

# Torbay New Growth Point

*Partnership for Growth with Government*

## Programme of Development



September 2007





# **TORBAY NEW GROWTH POINT**

***PARTNERSHIP FOR GROWTH WITH GOVERNMENT***

## **PROGRAMME OF DEVELOPMENT**

**Torbay Council**

**September 2007**



# TORBAY NEW GROWTH POINT: PROGRAMME OF DEVELOPMENT

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- RSS: Housing Growth and Water Supply in South West England 2005-2030
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## Foreword

The Council is delighted that Torbay has been designated as a New Growth Point and is committed to working in partnership with Government to deliver sustainable development and economic prosperity. This is key to achieving the Community Plan goal of a safe, clean and prosperous Bay.

This Programme of Development sets out our short and medium term proposals and the infrastructure that needs to be put in place to deliver longer term development. In particular it highlights a need to address transportation constraints on the Western Corridor, as well as the importance of providing for economic regeneration and green infrastructure.

In the short to medium term, the Programme focuses on implementing proposals in the Adopted Torbay Local Plan, which includes major housing allocations and innovative regeneration schemes in all three towns.

In the longer term, we will ensure that New Growth Points aspirations are met through proposals which will come forward in the emerging Local Development Framework, in particular the Core Strategy.

On behalf of the Mayor, elected Members and Officers of the Council, I commend this Programme to the Department for Communities and Local Government.



**Councillor Chris Lewis,  
Cabinet Member for Transport and Planning  
Chair, Torbay Local Development Framework  
Working Party**

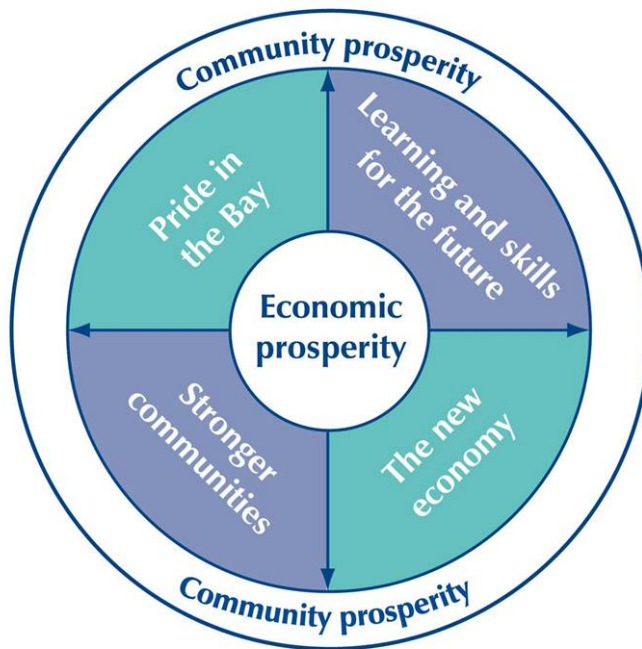


# TORBAY NEW GROWTH POINT: PROGRAMME OF DEVELOPMENT

## 1. INTRODUCTION AND BACKGROUND

- 1.1 The Council has been identified by the Department for Communities and Local Government (DCLG) as one of 29 New Growth Points across the country. This status gives Torbay access to funding to support the delivery of increased levels of new housing growth in line with the emerging Regional Spatial Strategy, and in accordance with the aims of the Government's New Growth Point programme. The first phase of funding has already been allocated to Torbay for 2007/2008 (£730,000) to assist with the delivery of specified projects.
- 1.2 Torbay's New Growth Point Programme aims to help 'turn the tide' and transform Torbay into a clean, safe place with a prosperous economy. It should also be a sustainable, energy efficient community which people enjoy being in, whether for living, working or visiting. It is therefore an important tool for meeting the Community Plan objectives (see below) and delivering a step change in sustainable development in Torbay.

**Figure 1 Torbay Community Plan Themes**



- 1.3 New Growth Points Programmes involve working in partnership with Government, the Local Strategic Partnership, community and other agencies (such as the Environment Agency, Highways Agency and Natural England). It seeks to deliver sustainable development, to meet Torbay's pressing needs for housing and economic regeneration.
- 1.4 In particular this programme identifies infrastructure constraints that need to be overcome in order to unlock development potential. The major issue is considered by the Council to be capacity on the A380 "Western Corridor" which is the main road serving the south of Torbay.

- 1.5 By way of background, **Part 1** of this document considers the purpose and timescales of the Programme, and **Part 2** illustrates the Council's Programme of Development, setting out an overview, describing the housing growth trajectory and concluding with details of the infrastructure requirements necessary to deliver the intended level of growth. **Appendix 1** sets out a detailed **Housing Trajectory**, as required by DCLG guidance. The **links with others plans and strategies** and the various studies being carried out as evidence base for the Torbay Local Development Framework (LDF) are set out in **Appendix 2**. Bidding forms for individual projects put forward are scheduled in **Appendix 3**. **Appendix 4** contains a plan illustrating the location of infrastructure projects and key development sites in the Adopted Torbay Local Plan.

## PURPOSE OF PROGRAMME AND TIMESCALES

- 1.6 In accordance with updated DCLG guidance published in August 2007, Programmes of Development are intended to perform three specific functions:
- a project management tool to guide the local delivery of an increased supply of housing;
  - a means of articulating key infrastructure needs to support this growth; and
  - a basis for bidding for housing growth funding from DCLG to help deliver the programme.
- 1.7 DCLG guidance specifies that programmes should be splits into three phases:
- Short term - Projects underway or planned for 2007/08
  - Medium term - Projects capable of being implemented by 2011
  - Longer term - Projects post 2011: outline of key infrastructure necessary to support delivery of the growth trajectory.
- 1.8 The Programme of Development must be submitted to DCLG by Midday Monday 1 October 2007. Funding allocations will be based on six criteria:
- Scale of challenge and timing
  - Robustness of the local delivery mechanisms and partnership arrangements
  - Effectiveness of partnership with the private sector
  - Need for public intervention
  - Overall soundness of the package
  - Total funding available to the Department
- 1.9 The Council is now required to prepare a Programme of Development that outlines the delivery of new housing in phases over the next 10 – 15 years, in the context of the statutory development plan. The submission will include a housing growth trajectory (see Appendix 1).
- 1.10 This submission sets out the broad vision and rationale for Torbay's New Growth Point Programme, and its links to other plans, particularly the emerging Regional Spatial Strategy (RSS) and Torbay Local Development Framework Core Strategy.

- 1.11 It sets out, in broad terms, the need for physical and social infrastructure required to deliver a step change in development in a sustainable manner. In particular, the Western Corridor is identified as a key priority for NGP funding.

### **TORBAY NEW GROWTH POINT TECHNICAL STEERING GROUP**

- 1.12 The Council recognises that delivering New Growth Points ambitions requires working with a range of partners. A Technical Steering Group has been set up including the Environment Agency, Natural England, Highways Agency and Government Office for the South West. This programme has incorporated the recommendations of the initial meeting of this panel. It is envisaged that membership of this group will be extended to include other key bodies as required.
- 1.13 The New Growth Points Programme was reported to the Local Development Framework Working Party on 14<sup>th</sup> September 2007 and the Torbay Local Strategic Partnership on 20<sup>th</sup> September 2007.
- 1.14 This Programme of Development was approved under delegated powers by the Cabinet Member for transport and Planning and the Strategic Director for Community Services on 27<sup>th</sup> September 2007.

#### [Aerial View of Torbay](#)



## **2. MEETING TORBAY'S HOUSING GROWTH**

### **OVERVIEW**

- 2.1 Torbay is committed to delivery of at least 500 dwellings per year to 2016 and beyond. The Council supported a 500 dwelling per annum growth rate in its submissions on the emerging Regional Spatial Strategy, particularly the Torbay and South Devon Joint Sub Regional Study (June 2005), and the Section 4(4) First Detailed Proposals (September 2005). This level of housing growth is a significant increase on the Devon Structure Plan 2001-16 level of 287 dwellings per annum.
- 2.2 The final level of housing will be set out in the Regional Spatial Strategy, which is likely to be published in early 2008. The Council recognises that the housing requirement may increase in the final RSS. The EiP panel discussed the impact of 600 dwellings per annum. Such a growth rate, if enshrined in RSS, would bring forward the need to release additional greenfield sites.
- 2.3 The Strategic Housing Land Availability Assessment, which is currently underway, will advise on the most appropriate way of meeting the RSS requirement.
- 2.4 The Council intends to provide development in as sustainable a manner as possible taking into account social, economic and environmental objectives. It is probable that transport and flooding will present serious environmental issues that need to be tackled. The need to provide family housing and a full range of employment and community facilities mean that there are limits to urban capacity sites (which tend to deliver flats). Nevertheless there is significant scope to provide regeneration and higher density in the urban area, provided such developments are well designed and take full account of issues such as flood risk and the need to provide feasible alternatives to the private car. If these schemes are planned and implemented successfully, they will enhance the built environment and improve town centre retail, tourism and leisure facilities, as well as providing homes.
- 2.5 The Council's Urban Design Guide SPD was adopted in May 2007 and sets a framework for ensuring a high standard in design, which is also required by Policies BES and BE1 of the Adopted Torbay Local Plan (See Appendix 2). It is noted that Development Policy G in the emerging RSS requires all new and refurbished buildings to meet BREEAM and Eco Homes Very Good/ Code for sustainable homes level 3, and level 5 on urban extension sites. Policy EP1 of the Adopted Torbay Local Plan 1995-2011 requires that development should incorporate energy saving feature in its design and layout. The Local Plan also sets out proposals to provide and protect open space and biodiversity. The Council's Greenspace Strategy aims to encourage greater use of open space by local people.

### **MEETING TORBAY'S HOUSING GROWTH**

#### **Short Term – 2007/08**

- 2.6 Due to infrastructure and project lead-in times, new sites will not come on stream for at least 5 years and therefore the short and medium term programme will need to emphasise development of brownfield areas at the

optimum capacities whilst avoiding flooding, transport, built or natural environmental constraints.

- 2.7 Housing development will be delivered through committed sites, particularly Torre Marine and Scotts Bridge/Barton in Torquay, Great Parks and Foxhole in Paignton and Dolphin in Brixham, as well as windfall development.
- 2.8 The regeneration of Brixham Harbourside, waterfront and central car park will be progressed to provide mixed use development including residential, retail and employment uses.
- 2.9 At the same time, there will be a focus on developing options for growth through the Preferred Options stage of the Local Development Framework Core Strategy, due for publication in Summer 2008. As already highlighted, a key aspect of this work involves completion of strategic housing market and land availability assessments and development of the Mayoral Vision.

**Medium Term - 2008/2011**

- 2.10 Development will continue to focus on the delivery of sites allocated in the Adopted Torbay Local Plan and brownfield opportunities identified in the forthcoming Torbay Housing Land Availability Assessment.
- 2.11 Key areas of housing to be delivered between 2008-2011 are likely to include Scotts Bridge/Barton and Hollicombe in Torquay, and Great Parks in Paignton.
- 2.12 Regeneration proposals in Torquay Harbourside and town centre, together with Paignton town centre, are likely to be commenced by 2011 with associated delivery of new housing as part of mixed use developments. The implementation of regeneration proposals in Brixham is also likely to take place partly in this period, particularly at Freshwater Quarry.

**Longer Term – Post 2011**

- 2.13 The forthcoming Preferred Options of the Core Strategy will need to advise on the most sustainable way of meeting longer term housing growth over the LDF plan period to 2026. It will need to address any increase over the current Draft Regional Spatial Strategy annual housing target of 500 dwellings per year that the Secretary of State may impose in her final deliberations on the Report of the RSS Examination in Public Panel. In particular the Strategic Housing Land Availability Assessment, which will inform the Core Strategy, will advise on the need for greenfield land and the most sustainable site(s) for any extension of the urban area that may be required.
- 2.14 The EiP panel debated the impact of a 600 dwellings per annum growth rate. However the final RSS growth rate is not yet determined. The Council's assessment (submitted in January 2007 as technical 4(4) advice to the Regional Assembly) was that a growth rate of 600 dwellings per year would bring forward the need for additional greenfield housing land from approximately 2016 (at 500 dwellings per annum) to around 2012.
- 2.15 Current housing trajectory information suggests that new development land is likely to be required between around 2012-16. Clearly sites will need to be identified in development plan documents before this date, and the forthcoming housing land availability assessment will form a vital part of the evidence base.

2.16 A detailed **housing trajectory** and chart which follows recent DCLG guidance is set out at Appendix 1.

### 3. INFRASTRUCTURE NEEDED TO DELIVER SUSTAINABLE GROWTH

#### OVERVIEW

3.1 In the short – medium term it will also be important to put in place longer term infrastructure, particularly:

- A step change in economic performance including the provision of nearly 600 new jobs per year and an increase in the number of better paid jobs. The Council's September 2006 New Growth Points Submission set out Torbay's need for regeneration. In particular GVA is amongst the lowest in the country, wage levels are around 70% of the national average and there is a shortage of high quality full time employment. Improving economic prosperity is the Mayor's core priority and central to the Community Plan. Realistically, this means the need to unlock Use Class B1 and B2 developments. In addition, it is important to increase professional skills within the Bay. This will be achieved in part by the development of the Centre for Innovation and Research and SPARC Lab at Torbay Hospital, as well as a third Torbay Innovation Centre. The repositioning of Torbay as a higher quality resort will also contribute to this. The provision of high quality retail, leisure and tourism facilities in town centres and other locations that are accessible to public transport will help this renaissance. Improving accessibility is key to attracting investment in employment.
- Improved flood defence measures and sustainable drainage. The operation of the sequential approach required in PPS25 and the use of s106 contributions will be an important way of achieving this.
- A step change in the provision of walking, cycling, bus, train and water transport opportunities, particularly given the severe limitations on new road building and the need to reduce carbon emissions. There is a need to provide and improve safe cycling routes. Improving connections between Torbay and the Paddington-Penzance mainline at Newton Abbot will help reduce the need to travel by car.
- It is recognised that it is not always sustainable to build new roads. Nevertheless there are key road infrastructure constraints that need to be addressed. The South Devon Link Road will dramatically improve Torbay's accessibility and attractiveness to inward investment.
- There is a need to improve accessibility to the south of Torbay along the A380 West of Paignton, which is known as the "**Western Corridor**". There are severe capacity constraints at Kings Ash and Tweenaway Cross (Paignton) which act as a significant choke on development in the South of Torbay. Highway improvements should focus on 'locking in' sustainable transport measures, for example by the provision of bus and cycle lanes and priority measures. It is recognised that simply increasing the carrying capacity for cars will not provide a long term solution, nor help address under environmental issues. Resolving the infrastructure constraint is essential to implementing a range of development in the south of Torbay including:

- Allowing a modal shift to more sustainable forms of travel by improving conditions and ease of travel for pedestrians, cyclists and public transport.
  - Housing at Great Parks (up to 500 dwellings on sites proposed in the Torbay Local Plan).
  - Improving accessibility of existing employment land at Yalberton and Long Road.
  - Employment proposals at Long Road South and Yalberton Road, which are set out in the Local Plan.
  - Regeneration proposals in Brixham.
  - Any further development proposals to emerge through the Local Development Framework Core Strategy.
- The provision of improved waste management facilities including the possibility of waste-to-power, improved recycling and a reduction in land fill.
  - The maintenance of existing and provision of new Green Infrastructure.
- 3.2 A clear understanding of these constraints, funding options and the 'direction of travel' of strategic development will need to be arrived at before the Preferred Options of the LDF Core Strategy is published in Summer 2008. Such measures will set the context for Torbay's mid to long term development programme.
- 3.3 The Council seeks to maximise s106 Planning Obligations (and other clauses such as s278 Agreements) to deliver sustainable development and environmental improvements. The Regulation 17 Draft Supplementary Planning Document on Developer Contributions and Affordable Housing has been agreed by the LDF Working Party for consultation in October 2007. The SPD is due for adoption in early 2008. This seeks to:
- Prioritise matters that are physically necessary for the successful development of sites. This covers the provision of access for walking, cycling, buses and cars, and provision of sustainable drainage measures.
  - Maximise the delivery of affordable housing by seeking a 10 dwelling threshold.
  - Target other contributions to meeting Community Plan priorities, where this accords with the stipulations of Circular 5/2005.

## **NEW GROWTH POINT PRIORITIES**

### **Current infrastructure projects (2007/08)**

- 3.4 New Growth Points funding is currently being used as follows:

#### **Revenue Projects**

- 3.5 ***Strategic Housing Land Availability Assessment.*** This work aims to assess fully the capacity of brownfield land and to advise on the sustainability of possible new greenfield housing land. The appointed consultants, Baker Associates, have submitted a preliminary draft report on suitable brownfield

sites. A final report is expected around December 2007 and will form an important part of the Core Strategy evidence base.

- 3.6 Torbay is also working with neighbouring authorities on sub-regional housing requirements and land availability. An Exeter sub-regional strategic housing land availability assessment is likely to be carried out in 2008/9. It is intended that the Bakers study of Torbay should be compatible with the sub-regional study and enable an overall picture of land availability to be drawn up.
- 3.7 **Strategic Viability Study.** The Council has a recent Strategic Housing Market Assessment (see Appendix 2) and a forthcoming Strategic Housing Land Availability Study. However there is need for additional viability testing, particularly to assess the ability to use Section 106/ 278 Agreements (or subsequent arrangements) to provide essential development infrastructure. It is intended to use 2007/2008 New Growth Points funding towards a proportion of this work, which may be treated as an element of the Housing Land Availability Assessment project.
- 3.8 **Mayoral Vision.** This project is being carried out by consultants LDA Design to develop the elected Mayor's Vision for the regeneration of key areas in Torbay, and to forge stronger links between the Community Plan and Spatial Place Making via the LDF Core Strategy. Visioning work is currently underway and the final report is expected at the end of 2007.
- 3.9 **Additional staffing.** An additional Strategic Planning Officer post has been funded to provide support for the Council's New Growth Points programme and related Core Strategy policy work. Some of this will be used to commission viability assessment work noted above.

#### Capital Projects (2007/8)

- 3.10 **Fish Quay Regeneration.** New Growth Points funding has been provided for the new Fish Quay Project, which is a central element in the regeneration of Brixham. New Growth Points funding is being used to provide access into Oxen Cove, which will allow employment proposal E1.20 in the Adopted Torbay Local Plan to be implemented. This is expected to provide around 3600Sq M of employment floor space and about 140 jobs. The access will also enable development of around 160 dwellings at Freshwater Quarry in the period 2011-2016.

#### Medium term infrastructure projects (2008 - 2011)

- 3.11 New Growth Points funding is likely to be required for a number of projects underway or planned for the period 2008-2011. In compiling its submission, regard has been had to key infrastructure constraints and the availability of other sources of funding, such as s106 contributions or Housing Corporation grants. A recurring theme is the need to address transport constraints on the Western Corridor. The cost of this is likely to be beyond the scope of s106/s278 contributions to achieve.
- 3.12 In the medium term, the emphasis will be on implementing Local Plan Proposals and completing the vision/infrastructure base. A large proportion of the housing supply is likely to come from Great Parks, Paignton, as well as making best use of brownfield and regeneration opportunities.

- 3.13 Several employment proposals are likely to be implemented between 2008-2011 including Edginswell, Torquay and Long Road South, Paignton. It is also likely that the Torbay Innovation Centre, Third Phase at Long Road, Paignton will be completed. The new Centre for Innovation and Research and SPARC Lab at Torbay Hospital are likely to be delivered by January 2009.

#### Revenue Projects

- 3.14 **Staffing** Continue funding of additional Strategic Planning Officer to deliver New Growth Points programme and increased level of housing provision through the Core Strategy and other development plan documents. Increased emphasis on implementation and housing enabling. (Project R1; formerly also R1 in Torbay's October 2006 Supplementary Paper SP1).
- 3.15 There is a need to increase the capacity of the Council/TDA's implementation team to address matters such as site assembly, preparation of development briefs and project management. This will help lever in additional funding and ensure that areas grow in a sustainable fashion with a balanced provision of jobs and community facilities to match new housing.
- 3.16 Landscape character assessment work (Project R3) is needed to guide longer term development options that may impact on greenfield sites.
- 3.17 Biodiversity Action Plan support is sought to implement improvements to wildlife habitats identified in the BAP and to secure mitigation input to housing land assembly (Project R4).

#### Capital Projects

- 3.18 **Transportation, employment and green infrastructure**
- **Strategic Cycleway:** (Project T1, formerly 1E in Torbay's October 2006 Supplementary Paper SP1). This is an important measure in achieving a modal shift towards sustainable forms of transport. The Council seeks the provision of sustainable transport measures through s278/s106 Planning Obligations. However, additional funding is required to complete the Strategic Cycle Network.
  - **Sustainable Transport Link in the Western Corridor :** (Project T2, formerly 1G in Torbay's October 2006 Supplementary Paper SP1). This is critical to delivering development of Great Parks as well as facilitating access to the south of Torbay. As noted above the focus will need to be on encouraging and 'locking in' modal shift to sustainable forms of travel. The bid includes T2 (i) Sustainable transport route at Kings Ash/Great Parks.
  - **T2 (ii) Improvement to Tweenaway Cross, Paignton:** Implementation of improvements in T22.2 of the Adopted Torbay Local Plan and Torbay Local Transport Plan. This will need to be complemented with demand management measures to reduce traffic levels on the corridor, particularly short trips.

- **T2 (iii) Improvement of Windy Corner, Galmpton (1G (ii)):** This is important to reducing congestion on the southern part of the Western Corridor and improving access to Brixham.
- **Green Infrastructure Projects:** It will be important to ensure that new housing development is supported by the improvement of green space and management of valuable landscapes. This is particularly the case for the Berry Head Management Plan (part funded by Project bid G1) which is needed to safeguard Berry Head SAC/AONB from the encroachment of development and provide recreation areas. There is also a need to provide and improve green spaces to meet the needs arising from new development (Project G2).
- **Employment Infrastructure (building refurbishment, business advice etc).** Serving Torbay's deprived wards. (Partly covered by bid E1).
- **Centre for research and innovation and SPARC (See, Plan, Act, Refine, Communicate) lab at Torbay Hospital.** (partly covered by bid E1).

#### **Longer term infrastructure projects 2011 - 2016 and beyond**

3.19 Projects will need to be brought forward via the Local Development Framework Core Strategy and Site Specific Policies and Proposals Development Plan Documents. However the following key issues will need to be addressed in order for Torbay to deliver its housing targets:

- Finding a transport solution to the Western Corridor. This is likely to be through a focus on sustainable transport and demand management measures. Where road improvements or new stretches of road are essential, they should 'lock in' sustainable travel modes in their layout and design. The Core Strategy Preferred Options will need to advise on necessary measures. However improvements along the Western Corridor will be essential to realising both medium and longer term development.
- Provision of sea ferry service between the three towns.
- Implementing proposals in the Torquay Harbour Area Action Plan, including the need to ensure land stability and implementation of flood protection measures;
- Completion of regeneration proposals in Brixham, particularly at Freshwater Quarry are likely to fall in the 2011-2016 period;
- Regeneration of Paignton Harbour and improvement of flood defences;
- Attracting investment in good quality jobs and implementation of successful employment developments;
- Completion (if not in 2008-11) of major employment proposals at Edginswell, Torquay; Yalberton and Long Road South, Paignton;

- Torquay – Union Street/Temperance Street/Market Street redevelopment to provide mixed use development including retail and housing;
- New branch library serving Barton, Torquay;
- Relocation of Paignton library and development of Courtland Road site;
- Improved AONB management around Brixham, particularly in conjunction with implementation of development in or adjacent to the AONB; and
- Need to provide infrastructure for any planned extension of the built up area, which may emerge through the Local Development Framework Core Strategy.
- Provision of open space and other green infrastructure

[Congestion on the Western Corridor, Kings Ash Road, Paignton](#)



#### **4. SCHEDULE OF CANDIDATE PROJECTS FOR FUNDING 2008/09 - 2010/11**

- 4.1 The projects set out overleaf are intended to support Torbay's New Growth Points Programme of Development for achieving a step change in housing supply and economic prosperity. A more comprehensive list of projects was submitted in October 2006 in the New Growth Points Supplementary Paper SP1.
- 4.2 The projects identified below are considered vital to the success of the Torbay New Growth Point and are essential to unlocking constraints to development. The key priority in Torbay is considered to be the Western Corridor. A range of projects to ease congestion and encourage modal shift towards sustainable modes of transport are identified. The Highways Agency, Government Office and others have emphasised that these should 'lock in' improvements to walking, cycling and public infrastructure, rather than simply increasing road capacity. Freeing up the road network would allow a range of development to go ahead, including land proposed for housing and employment uses in the Adopted Torbay Local Plan, and regeneration proposals in Brixham. In particular it would facilitate the delivery of around 500 dwellings at Great Parks Phase 2.
- 4.3 Funding is also sought to help provide employment infrastructure. The bid also identifies green infrastructure measures, which partner organisations such as Natural England, Torbay Coast and Countryside Trust and the Environment Agency regard as necessary to achieve a sustainable programme of development.
- 4.5.1 These works can be delivered to facilitate development which will be completed over the next 2-5 years.
- 4.6 The Torbay New Growth Point Bid for 2008/9 to 2010/11 totals £9.345 million.

**Schedule of NGP Project Bids 2008/9- 2010/11**

<b>Project</b>	<b>Funding sought for 2008/9 to 2010/11 (£ millions)</b>
<b>Revenue Funding</b> <b>R1</b> Planning and Housing staff (Planning Policy/ Implementation and Housing Enabling). <b>R2</b> Mayor's Vision: delivery, project management, feasibility studies and capacity building. <b>R3</b> Landscape Character Assessment. <b>R4</b> Torbay Biodiversity Action Plan. <p align="right"><b>Revenue Sub Total</b></p>	0.24m 0.3m 0.05m 0.045m <b>0.635m</b>
<b>Communications / Transport</b> <b>T1</b> Strategic Cycleway (Torquay/Paignton/Brixham) <b>T2</b> Sustainable Transport Link in the Western Corridor(Paignton) <b>T2(i)</b> Dedicated sustainable transport (bus/cycle) route at Great Parks, Kings Ash Road (Paignton). <b>T2(ii)</b> Improvements to Tweenaway Cross junction, (Paignton). <b>T2(iii)</b> Improvements to Windy Corner junction, (Galmpton, Paignton). <p align="right"><b>Transport Sub Total</b></p>	0.7m 3.0m 4.0m 0.2m <b>7.9m</b>
<b>Employment Infrastructure</b> <b>E1</b> Torbay Innovation Centre (Third Site) <p align="right"><b>Employment Sub Total</b></p>	0.5m <b>0.5m</b>
<b>Green Infrastructure</b> <b>G1</b> AONB/Berry Head Management Plan (Brixham) <b>G2</b> Greenspace Strategy Action Plan <p align="right"><b>Green Infrastructure Sub Total</b></p>	0.11m 0.2m <b>0.31m</b>
<b>TOTAL</b>	<b>9.345m</b>

## Appendix 1: Torbay's Housing Trajectory



Housing under construction in 2007, Paignton

## **APPENDIX 1: TORBAY'S HOUSING TRAJECTORY**

### **Notes on Significant Current housing developments**

#### *Beechfield Avenue, Scotts Bridge, Torquay (Local Plan Proposal H1.4.)*

Work is currently underway to provide an innovative design scheme, and to address contamination issues. The development will provide around 120 dwellings (significantly more than the 40 suggested in Local Plan Proposal H1.4). This is a key example of how the implementation of the Local Plan is able to yield more dwellings than proposed in the Plan.

The site is Council owned and therefore a high proportion of affordable housing is proposed, possibly delivered through the creation of a Community Land Trust.

Development is expected to commence in 2007/08.

#### *Scotts Bridge, Barton (Local Plan Proposal H1.1, H1.2)*

The development of Scotts Bridge, Barton to the north of Torquay is nearing completion. This area has been a major source of housing land in Torbay since the early 1990s. Around 40 dwellings were under construction at April 2007 and about 140 dwellings remain to be built (with planning permission) on Local Plan (H1.1/H1.2) sites.

The longer term housing potential in this area will be assessed through the forthcoming housing land availability assessment.

#### *Great Parks, Paignton (Local Plan Proposal H1.11, H1.12 and H1.13)*

A Planning Brief is being prepared to guide the completion of Phase 1 development and the development of land in Phase 2. By 2011 the site could deliver around 500 additional dwellings (significantly more than the Local Plan allocation of 360 in Proposals H1.11, H1.12 and H1.13). Around 50 dwellings remain to be built in Phase 1 and have outline permission, on a site owned by the Council.

The Pre-Regulation 17 Draft 'Issues and Options' paper published for consultation in 2006 revealed a significant traffic constraint. Work is currently underway to assess the capacity of Kings Ash Road and to identify measures needed to allow development to proceed. These are likely to include demand management and promotion of walking, cycling and buses. However, a number of key junction improvements are also likely to be required.

In addition, the development of the allocated local centre will reduce the need to travel.

#### *Foxhole, Paignton*

There is significant "densification" of this area, which is a former Council Housing Estate, now managed by Riviera Housing Trust. Currently unfit pre-reinforced concrete dwellings are being replaced by higher density modern development. There are also proposals to merge two schools in the area. Around 40 dwellings are currently under construction, with around 150 additional homes likely to be achieved.

#### *South Devon College/Torre Marine*

The redevelopment of the former South Devon College as an 'urban village' by Barratts is currently underway. 62 dwellings were under construction at April 2007 with another 257 dwellings to follow. Development is expected to be completed by 2009. Thirty percent of the development will be affordable housing.

*Former Dolphin Holiday Park Phase 1 (Local Plan Proposal H1.22A)*

This is the redevelopment of a derelict holiday camp to the South of Brixham. Around 100 dwellings have been completed (at August 2007) with 140 with planning permission within Phase 1. A second phase is identified in the Local Plan for 40 dwellings, but could deliver more if landscape impact and AONB/biodiversity are dealt with in a sustainable manner.

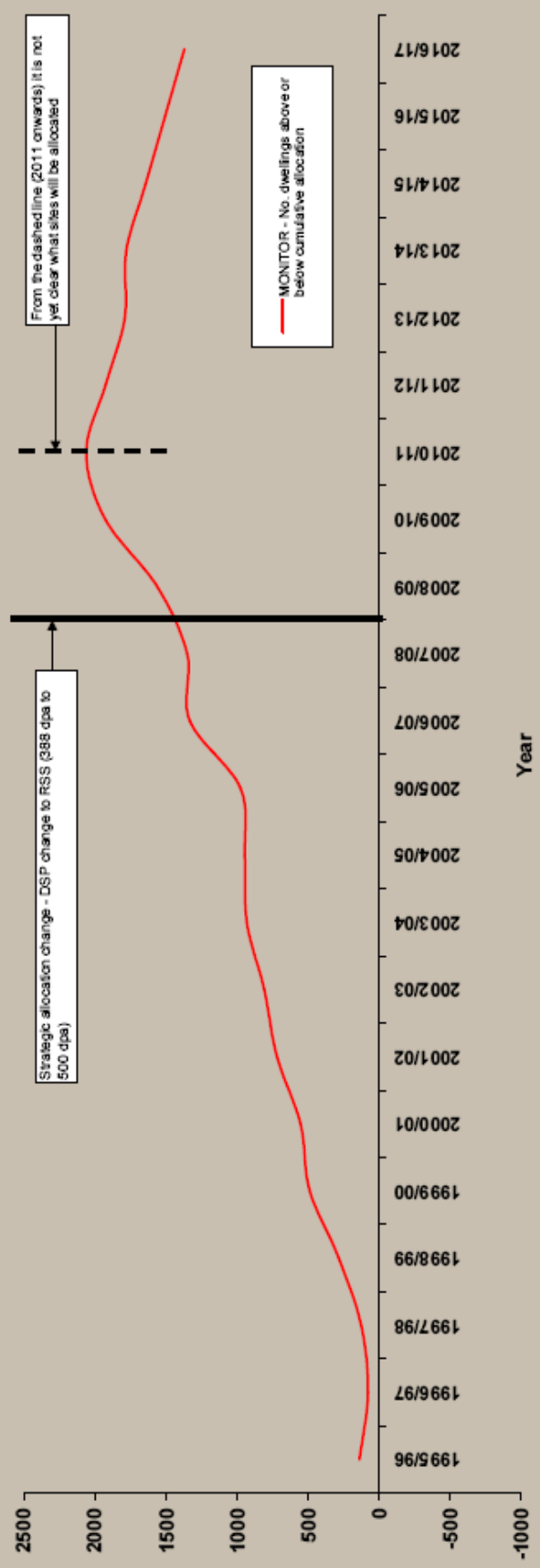
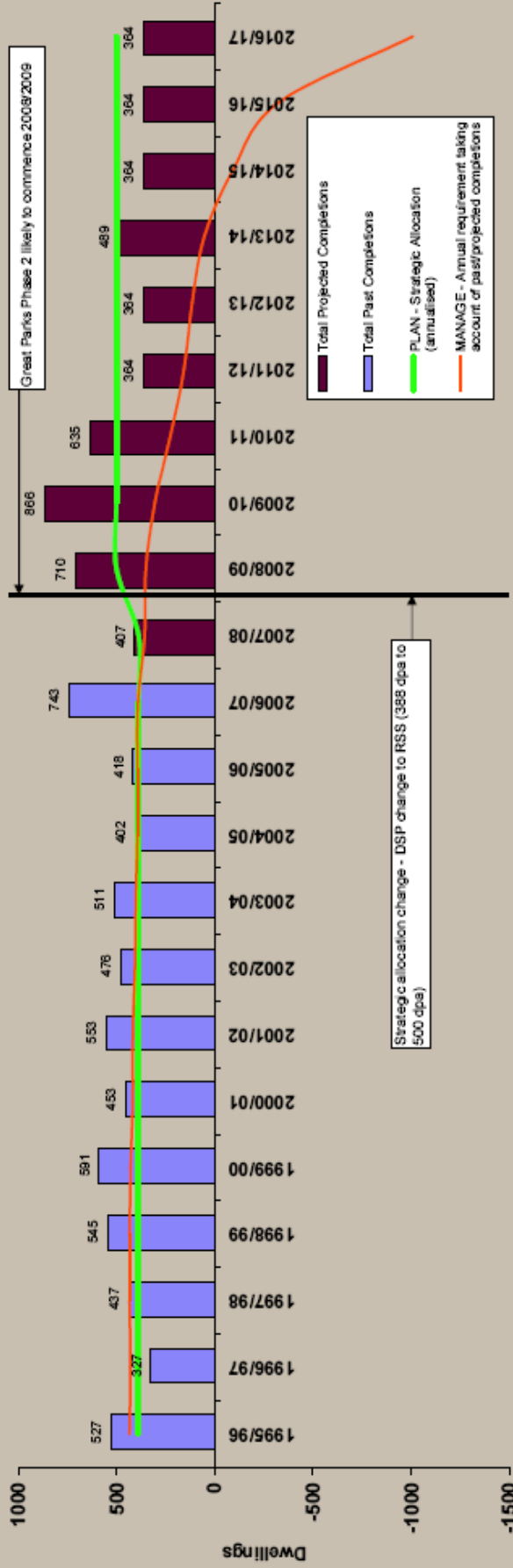
APPENDIX 1 Torbay Housing Trajectory (Part 1)

	1995/96	1996/97	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17
Past Completions - Allocated Sites																						
Past Completions - Unallocated Sites																						
Projections - Allocated Sites																						
Projections - Unallocated Sites																						
<b>Strategic Site</b>																						
H1.1 & H1.2 Barton																						
Great Parks Phase I																						
South Devon College																						
H1.22 Dolphin																						
H1.7 Hawkins Ave																						
H1.9 Terrace Carr Pk																						
H1.10 Holcombe Gasworks																						
H1.14 Station Lane																						
H1.16 Pimley Dairies																						
Brixham Town Centre/Harbour Area																						
H1.21 St Marys																						
H1.4 Beechfield Ave*																						
Great Parks Phase II																						
THAAP Area																						
Union St/Tempance St/Market St																						
TM6 Dandy Road, Paignton																						
<b>Total Past Completions</b>	527	327	437	545	591	453	553	476	511	402	418	743										
<b>Total Projected Completions</b>																						
<b>Cumulative Completions</b>	527	854	1291	1836	2427	2880	3433	3909	4420	4822	5240	5983	6390	7100	7966	8601	8965	9329	9818	10182	10546	10910
<b>PLAN - Strategic Allocation (annualised)</b>	387.5	387.5	387.5	387.5	387.5	387.5	387.5	387.5	387.5	387.5	387.5	387.5	387.5	500	500	500	500	500	500	500	500	500
<b>MONITOR - No. dwellings above or below cumulative allocation</b>	139.5	79	128.5	286	489.5	555	720.5	609	602.5	947	977.5	1333	1352.5	1562.5	1928.5	2063.5	1827.5	1791.5	1780.5	1644.5	1508.5	1372.5
<b>MANAGE - Annual requirement taking account of past/projected completions</b>	434	429	434	434	428	418	416	407	402	394	380	381	355	350	305	224.5	156.08	114.5	52.125	-93.5	-322.25	-1008.5

THAAP = Torquay Harbour Area Action Plan

\*The Adopted Torbay Local Plan suggests 40 units on this site, although there is evidence to suggest it could yield around 120 units

# APPENDIX 1 Torbay Housing Trajectory (Part 2)







## APPENDIX 2: LINKS TO OTHER PLANS STRATEGIES AND PROGRAMMES

### A2.1 Regional Planning Guidance Note 10

RPG10 (2001) designates Torbay as a principal urban area (PUA). Policy SS18 sets out:

***Local authorities, developers, infrastructure and transport providers and other agencies should work together to achieve the following for Torbay:***

- ***investment in new strategic facilities for the tourist industry;***
- ***support for economic restructuring through regeneration in town centres and at key focal points;***
- ***promoting the high quality development and redevelopment of land to attract inward investment;***
- ***improvement in transport linkages to reduce peripherally;***
- ***balanced level of housing provision consistent with the area's economic objectives.***

### A2.2 Regional Spatial Strategy for the South West 2006 - 2026

The emerging Regional Spatial Strategy for the South West promotes regeneration and a 'step change' in Torbay's economic performance. In particular Policy SR36 and SR37 state:

***SR36 - Local authorities, through their respective LDDs, along with regional/national partners and statutory organisations, should seek to provide a range of employment opportunities, services and facilities to enable greater investment in the physical fabric of the urban area, deliver a greater quantity of affordable housing and improve the retail performance. Collectively, all partners should strive to deliver a step change in performance at Torbay.***

***SR37 - To stimulate economic development at Torbay (Torquay, Paignton and Brixham) provision for job growth in the Torbay TTWA should be made for about 11,700 jobs over the plan period. Provision should be made for an average of about 500 dwellings per annum within and adjoining Torbay's urban area over the plan period.***

***Development at Torbay will focus on the intensification of its existing urban area through the re-use of previously developed land and buildings, including urban renewal, maximising densities whilst seeking high-quality design standards. Where capacity constraints within the urban area restrict the ability to deliver the required housing and employment provision, urban extensions should be brought forward through the Torbay LDD, to complement this urban focus approach, assessing locations immediately adjoining the Torbay urban area.***

***Investment will be made in key infrastructure to enable the achievement of the development proposed in this Policy.***

The Regional Spatial Strategy has been through public examination and the Panel Report is expected in Autumn 2007. It will be noted that the level of growth in the emerging Regional Spatial Strategy represents a step change in the level of housing delivery from the level of around 300 dwellings per year in the Saved Devon Structure Plan.

### **A2.3 Devon Structure Plan 2001 to 2016**

Policy ST13 of the saved Devon Structure Plan 2001-16 sets out:

#### ***ST13 – Torbay Principal Urban Area (PUA)***

***Priority should be given to:***

- 1) promoting greater self-sufficiency, particularly in terms of the balance between the provision of homes and jobs while conserving the area's environmental quality;***
- 2) developing and diversifying the economy through economic restructuring, regeneration in the town centres, investment in new strategic facilities for the tourism industry and offering a range of economic investment opportunities;***
- 3) providing additional housing at a level sufficient to meet local needs and supporting growth and regeneration;***
- 4) improving the road, rail and public transport networks and links to the wider hinterland;***
- 5) enhancing the strategic transport routes to other parts of Devon, the Region, the rest of the UK and Europe, taking advantage of the opportunities resulting from the proposed Kingskerswell Bypass.***

***In doing so, it should:***

- 1) act as a primary focus for development, economic investment and regeneration in the southern part of Devon, including the provision of a strategic employment site;***
- 2) enhance its role as the main commercial and tourist centre for the southern part of Devon;***
- 3) provide a wide range of services and specialist facilities necessary to meet the needs of the area.***

### **A2.4 Adopted Torbay Local Plan 1995-2011**

The Torbay Local Plan was adopted in April 2004 and sets out a range of policies and proposals. Although working to Devon Structure Plan housing figures (rather than Regional Spatial Strategy figures), it contains a number of developments that have not yet been implemented. There are significant opportunities to develop these sites on higher densities than envisaged in the Local Plan in order to make best use of land. The Local Plan also proposes to achieve a large proportion (at least 65%) on previously developed urban land during the plan period to 2011.

## A2.5 Torbay Local Development Framework

### Core Strategy

The Council issued its Regulation 25 Issues and Options Core Strategy in June 2006. This built upon the Council's formal 4(4) Authority input into the emerging Regional Spatial Strategy and the findings of the Torbay and South Devon Joint Sub-Regional Study (June 2005) and Sustainability Appraisal (Enfusion 2005). The Regulation 25 Issues and Options paper consulted on three possible strategies for growth:

Option (1) Constrained Development Approach. The level of growth in the Regional Spatial Strategy (RSS) would be considered as a ceiling and growth beyond this level would be resisted. Similarly, new development would be tied to the expansion of job opportunities. This option would not provide any additional greenfield sites for development, other than those identified in the existing Torbay Local Plan. This option could be seen as a low growth option. However, it would be unlikely to provide enough housing to meet housing need.

Option (2) Urban Regeneration Approach. The RSS would be treated as a broad target, towards which sites will only be allocated where they meet sustainability criteria. In particular, greenfield expansion would be kept to a minimum. Although new greenfield sites would not be ruled out, there would be a heavy emphasis on making the best use of brownfield sites and other land already earmarked for development, within the urban area. This option would allow a limited amount of growth, but only if it can be achieved in a sustainable fashion.

Option (3) Urban Extension Approach. This would seek to meet Torbay's need for development through a planned urban extension. If the principle of the need to expand into the countryside is accepted, various sub-options about where to expand arise. For example, should we plan an urban extension to one town, or allow small expansions of all three towns in Torbay? Under this option, the RSS level of growth would be treated as a minimum ('floor') which may be exceeded. In particular, unplanned 'windfalls' on brownfield sites would be treated as additional to the sites that are allocated, so the overall growth may exceed the RSS target of 500 dwellings per year. There would be an emphasis on creating an appropriate level of additional employment and community facilities.

It is unlikely that Option 1 would deliver the RSS level of growth. Therefore the Preferred Option will need to focus on a combination of 2 or 3.

The Regulation 26 Preferred Options Stage will be published for consultation in Summer 2008. A critical issue will be how to best accommodate the RSS level of growth and to establish the need or otherwise for an urban extension, and to provide a framework for economic prosperity in Torbay. In this respect, the New Growth Point programme and findings from the Strategic Housing Land Availability Study will be central to the content of the Core Strategy Preferred Options.

**Torquay Harbour Area Action Plan.** This Development Plan Document will be published in its Preferred Options Stage in Autumn 2007. It proposes a range of regeneration proposals including around 200 dwellings on previously developed land in the vicinity of Torquay Harbour.

**Greenspace Strategy** (Adopted as SPD May 2007). This contains an assessment of the quality of Torbay's greenspaces and a programme of action for short, medium and long term improvements.

**Urban Design Guide** (Adopted May 2007). The Urban Design Guide aims to improve the quality of Torbay's urban environment and to encourage a high standard of design for new developments. The Guide targets the following design principles:

1. **Character** - *Does the scheme feel like a place with its own identity?*
2. **Continuity and enclosure** - *Is the scheme a place where public and private spaces are clearly distinguished?*
3. **Quality of the public realm** - *Does the scheme have attractive and successful outdoor areas?*
4. **Ease of movement** - *Is the place easy to get to and move through?*
5. **Legibility** - *Does the place have a clear image and is it easy to understand?*
6. **Adaptability** - *Is the scheme a place that can change easily?*
7. **Diversity** - *Does the scheme create a place with variety and choice?*
8. **Sustainability** - *Is the scheme a place that meets the needs of today without compromising the ability of future generations to meet their needs?*

**Planning Contributions and Affordable Housing: Priorities and Delivery Supplementary Planning Document. Regulation 17 Draft. October 2007**

This seeks to priorities developer contributions to ensure that development is provided in a sustainable fashion.

**A2.6 Torbay Local Transport Plan 2006-2011**

The Torbay Local Transport Plan 2006-2011 (LTP), contains a range of measures to improve Torbay's transport network in keeping with the aims of the Community Plan. The LTP's priorities are: accessibility, air quality, road safety and quality of life and reducing congestion and the impact of transport.

The LTP seeks to deliver the spatial transportation strategy set out in **Policy TS** of the Adopted Torbay Local Plan. This seeks to reduce the environmental impact of transport systems, to reduce the need to travel by car and to encourage sustainable transport measures. Local Plan **Policy T1** 'Development Accessibility' requires all development to be accessibly located and **Policy T2** 'Transport Hierarchy' promotes walking, cycling and public transport. Various policies in the transport and accessibility Chapter of the Local Plan deal with sustainable modes of transport. **Policy T24** designates traffic management zones which aim to achieve traffic reduction and improve safety.

The LTP has been used as a launching pad to promote a number of significant improvements to Sustainable Transport. Torbay Council, in partnership with local bus operators have invested in significant improvements to the public transport infrastructure. Over the past couple of years the financial investment in measures and schemes aimed at improving and promoting of public transport has been in excess of £750,000 of which more than £340,000 has been in capital investment through the Local Transport Plan process. Additional funding has been secured through developer contributions and from special funding streams such as the Governments 'Kickstart' initiative.

### **A2.7 Torbay Community Plan 2007+ (2007)**

The Torbay Community Plan, “**Turning the Tide for Torbay**” was approved by Council in February 2007. It builds on the previous Community Plan, “Teaming up for Torbay’s Future 2004 – 2007”. Turning the Tide puts economic prosperity at the centre of ‘the wheel’ of priorities (see Figure 6) and this is seen as the core priority of the Community Plan. Around the core priority of economic prosperity are the following themes:

- **Pride in the Bay**
- **Learning and Skills for the Future**
- **The New Economy**
- **Stronger Communities**

**A2.8 Torbay Housing Strategy – Torbay Housing Partnership: The Future of Housing in Torbay.** This sets out the Torbay Housing Partnership’s aims and objectives. Its key aims are to: Improve access to good quality affordable homes; build more affordable homes; improve access to private rented homes; improve access to private rented homes for all groups; and improve the quality of the private housing stock.

**A2.9 South West Regional Housing Strategy 2005-16.** This provides housing provides a framework for partnership working to provide everyone with access to a decent home within a sustainable and inclusive community. It aims to improve the balance of housing markets, achieving good quality homes and to support sustainable communities.

### **A2.10 Regional Economic Strategy (RES)**

This sets out the Regional Development Agency’s strategy for economic development in the South West. It includes proposals for regeneration in Torbay. The Torbay Economic Regeneration Strategy sets objectives out in more detail.

### **A2.11 Torbay Economic Regeneration Strategy (TDA/GHK 2006)**

This sets out Torbay’s need for regeneration and identifies strengths and weaknesses, opportunities and threats to the economy. Key themes for regeneration are:

- Repositioning the visitor offer and the leisure economy
- Increasing value and improving economic performance of key sectors
- Encourage appropriate diversification of the economic base
- Business and infrastructure support for economic growth
- Develop skills and learning opportunities
- Community support for a higher quality of life.

In terms of infrastructure needs, the Economic Regeneration Strategy identifies a need for a better transport system, improved ICT infrastructure, improved learning infrastructure and regeneration of key community areas in the three towns.

### **A2.12 Regional Spatial Strategy: South West Housing Growth and Water Supply in the South West of England 2005-2030 (Environment Agency 2006)**

This is a technical assessment of water resources required to meet Regional Spatial Strategy housing growth. The assessment identified a theoretical deficit from Roadford Reservoir (which serves Torbay) for 2009-2010 and identifies a need for a 21% increase in water efficiency if this is to be offset.

It is important to note that 'these theoretical deficits' should not be regarded as definitive, rather they signal the need for improvements in water efficiency and demand management.

**A2.13 Torbay's Technical 4(4) First Detailed Proposals on the Emerging Regional Spatial Strategy** (September 2005) looked at water supply and quality issues in more detail and concludes that a growth rate of 500 dwellings per year would represent a demand of 1.45% of the 'full' capacity and 2.23 of the (then) current capacity (65% full) of the Roadford Reservoir.

This does not deny the need for water efficiency particularly given likely uncertainty in rainfall due to climate change. However, the Council's assessment in its input to the Regional Spatial Strategy and New Growth Points is that water supply or quality are not a 'show stopper' to development.

**A2.14 Hidden Infrastructure: The Pressures on Environmental Infrastructure** (Environment Agency 2007). This examines water, waste water, waste and flooding constraints to development in the South of England. It suggests that average infrastructure costs per home in the South East is around £20,000 (no figure is cited for the South West). The report identifies climate change as necessitating significantly investment in infrastructure.

As a way of meeting environmental challenges, the report recommends:

- Building in the right places (for example avoiding flood plains)
- Reducing demand, for example by reducing water use
- Increasing capacity for reservoirs, and reducing leakage
- Changing our approach to waste, for example by reducing landfill.

**A2.15 Making Space for Water** (Treasury, ODPM, Department of Transport, Defra 2005)

This sets out Government's approach to managing flooding and coastal erosion risks in England. It proposes better management of flood risk, improved land use planning (through the sequential approach in PPS25), investigating the role of rural areas in flood risk reduction (for example through the creation of wetlands and managed realignment of coasts and rivers), integrated urban drainage management and increased democratic and strategic input into coastal flooding issues.

**A2.16 Torbay Strategic Flood Risk Assessment** (Torbay Council, forthcoming)

This examines sources of flooding affecting Torbay and provides an in-depth assessment of areas at risk of inundation. It describes the sequential approach to avoiding development in areas prone to flooding, and the exceptions text where such development is unavoidable. The Assessment advocates the use of sustainable drainage and appropriate design to minimise the impact of flooding when development in such areas is not avoidable. The assessment also considers the issue of managed retreat, although this is unlikely to be proposed in Torbay.

Environment Agency and other documents on water resources are also relevant, in particular:

- Hidden Infrastructure: the Pressures on Environmental Infrastructures
- Environment Agency Supplementary Paper 1 (January 2002): Housing Growth and Water Supply in the South West of England 2005-2030

- Making Space for Water

**A2.17 South Devon AONB Management Plan 2004-2009.** This is a statutory management plan for the South Devon AONB. It describes the special character of the AONB and a vision for the area's future. It sets out priorities and actions to safeguard and improve it.

**A2.18 Torbay Biodiversity Action Plan** (February 2007). This sets out overarching objectives to protect and enhance Torbay's biodiversity. It sets out 4 main aims:

- To ensure that nature conservation is enshrined in local and regional strategies and plans.
- Maintain and extend site management and habitat support.
- Increase public awareness of biodiversity and earth heritage.
- Research and monitoring

Torbay was awarded Geopark status in September 2007 in recognition of its important geology. This makes Torbay the world's first urban Geopark.

**A2.19 Torbay Municipal Waste Management Strategy** (Torbay Council, forthcoming)

The Municipal Waste strategy looks at how Torbay will manage its waste up to 2025 in a sustainable manner. It proposes to minimise waste through promoting increased reuse and recycling. Where disposal is not avoidable, a number of alternatives to landfill are considered including a regional energy from waste facility, a smaller scale local energy from waste facility, and increased mechanical sorting. In particular the Strategy seeks to minimise Torbay's liability for Landfill Allowance Trading Scheme (LATS) Taxes

**A2.20 Torbay Climate Change Strategy** (Torbay Council, forthcoming)

The *Climate Change Strategy for Torbay* details the priority areas for action required to implement the climate change mitigation and adaptation aspirations of the 2007 Torbay Community Plan. This will reduce Torbay's contribution to climate change, prepare the community of Torbay for the impacts of the inevitable climate change that is already built into the atmospheric system, and provide Torbay with a more sustainable future.

Importantly, the Development Plan Documents and Supplementary Planning Documents of the Local Development Framework will integrate with, and be informed by, the Climate Change Strategy. Moreover, the Climate Change Strategy will support the aims and objectives of related documents such as the Local Transport Plan, Strategic Flood Risk Assessment, Municipal Waste Management Strategy and the Corporate Energy Strategy.

## LOCAL DEVELOPMENT FRAMEWORK EVIDENCE BASE

A2.21 Torbay has carried out a range of research to inform the emerging Local Development Framework. These include the following:

*Housing Studies*

**A2.22 Torbay Housing Needs Survey** (Fordham Research 2003)

The Housing Needs Survey found a need for 1,812 affordable homes per year of which three quarters needed to be for social rent. The Housing Needs Survey also assessed the state of the housing market and found that the

operation of the normal market mechanisms would lead to a slight oversupply of market housing and a serious shortfall in affordable housing.

**A2.23 Exeter and Torbay Strategic Housing Market Assessment (ORS 2007)**

Torbay has worked sub-regionally with neighbouring authorities in the preparation of a Housing Market Assessment that covers the Exeter and South Devon Sub-Region. This assessed need and demand for housing for the Exeter and Torbay housing market areas. In the whole sub-region there is a requirement for 19,200 additional homes over the next 5 years (3840 per year). In the Torbay market area (which extends beyond Torbay Unitary Authority boundaries) a 5 yearly requirement of 4700 dwellings was identified (940 per year).

In the Torbay Unitary Authority area, a five yearly requirement for 4,087 dwellings was indicated (820 dwellings per year). Of these the need was for 49.4% to be for social rent, 11.7% intermediate and 38.9% open market housing.

The main element of Torbay's housing requirement is from people who are unable to afford market prices or rents. Therefore the report recommends that measures to increase the supply of housing are accompanied by measures to improve economic prosperity and thereby reduce the unaffordability of housing.

The Housing Market assessment also recommends cross-boundary working between authorities to identify the most sustainable locations for housing land.

**A2.24 Torbay Urban Capacity Study (Scott Wilson 2005)**

The Urban Capacity Study follows the guidance in Tapping the Potential (DETR 2000) on assessing brownfield capacity. Its core forecast was that Torbay could provide 364 brownfield dwellings per year 2016. However the bulk of these (all but 50 per year) would be on sites of less than 0.1ha.

**A2.25 Torbay Strategic Housing Land Availability Study (Baker Associates, forthcoming).** The Housing Land Availability Study was commissioned specifically to identify the most sustainable way of meeting Torbay's New Growth Points goals.

The Study is revisiting the Urban Capacity Study findings and seeks to identify all sites capable of providing 6 or more dwellings and to minimise the reliance on trend based data.

The Study will advise on the need for additional greenfield land taking into account different growth levels suggested in the RSS Examination in Public (principally 500 and 600 dwellings per year). It will advise on the sustainability of different options including disparate greenfield sites of up to 100 dwellings or a single urban extension. If an urban extension is recommended, it will advise on the most sustainable location and constraints that need to be overcome. The Strategic Housing Land Availability Study will form a vital piece of evidence base for meeting Torbay's longer term housing trajectory.

*Other Studies*

**A2.26** A number of other studies, whilst not primarily housing related, have an implication for the overall provision of dwellings and opportunities for mixed use developments.

#### **A2.27 Torbay Employment Land Review (UPE 2006)**

This assessed the potential and need for employment land in Torbay to 2016. It found that of the 100 acres (41.6ha) allocated in the Adopted Torbay Local Plan, around 30 acres (12.5ha) was unlikely to be taken up. However the study identified a viability problem with servicing allocated employment sites and suggested that employment land could be released to other uses such as residential as a means of providing enabling development for employment sites.

The Employment Land Review also advocated a more proactive approach by Torbay in the Regional Planning Agenda. It identified opportunities arising from greater use of ICT through faster broadband connections, and a need to improve the local skills base.

As part of the Local Development Framework preparation, work will take place to update the Employment Land Review to 2026, although over the longer timeframe (ie post 2016) it is much harder to predict employment land needs.

#### **A2.28 Torbay Retail Study (2006) (GVA Grimley 2006) and Torbay Retail Study 2026 Update (GVA Grimley, forthcoming)**

The Retail Study sets out an estimate of retail need in Torbay. It also sets out health checks of Torquay, Paignton and Brixham and contains recommendations for regeneration of town centre areas. A 2026 Update is currently in progress.

Torquay is identified as the strongest retail centre in Torbay and areas for regeneration of Union Street, Market Street and Torquay Harbour are identified. These are likely to be mixed use developments incorporating an element of residential (see also section on the Torquay Harbour Area Action Plan).

Paignton town is found to suffer some problems such as poor quality urban environment at the Crossways Centre and Victoria Centre, both of which offer redevelopment opportunities. Although not a failing centre, Paignton town centre is identified as being particularly vulnerable to out of centre retailing.

Brixham is found to perform well as a small scale shopping centre linked to its role as a tourism destination. Redevelopment of the central car park for retailing, with an element of residential use, is identified as a key scheme. The central car park (a 1960's pre-fabricated concrete structure) has been demolished and redevelopment is likely to take place before 2011.

#### **A2.29 Mayoral Vision (LDA, forthcoming)**

The Mayoral Vision is being funded by New Growth Points finance (2007/2008 allocation) and will develop an action framework to deliver the vision set out in the Torbay Community Plan 2007+ 'Turning the Tide for Torbay'. It will examine key linkages between areas and contribute to the overall spatial strategy for Torbay that will be delivered through the LDF Core Strategy.

The vision will set an action framework for the development of key sites within Torbay that can deliver regeneration, improved use of sites and enhance the built environment.

## Appendix 3: Bidding Forms for Project Funding



Impact of traffic congestion on public transport system, at Windy Corner, Paignton

## **APPENDIX 3: BIDDING FORMS FOR NEW GROWTH POINT PROJECTS 2008/9- 2010/11**

### **Revenue Funding**

**R1** Planning and Housing staff (Planning Policy/ Implementation and Housing Enabling).

**R2** Mayor's Vision: delivery, project management, feasibility studies and capacity building.

**R3** Landscape Character Assessment.

**R4** Torbay Biodiversity Action Plan.

### **Communications / Transport**

**T1** Strategic Cycleway (Torquay/Paignton/Brixham)

**T2** Sustainable Transport Link in the Western Corridor(Paignton)

**T2(i)** Dedicated sustainable transport (bus/cycle) route at Great Parks, Kings Ash Road (Paignton).

**T2(ii)** Improvements to Tweenaway Cross junction, (Paignton).

**T2(iii)** Improvements to Windy Corner junction, (Galmpton, Paignton).

### **Employment Infrastructure**

**E1** Torbay Innovation Centre (Third Site).

### **Green Infrastructure**

**G1** AONB/Berry Head Management Plan (Brixham).

**G2** Greenspace Strategy Action Plan.

# NEW GROWTH POINTS FUND 2008/11

## Bidding Form for Project Funding

### 1. Project Title and location

**R1 - Planning and Housing Staff (Planning Policy/implementation; Housing enabling)**

### 2. Lead Organisation

Steve Turner  
Community Services  
Tel: 01803 208812

E-mail: [steve.turner@torbay.gov.uk](mailto:steve.turner@torbay.gov.uk)

### 3 Short description of project objectives

Increased capacity of the strategic planning team to deal with additional workload associated with delivering step change in housing provision and additional employment etc. This will include preparation of the Core Strategy, Area Action Plans and development briefs as well as implementation work on land assembly, coordinating applications etc.

Increased capacity of housing enabling team to secure increased provision of affordable housing through the planning system in the context of the Torbay Housing Strategy.

#### How the project will assist in delivery of the housing growth trajectory.

This will contribute directly to the preparation and delivery of a range of new housing and employment projects and help achieve high quality development, in the context of Planning Policy Statement 3: Housing.

### 4 Estimate of cost per financial year and split between revenue and capital

<b>Total Project Cost</b>	£240,000			
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>				
<b>Revenue</b>	80,000	80,000	80,000	240,000
<b>Totals</b>	80,000	80,000	80,000	240,000

**5 Requested Contribution from DCLG, per financial year**

<b>Total Project Cost</b>	£240,000			
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>				
<b>Revenue</b>	80,000	80,000	80,000	240,000
<b>Totals</b>	80,000	80,000	80,000	240,000

**6. Reason why a financial contribution from DCLG is required**

This is additional spending to the Council's core local authority planning function and needed to provide sufficient capacity to facilitate increased housing delivery. Funding is required in particular to ensure retention of the Planning Officer post funded by the NGP 2007/2008 Torbay award.

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

Possible additional funding from the forthcoming Housing and Planning Delivery Grant (DCLG Guidance currently awaited).

**8 Timeframe for delivery**

2008/9 to 2010/11.

## NEW GROWTH POINTS FUND 2008/11

### Bidding Form for Project Funding

1. Project Title and location

R2 - Mayor's Vision: delivery, project management, feasibility studies and capacity building

2. Lead Organisation

Alan Denby  
Torbay Development Agency  
Vaughan Parade  
Torquay  
Tel: 01803 408337

E-mail: [alan.denby@torbay.gov.uk](mailto:alan.denby@torbay.gov.uk)

3 Short description of project objectives

Project management, feasibility studies and capacity building to deliver Mayor's Vision Projects

Delivery of the top projects for the Mayoral Vision

The Mayoral Vision process (supported by the initial 2007/2008 NGP allocation) will deliver an exciting mix of proposals when its first stage is revealed in autumn 2007.

Looking at the physical environment of Torbay and how it needs to evolve to support Torbay as a principal urban area, major visitor destination and a sub regional centre, the Vision will establish a clear priority list of projects in support of the area's commitment to economic growth and prosperity for the community.

It is expected that there will be a top ten of projects and Torbay is keen to be able to make swift progress on the priority list to maintain the momentum and commitment that has grown through the process. In order to be able to deliver against those projects though some additional resource will be required to expedite that delivery.

#### **Cost**

TDA estimates that an average cost of preparing a robust developer brief is in the order of £75-100,000 and would look to gain a further allocation of NGP funding in support of the costs that will be incurred.

#### **How the project will assist in delivery of the housing growth trajectory.**

Projects will include mixed use regeneration schemes, such as residential development at Freshwater Quarry, Brixham.

<b>4 Estimate of cost per financial year and split between revenue and capital</b>				
Total Project Cost.....£600,000.....				
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>				
<b>Revenue</b>	<b>£200 K</b>	<b>£200 K</b>	<b>£200 K</b>	<b>£600 K</b>
<b>Totals</b>	<b>£200 K</b>	<b>£200 K</b>	<b>£200 K</b>	<b>£600 K</b>

<b>5 Requested Contribution from DCLG, per financial year</b>				
Total Project Cost.....£300,000.....				
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>				
<b>Revenue</b>	<b>£100 K</b>	<b>£100 K</b>	<b>£100 K</b>	<b>£300 K</b>
<b>Totals</b>	<b>£100 K</b>	<b>£100 K</b>	<b>£100 K</b>	<b>£300 K</b>

**6. Reason why a financial contribution from DCLG is required**

To deliver Mayor's Vision projects

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

The TDA is currently in discussion with the RDA to secure a 50% contribution towards the costs of this project.

**8 Timeframe for delivery**

2008/9 to 2010/11.

# NEW GROWTH POINTS FUND 2008/11

## Bidding Form for Project Funding

### 1. Project Title and location

**R3 – Landscape Character Assessment**

### 2. Lead Organisation

Steve Turner  
Community Services  
Tel: 01803 208812

E-mail: [steve.turner@torbay.gov.uk](mailto:steve.turner@torbay.gov.uk)

### 3 Short description of project objectives

A Landscape Character Assessment (LCA) will provide the basis for developing landscape policy in the Core Strategy and emerging LDF site specific policies.

#### How the project will assist in delivery of the housing growth trajectory.

The LCA will seek to provide a classification of the landscape within the Local Plan/LDF area. It should identify Landscape Character Areas and subzones. It should describe these areas and subzones, identifying positive and negative attributes for each subzone. It would also provide an analysis of each area's scenic qualities, sensitivity to change and future development pressures.

The assessment should also provide a set of strategic Landscape Guidelines for each Landscape Character Area

Further work is needed to validate the Landscape Description Units (LDUs) in the field and provide a classification of landscape types with guidelines for development control and landscape management to provide a planning and development control tool and a basis for landscape policy in the forthcoming 'Core Strategy', 'Site Specific Policies and Proposals' and 'Generic Development Control Policies' Development Plan Documents.

### 4 Estimate of cost per financial year and split between revenue and capital

<b>Total Project Cost</b>	£50,000			
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>				
<b>Revenue</b>	£40,000	£10,000	---	£50,000
<b>Totals</b>	<b>£40,000</b>	<b>£10,000</b>	<b>---</b>	<b>£50,000</b>

**5 Requested Contribution from DCLG, per financial year**

<b>Total Project Cost</b>	£40,000			
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>				
<b>Revenue</b>	£35,000	£10,000	---	£45,000
<b>Totals</b>	<b>£35,000</b>	<b>£10,000</b>	<b>---</b>	<b>£45,000</b>

**6. Reason why a financial contribution from DCLG is required**

Torbay Council and Devon County Council are working with other LPA's in Devon to deliver a consistent approach to Landscape Character Assessments. The scale of the project will entail the use of appropriate consultants to assess the whole of Torbay into 'Landscape Character Units'.

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

By working in Partnership that portion of Brixham that is designated as AONB has been incorporated in the SD AONB Landscape Character Assessment. Torbay is seeking to combine a small amount of funding to initiate their LCA by working with Devon County Council and some Natural England funding. This alone will not be sufficient to carry out a comprehensive LCA for Torbay.

**8 Timeframe for delivery**

Assessment completed by 1st quarter 2008/9.

# NEW GROWTH POINTS FUND 2008/11

## Bidding Form for Project Funding

1. Project Title and location

R4 –Torbay Biodiversity Action Plan

2. Lead Organisation

Alex Bolton Biodiversity Action Plan Officer  
Torbay Coast and Countryside Trust

**Tel:** 01803 606035

**E-mail:** [biodiversity@countryside-trust.org.uk](mailto:biodiversity@countryside-trust.org.uk)  
**Website:** [www.countryside-trust.org.uk](http://www.countryside-trust.org.uk)

3 Short description of project objectives

'The Nature of Torbay' –a Biodiversity & Geodiversity Action plan for Torbay (2006-2016) has recently been produced by the Torbay Biodiversity Steering Group with the financial assistance of Torbay Council and Natural England and with the collaboration of many local organisations and individuals.

The BAP will assist the all the organisations working in Torbay to focus resources on the most important habitats and species in the area.

**This bid seeks to:**

Review Torbay's County Wildlife Sites in partnership with the Devon Biodiversity Records Centre and ensure that the organisations working in Torbay have up-to date data on the location and importance of the Biodiversity in the area.

Retain the Biodiversity Action Plan Officer –to act as an independent interface between developers and the LPA where advice, mitigation and management measures are required.

**How the project will assist in delivery of the housing growth trajectory.**

As Torbay's population increases, our natural landscape and habitats will be subject to increasing development pressure. Torbay has a distinct and varied landscape, with a biological and geological wealth which helps to drive our tourist economy and improves the inhabitants' quality of life. It is vital that strategic wildlife corridors and the most sensitive habitats are identified and preserved as new developments are allocated. An up to date evidence base and officer to manage the biodiversity interests and mitigation is fundamental to the development of sound, sustainable and robust LDF. This in turn will lead to the delivery of sustainable and bio-diversity rich housing schemes.

#### 4 Estimate of cost per financial year and split between revenue and capital

**Total Project Cost** £45,000 (£15K Site Review & £30K BAP officer)

	2008/9	2009/10	2010/11	Totals
<b>Capital</b>	-	-	-	-
<b>Revenue</b>	£15,000	£15,000	£15,000	£45,000
<b>Totals</b>	<b>£15,000</b>	<b>£15,000</b>	<b>£15,000</b>	<b>£45,000</b>

#### 5 Requested Contribution from DCLG, per financial year

**Total Project Cost** £45,000 (£15K Site Review & £30K BAP officer)

	2008/9	2009/10	2010/11	Totals
<b>Capital</b>	-	-	-	-
<b>Revenue</b>	£15,000	£15,000	£15,000	£45,000
<b>Totals</b>	<b>£15,000</b>	<b>£15,000</b>	<b>£15,000</b>	<b>£45,000</b>

#### 6. Reason why a financial contribution from DCLG is required

The BAP Officer post has been funded with the assistance of TCCT (hosting the post), Torbay Council and Natural England. These funding sources will no longer be available and the post is not therefore secure to undertake the BAP & LGAP management.

#### 7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding

Other funding sources for this work are likely to be forthcoming from developers, to fund individual site surveys where species or habitats are under threat. However these contributions need to be underpinned by a specific post to undertake liaison.

#### 8 Timeframe for delivery

2008/9 to 2010/11.

## **NEW GROWTH POINTS FUND 2008/11 Bidding Form for Project Funding**

**1. Project Title and location**

**T1 – Strategic Cycleway (Torquay/Paignton/Brixham)**

**2. Lead Organisation**

Peter Brunt  
Community Services  
Tel: 01803 208812

E-mail: [peter.brunt@torbay.gov.uk](mailto:peter.brunt@torbay.gov.uk)

**3 Short description of project objectives**

**Completion of cycle path network in Torbay:**

Cycle paths are proposed in Adopted Torbay Local Plan 1995-2011 Policy T3.

Torbay Local Transport Plan – schemes listed in key schemes at Section 2.9.1.

Most of the works are on highway land and do not require planning permission, or are permitted developments under Part 12 and 13 of the General Permitted Development Order 1995.

- T3.1 National route (NCN)
- T3.2 Coastal route
- T3.3 Northern approach/commuter extension
- T3.4 Cockington extension and link to coastal route
- T3.5 Western commuter route.

These cycle paths (which are shown on the plan in Appendix 4) should be segregated from motor vehicles and pedestrians where practicable.

Provision of facilities for secure cycle parking in town centres and other principal destinations is also proposed.

Torbay has experienced a recent increase in the rate of cycling, which would be reinforced and further developed through the implementation of the schemes in this NGP bid.

**How the project will assist in delivery of the housing growth trajectory.**

These schemes will provide sustainable travel links between new housing development and employment opportunities, encouraging a modal shift and reduction of pressure on key transport routes. This will assist in providing sufficient capacity on key routes to allow delivery of accessible new housing and employment sites.

<b>4 Estimate of cost per financial year and split between revenue and capital</b>				
<b>Total Project Cost</b> £1.2m				
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>	0.55m	0.35m	0.15m	1.05m
<b>Revenue</b>	0.05m	0.05	0.05	0.15m
<b>Totals</b>	0.6m	0.4m	0.2m	1.2m

<b>5 Requested Contribution from DCLG, per financial year</b>				
<b>Total Project Cost</b> £0.7m				
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>	0.4m	0.2m	0.1m	0.7m
<b>Revenue</b>				
<b>Totals</b>	0.4m	0.2m	0.1m	0.7m

**6. Reason why a financial contribution from DCLG is required**

Need to augment S106 Contributions/National Cycle Network funding to complete cycling network to achieve modal shift towards sustainable modes of travel.

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

S106 Contributions £200,000  
National Cycle Network £400,000

**8 Timeframe for delivery**

Network completed by 2010/11.

# NEW GROWTH POINTS FUND 2008/11

## Bidding Form for Project Funding

1. Project Title and location

**T2 – Sustainable Transport Link in the Western Corridor, Paignton**

2. Lead Organisation

Peter Brunt/Geoff Coleman  
 Community Services  
 Tel: 01803 208812

**E-mail:** [peter.brunt@torbay.gov.uk](mailto:peter.brunt@torbay.gov.uk) / [geoff.coleman@torbay.org.uk](mailto:geoff.coleman@torbay.org.uk)

3 Short description of project objectives

Measures to relieve congestion along Western Corridor (A380 at Kings Ash – Galmpton, Paignton) and improve frequency/punctuality of bus services and safety/conveniency of cycling and walking.

Particular Projects are:-

- (i) Dedicated sustainable transport (bus/cycle) route at Great Parks, Kings Ash Road (Paignton) (£3m)
- (ii) Improvements to Tweenaway Cross junction (Paignton) (£4.0m: total cost £4.5m minus 0.5m from s106 contributions)
- (iii) Improvements to Windy Corner junction (Galmpton, Paignton) (£0.2m)

The Western Corridor main ring road between Torquay and Paignton suffers significant congestion. New South Devon College and Paignton Community College place heavy demands on the bus network.

**How the project will assist in delivery of the housing growth trajectory.**

Please see main Programme for detailed justification (paragraph 3.1, fifth bullet point).

Works are essential to delivering 500+ homes at Great Parks, Paignton and any development in the south of Torbay, including employment sites at Yalberton Road and Long Road, Paignton, and major regeneration in Brixham town centre and harbour area.

4 Estimate of cost per financial year and split between revenue and capital

<b>Total Project Cost</b>	£7.7m			
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>	2.85m	2.85m	1.85m	6.55m
<b>Revenue</b>	0.05k	0.05k	0.05k	0.15k
<b>Totals</b>	1.9m	1.9m	1.9m	7.7m

**5 Requested Contribution from DCLG, per financial year**

<b>Total Project Cost</b>	£7.2m			
	<b>2008/9</b>	<b>2009/10</b>	<b>2010/11</b>	<b>Totals</b>
<b>Capital</b>	2.7m	2.7m	1.8m	7.2 m
<b>Revenue</b>				
<b>Totals</b>	2.7m	2.7m	1.8m	7.2 m

**6. Reason why a financial contribution from DCLG is required**

Please see main report (paragraph 3.1).

Freeing up the Western Corridor is vital for delivery of development in south of Torbay, including Great Parks, Paignton

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

S278/ S106 Contributions (£500,000 secured for Tweenaway Cross).

Possible NGP Community Infrastructure Funding.

**8 Timeframe for delivery**

Corridor improvements completed by 2010/11.

# NEW GROWTH POINTS FUND 2008/11

## Bidding Form for Project Funding

### 1. Project Title and location

**E1 - Torbay Innovation Centre (Third Site)**

### 2. Lead Organisation

Alan Denby  
Torbay Development Agency  
Vaughan Parade  
Torquay  
**Tel:** 01803 408337

**E-mail:** [alan.denby@torbay.gov.uk](mailto:alan.denby@torbay.gov.uk)

### 3 Short description of project objectives

The TDA is committed to providing support to assist in the development and success of the tenants of the Torbay Innovation Centre. To facilitate this process the TDA needs to offer a wide range of accommodation options to suit the needs of its customers.

The current project originally comprised three facilities, Vantage Point at the new South Devon College campus, Paignton, Lymington Road, Torquay and a third facility on a site to be confirmed and subject to an evaluation process with the South West RDA.

Vantage Point TIC offers some 620 sq m of lettable space, covering a range of serviced space with a business development team focused on the delivery of business support services in partnership with SDC. The tenants can choose a range of options including hot-desking, desk units and office units.

Lymington Road TIC, which should come on line by the end of 2007, offers 625 sq m of lettable space, which would provide high quality state of the art flexible units to cater for more established businesses, offering a less comprehensive service. All the units are designed to be readily and affordably adaptable to the needs of the tenants.

#### **Third TIC**

The third TIC is anticipated to provide between 1300 and 1700 sq m of lettable space and it is intended to attract small and medium enterprises to act as a catalyst to the development of an enterprising economy and society. Such as businesses with ideas and products that have commercial potential and bring science and technology innovation into the business sector. It is proposed that the design of the building would provide business accommodation ranging from fully serviced incubation units for start-up companies to individual premises where more established companies can enjoy the privilege and kudos associated with a prestigious business location.

The third TIC is also intended to attract businesses interested in moving to Torbay to provide healthier and more attractive working and living environment for their staff. It is aimed to attract businesses engaged in research activities such as life sciences, telecommunications, photonics, computer hardware and software development, biochemical R & D. These types of businesses often spawn new businesses to provide support and production of components or specialised services which would compound the generation of new highly paid jobs.

## Cost

Without a confirmed site our cost estimates are very much of the indicative nature at the moment. Based on the size requirements set out above we believe to construct and fit out the third site will cost approximately £4.0M. (0.5m sought from NGP funding).

The match funding will be secured from the South West Regional Development Agency.

NGP funding is required because the radical change in the EU funding programmes in the SW means that there is little to no capital grant available from that programme for this type of project and Torbay Council's financial position is such that a capital sum cannot be allocated to this project.

## Fit with NGP

The project needs to be considered against the wider economic project portfolio set out in the economic strategy, with the clear expectation of attracting new businesses to Torbay. New jobs will be created which will provide higher value employment for the growing population of Torbay.

We would expect that the process would be ongoing over the 2008-11 period with development work being commenced early in the 2008/09 financial year.

### How the project will assist in delivery of the housing growth trajectory.

Project will help provide good quality jobs needed to provide employment for new housing.

## **4 Estimate of cost per financial year and split between revenue and capital**

Total Project Cost £4.0m

	2008/9	2009/10	2010/11	Totals
Capital	4.0m			4.0m
Revenue				
Totals	4.0m			4.0m

## **5 Requested Contribution from DCLG, per financial year**

Total Project Cost £0.5m

	2008/9	2009/10	2010/11	Totals
Capital	0.5m			0.5m
Revenue				
Totals	0.5m			£0.5m

**6. Reason why a financial contribution from DCLG is required**

As indicated above, advancing delivery of the projects will have a cost to the authority, one that cannot be borne if delivery is to be at the pace required by the partners in Torbay. There is a need therefore to look to securing funding from NGP in support of this ambition.

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

The match funding will be secured from the South West Regional Development Agency via a number of funding schemes administered by the RDA, including the EU Competitiveness Programme.

# NEW GROWTH POINTS FUND 2008/11

## Bidding Form for Project Funding

### 1. Project Title and location

**G1 - AONB/Berry Head Management Plan (Brixham)**

### 2. Lead Organisation

Dominic Acland –Managing Director  
Torbay Coast and Countryside Trust

**Tel:** 01803 606035

**E-mail:** [info@countryside-trust.org.uk](mailto:info@countryside-trust.org.uk)

**Website:** [www.countryside-trust.org.uk](http://www.countryside-trust.org.uk)

### 3 Short description of project objectives

A Restoration Plan at Berry Head, Brixham is proposed. This key heritage site with a fragile habitat is located within the South Devon AONB and the newly designated Torbay Geopark. It is also a European Special Area of Conservation, an SSSI and National Nature Reserve. The TCCT project is already working in partnership with the South Devon AONB, local NGOs and Torbay Council, and has the support of the Heritage Lottery Fund. This three year programme aims to raise awareness and protect the status of the AONB around Brixham for future generations.

#### How the project will assist in delivery of the housing growth trajectory.

The management plan will seek to provide a number of capital investment projects improving visitor facilities, renovating ancient buildings, protecting the most sensitive sites and providing improved accessibility and interpretation for visitors. This will also include land management for the sensitive grassland habitat and monitoring of species.

The Berry Head Management Plan is seeking further support for this £1 million scheme and TCCT is in the process of applying for 70% funding from the Heritage Lottery Fund. This key heritage site with a fragile habitat is subject to increasing pressure from a growing population. This project will ensure that this strategically important site continues to provide a valuable ecological and cultural resource for residents and visitors alike.

The project will provide valuable greenspace and wildlife habitat to serve as a resource for the rising population in Torbay and the wider South Devon area.

### 4 Estimate of cost per financial year and split between revenue and capital

**Total Project Cost** £1.0m

	2008/9	2009/10	2010/11	Totals
<b>Capital</b>	£334,000	£333,000	£333,000	£1,000,000
<b>Revenue</b>	---	---	---	
<b>Totals</b>	£334,000	£333,000	£333,000	£1,000,000

**5 Requested Contribution from DCLG, per financial year**

**Total Project Cost** £110,000 (£35 K per year for 3 years)

	2008/9	2009/10	2010/11	Totals
<b>Capital</b>	£35,000	£35,000	£35,000	£110,000
<b>Revenue</b>	---	---	---	
<b>Totals</b>	<b>£33,000</b>	<b>£33,000</b>	<b>£33,000</b>	<b>£110,000</b>

**6. Reason why a financial contribution from DCLG is required**

The Heritage Lottery Fund requires the remaining project funding to be generated from other sources. TCCT have committed valuable staff resources to this project and is seeking to close the funding gap to secure the management plan's completion.

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

The Berry Head Management Plan is seeking further support for this £1million Management Plan, which it is anticipated will benefit from 70% funding from the Heritage Lottery Fund. Applications to charitable trusts and other private funders are being prepared in order to secure further funding.

The Project to protect and restore the archaeological heritage and the provision of interpretation is identified in the South Devon AONB Management Plan Action Programme ([www.southdevonaonb.org.uk](http://www.southdevonaonb.org.uk)).

TCCT are also working in partnership with Torbay Council and the community based Torbay Heritage Forum.

**8 Timeframe for delivery**

2008/9 to 2010/11.

# NEW GROWTH POINTS FUND 2008/11

## Bidding Form for Project Funding

1. Project Title and location

**G2 – Greenspace Strategy Action Plan**

2. Lead Organisation

Steve Turner/Richard Taylor  
Community Services  
Tel: 01803 208812/206989

E-mail: [steve.turner@torbay.gov.uk](mailto:steve.turner@torbay.gov.uk)

[Richard.taylor@torbay.gov.uk](mailto:Richard.taylor@torbay.gov.uk)

[www.torbay.gov.uk/ldf](http://www.torbay.gov.uk/ldf)

3 Short description of project objectives

The Adopted Greenspace Strategy Supplementary Planning Document is part of the emerging Torbay LDF. It sets out how the Council in association with the community intends to deliver and maintain high quality green spaces which enable equal access and opportunity for all, as well as protecting and enhancing the local environment.

The Strategy has been developed in partnership with our colleagues in Cultural Services. It has received the support of CABE Space in developing this Strategy and Natural England who have assisted with the publication costs.

The document is split into two parts. Part 1 sets out the background, vision and strategy for our green spaces over the 20 year LDF period. Part 2 forms an Action Plan that sets out how the strategy will be put into practice over the next 5 years. This Bid is seeking funding to deliver some of the 47 Action Plan recommendations based on the Greenspace vision and key objectives.

**How the project will assist in delivery of the housing growth trajectory.**

The LDF Core strategy will seek to identify our key areas of development and or expansion over the next 20 years. The Greenspace Action Plan has a number of Short-term (3year) and Medium-term (3-5years) projects that will deliver a good foundation of green space community benefits to the expanding population. These projects will also serve the new residential developments when identified in the emerging LDF.

**Key Short & Medium term projects include:**

Developing fixed term management plans for Torbay Council owned green spaces.

Developing an access policy for people with disabilities.

Implementing outcomes from the Torbay Biodiversity Action Plan.

Developing Information and Interpretation.

Improving Public Transportation Links (See T1 cycle infrastructure bid).

Provide 'casual sports' management plans (links to the Torbay Sports and Play Strategies).

Identify areas with a short fall of facilities and green spaces.

Link with Sports & Play Strategy to provide innovative play spaces and facilities in areas of identified need and as part of new areas of residential development.

These projects will help support sustainable development which incorporates green infrastructure and recreation space for residents. The proposed growth on brownfield sites will generate additional pressure on existing urban parks. The level of growth on greenfield sites is likely to require financial support over and above contributions derived from S106 planning contributions alone.

This work will also provide a planning and development control tools and assist in the development of policy in the forthcoming 'Core Strategy', 'Site Specific Policies and Proposals' and 'Generic Development Control Policies' Development Plan Documents.

**4 Estimate of cost per financial year and split between revenue and capital**

**Total Project Cost** £250,000 over 3years

	2008/9	2009/10	2010/11	Totals
<b>Capital</b>	£80,000	£80,000	£40,000	£200,000
<b>Revenue</b>	£20,000	£20,000	£10,000	£50,000
<b>Totals</b>	<b>£100,000</b>	<b>£100,000</b>	<b>£50,000</b>	<b>£250,000</b>

**5 Requested Contribution from DCLG, per financial year**

**Total Project Cost** £200,000 over 3years

	2008/9	2009/10	2010/11	Totals
<b>Capital</b>	£60,000	£60,000	£50,000	£170,000
<b>Revenue</b>	£10,000	£10,000	£10,000	£30,000
<b>Totals</b>	<b>£70,000</b>	<b>£70,000</b>	<b>£60,000</b>	<b>£200,000</b>

**6. Reason why a financial contribution from DCLG is required**

The Greenspace strategy will help to deliver the need for good quality accessible green spaces in Torbay. The Action Plan Projects will be funded from Cultural Services Budget, Section 106 Planning Contributions but these sources are not sufficient to deliver all the necessary projects unless alternative funding is found.

**7. Potential for other sources of funding , particularly where any funding is already secured , including any private sector funding**

Torbay Council was initially successful in bidding for its 'Strategic Enabling Scheme in 2003' and as a result has received Support in the development of the Greenspace Strategy through CAFE Space. The Council has also sort assistance from Natural England in publication costs. The Council will continue to seek S106 Planning contributions (Planning Contributions and affordable Housing SPD LDD6) to achieve the required green space standards for new residential development.

**8 Timeframe for delivery**

Three Years for Short to medium term Action Plan projects – 2008/9 to 2010/11.



## Appendix 4: Infrastructure Map



Redevelopment of the South Devon College site Torquay, for a mixed use residential scheme