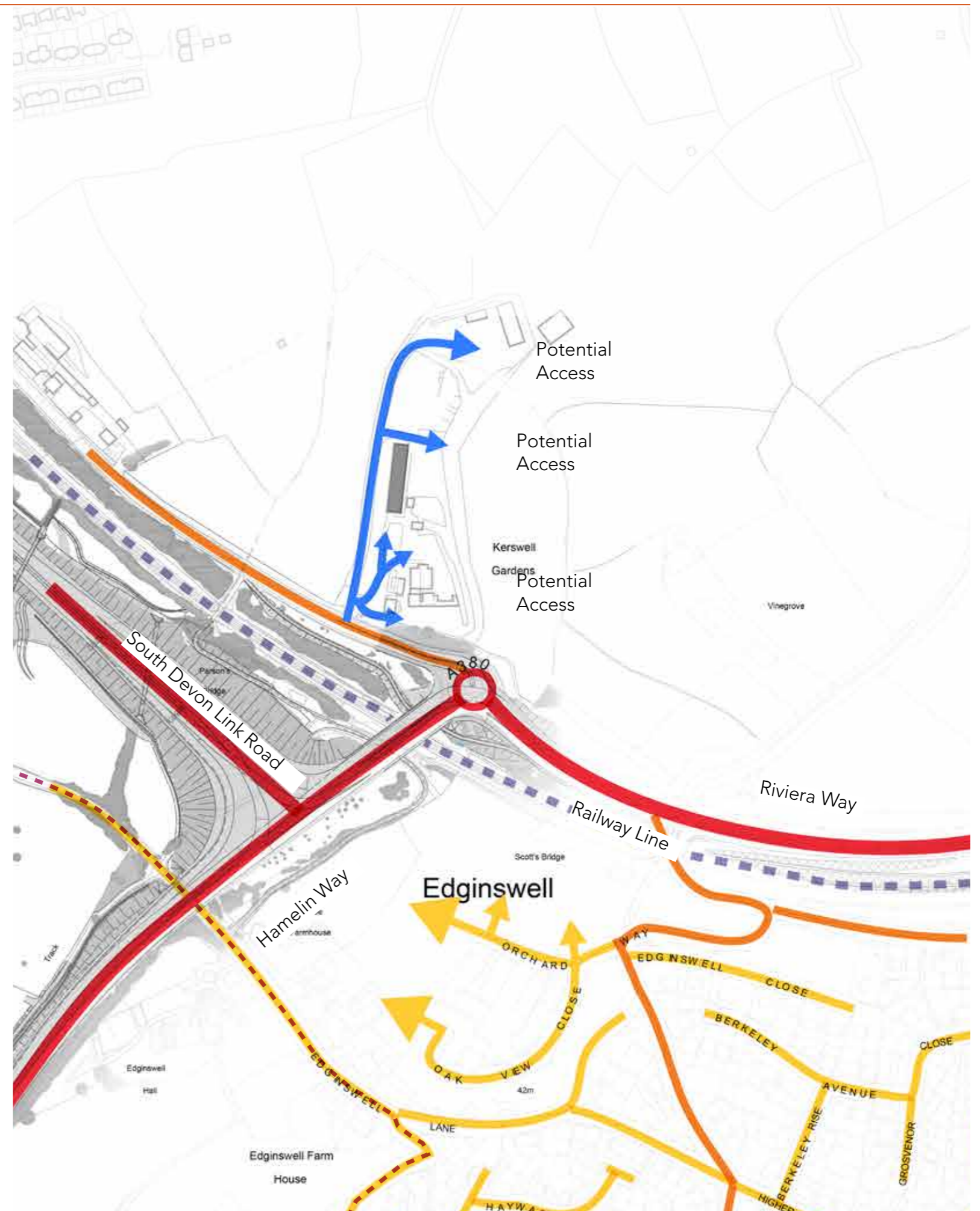


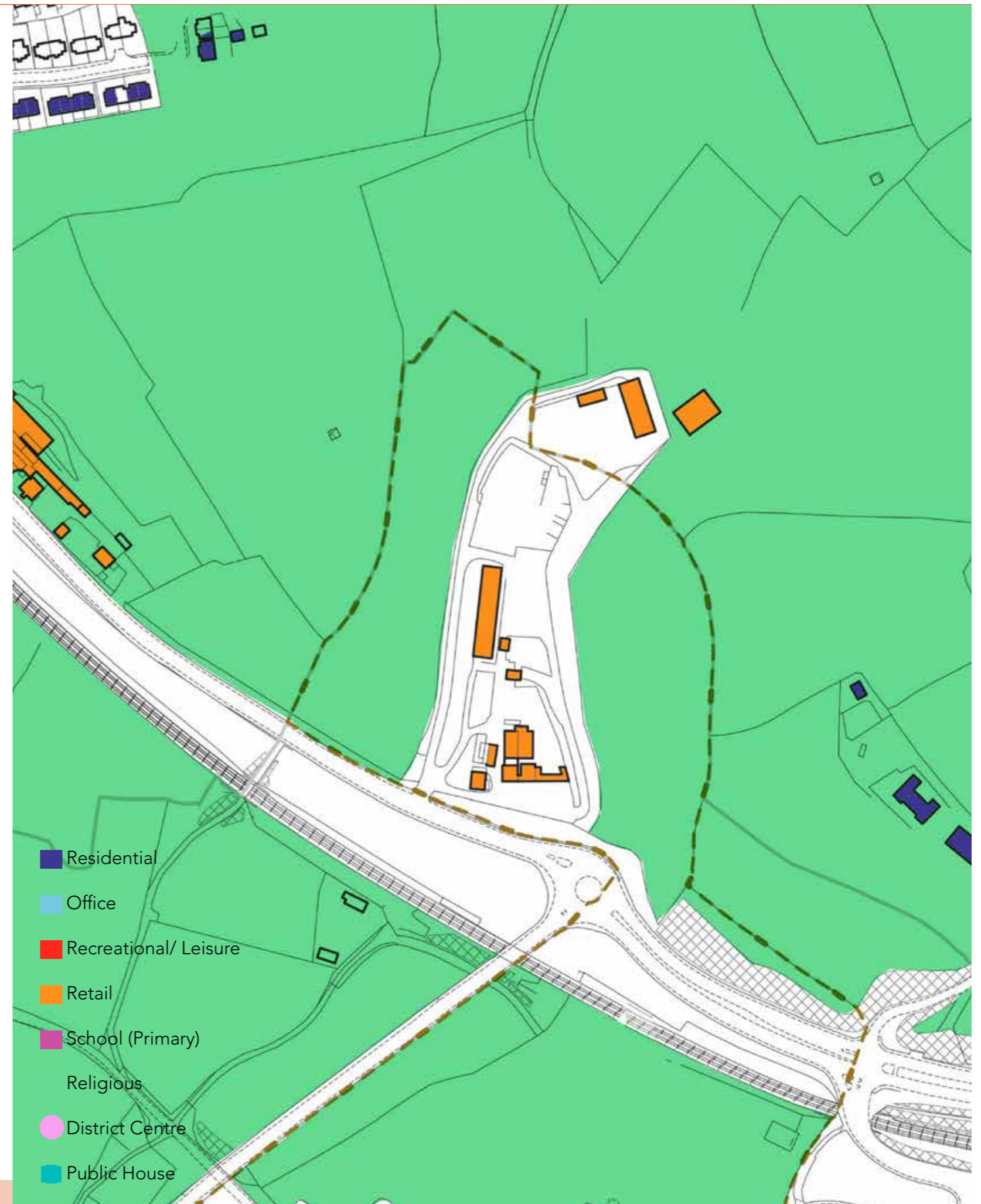
Figure... Edginswell Business Park existing land use

6.1.3 Land Uses

Kerswell Gardens : The land uses on the existing site are generally B2 (light industrial/ manufacture) with some storage (boats and caravans) and retail (lawn mowers). The existing buisness's on the site currently employs something in the region of 80 people and is therefore an important employment site for Torquay. The character and quality of the site is however poor and does little to create a 'gateway' character to Torquay. Improvement is therefore desirable but not at the expense of existing land uses.





6.1.4 Ownerships

Kerswell Gardens : Kerswell gardens is under one ownership but is sub tenanted to other buisness's. Any future improvement scenarios would therefore need to consider the existing tenants.



Kerswell Gardens Proposal

Key

-  Improved frontage to the site with existing levels raised to improve access onto the site.
-  Retail along the front of the site
-  B2 - Light industrial building use in the middle
-  B8 - Warehouses at the back of the site
-  Improved entrance junction

External landscape treatments create a sense of setting into the business park.

Efficient use of land with a rationalised and structured building layout. Existing buildings are more ad-hoc and sporadic, without maximising the potential use of the site.





Gateway

The Council have identified the land to the east of Hamelin Way as an "Area of Search" in the emerging Local Plan which has been reflected in the emerging Neighbourhood Plan providing the potential for jobs, homes and infrastructure, including green infrastructure.

Phasing

The approach to phasing of the development proposed in this masterplan is critical to ensure that the development process is managed in a way which causes a minimum degree of disruption to local residents whilst also ensuring that the final built environment is a success both in terms of its design outcomes and its ability to deliver a viable, phased development in line with housing requirements at that time, which strengthen the local community by providing services and facilities acknowledged in the emerging Torquay Neighbourhood Plan as being currently deficient in the local area.

Indicative phases are as follows:

Governance

Torbay Council will be responsible for the overall governance and leadership required to ensure the delivery of the aims and aspirations presented in the masterplan. However, a range of partners will need to be involved in order to ensure the delivery of individual elements of the masterplan, particularly in relation to key infrastructure, including improvements to the strategic road junctions, the sewer network, telecommunications and surface water drainage management.

As the local planning authority, the Council remains responsible for the consideration and approval of planning application proposals within the masterplan sites and the surrounding area. As such, development proposals which accord with the principles and aims of this masterplan will be considered favourably, albeit they must still comply with the development plan and other relevant policy and supplementary planning guidance in force at the time. Proposals for development which would prejudice the aim of the masterplan will be resisted as they would lead to difficulty in delivering the masterplan concept. Developers are encouraged to actively engage with the Council at an early stage in order to ensure that specific development proposals can be formulated in a way which supports the masterplan aims.

The Torquay Neighbourhood Forum are preparing a plan which, amongst others, including the Gateway sites within this masterplan.

Once both the draft Torbay Local Plan (currently under examination) and the Torquay Neighbourhood Plan have been adopted they will collectively form the development plan: the latter being required to be consistent with the content of the former.

This masterplan is anticipated to perform a central role in both, but particularly the Neighbourhood Plan, as a vehicle to demonstrate how strategic planning policy could be manifested "on the ground" in an indicative masterplan general arrangement layout.

Funding

The Council recognise that investment decisions to undertake residential and commercial development are heavily dependent on a number of issues, including but not limited to development viability driven by land value and relevant site specific constraints. To this end, any decision on the part of landowners and developers to progress the development of sites identified within this masterplan will be driven by the availability of funding, anticipated sales values and the costs associated with bringing forward development proposals in terms of direct development costs and planning obligations and/or future Community Infrastructure Levy tariffs as will become known during the life of the masterplan.

The Council are understandably not in a position to provide financial support to the physical development of this masterplan. However, the Council are committed to realising development within the Gateway within the emerging policy framework, concept and development parameters proposed. Therefore, where potential developers engage with the Council in a pro-active manner and commit to the aims of the masterplan, the Council will endeavour to provide appropriate support where possible. This may include assistance to prepare detailed site briefs and design codes or facilitating pre-application discussions with key stakeholders (for example consultees or infrastructure delivery partners).

The Council may be able to facilitate the provision of targeted funding or support from the Heart of the South West Local Enterprise Partnership to provide assistance in delivering critical infrastructure which helps to unlock development of economic benefit such as Edginswell Business Park.

The LEP recognises that there is a need for investment in strategic employment sites; their Strategic Economic Plan recognises the absolute importance of being able to create the conditions for growth. This will include investment in infrastructure, be that road,

digital, or workspace and sites.

The 2014 – 2020 programme European Regional Development Fund (ERDF) will also be allocated through the LEPs.

Landownership

The control and direction of use relating to private ownership of land is not within the remit of the Council. It is therefore recognised that the future delivery of this masterplan is to some degree outside of the Council's control. However, the Council consider that by developing a masterplan which seeks to see future development delivered in a strategically co-ordinated manner, it has taken a positive and definitive step in signalling to landowners that development of high quality and value can be delivered to meet the future needs of this Gateway site.

The Edginswell Valley is under several ownerships, over 9, with the majority of the land under one ownership. This makes for an easier delivery strategy as confirmed by the consultations albeit some areas would be brought forward by the owners. It is important that a single masterplan is delivered for the site and piecemeal development should be avoided.

The Edginswell Business Park is currently under one ownership. This site is the subject of a Planning Inquiry and their current proposals, while providing some business units are allocating a large area of the site to retail use.

Kerswell gardens is under one ownership, but is sub tenanted.

Recommended future strategies:

The Masterplan proposals have considered a proposed phasing plan for the delivery of landscape improvements, a local centre, employment provision and a range of housing typologies including larger family homes.

The aim is to create an urban village that is sustainable and an exemplar community that will set the standard for future developments in the town.

Future Outline Planning Applications will need to respond to this masterplan and expand on its content, aims and ambitions. If successful, reserved matters applications will need to continue to demonstrate the ambition and push the boundaries of residential development in the Bay in order to enhance the built and natural environment and create a special place to live, work and play.