Monday, 5 December 2022

CABINET

A meeting of Cabinet will be held on

Tuesday, 13 December 2022

commencing at 5.30 pm

The meeting will be held in the Meadfoot Room, Town Hall, Castle Circus, Torquay, TQ1 3DR

Members of the Committee

Councillor Steve Darling (Chairman)

Councillor Carter Councillor Long

Councillor Cowell Councillor Morey

Councillor Law Councillor Stockman

Together Torbay will thrive

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Governance Support, Town Hall, Castle Circus, Torquay, TQ1 3DR

Email: governance.support@torbay.gov.uk - www.torbay.gov.uk

CABINET AGENDA

1. Apologies

To receive apologies for absence.

2. Minutes (Pages 5 - 15)

To confirm as a correct record the Minutes of the meeting of the Cabinet held on 15 November 2022.

3. Disclosure of Interests

(a) To receive declarations of non pecuniary interests in respect of items on this agenda.

For reference: Having declared their non pecuniary interest members may remain in the meeting and speak and, vote on the matter in question. A completed disclosure of interests form should be returned to the Clerk before the conclusion of the meeting.

(b) To receive declarations of disclosable pecuniary interests in respect of items on this agenda.

For reference: Where a Member has a disclosable pecuniary interest he/she must leave the meeting during consideration of the item. However, the Member may remain in the meeting to make representations, answer questions or give evidence if the public have a right to do so, but having done so the Member must then immediately leave the meeting, may not vote and must not improperly seek to influence the outcome of the matter. A completed disclosure of interests form should be returned to the Clerk before the conclusion of the meeting.

(**Please Note:** If Members and Officers wish to seek advice on any potential interests they may have, they should contact Governance Support or Legal Services prior to the meeting.)

4. Communications

To receive any communications or announcements from the Leader of the Council including a presentation on the Holiday Activities and Food programme.

5. Urgent Items

To consider any other items the Chairman decides are urgent.

6. Matters for Consideration

7. Childcare Sufficiency Duty Report 2022

To consider a report and recommendations of the Children and Young People Scrutiny Sub-Board on the Council's duty to provide sufficient childcare provision.

8. Corporate Parenting Strategy 2022-25

To consider a report that seeks approval to launch public

(Pages 16 - 82)

(Pages 83 - 103)

consultation on the Corporate Parenting Strategy.

9. **Paignton and Preston Community Seafront Masterplan**

(Pages 104 - 389)

To consider a report that seeks approval of the Paignton and Preston Community Seafront Masterplan.

10. **Leasehold disposal of Parkfield House and Grounds - Outcome** of Procurement Process

(Pages 390 - 457)

To consider a report that seeks approval for the leasehold disposal of Parkfield House and the grounds.

11. **Devon Carbon Plan**

(Pages 458 - 675)

To consider a report that seek approval of the Devon Carbon Plan.

12. Planning Contributions and Affordable Housing Supplementary (Pages 676 - 796) **Planning Document**

To consider a report that seeks approval of the Planning Contributions and Affordable Housing Supplementary Planning Document.

13. Community Infrastructure Levy Funds - Administration and Governance of Neighbourhood Proportion

(Pages 797 - 826)

To consider a report that seeks to put in place a process to ensure the spend of the Neighbourhood proportion of the Community Infrastructure Levy (CiL) monies collected by Torbay Council.

14. **Budget Monitoring Quarter 2 2022/2023**

(Pages 827 - 859)

To consider a report that provides a high-level budget summary of the Council's revenue and capital position for the financial year 2022/23.

Meeting Attendance

Please note that whilst the Council is no longer implementing Covid-19 secure arrangements attendees are encouraged to sit with space in between other people. Windows will be kept open to ensure good ventilation and therefore attendees are recommended to wear suitable clothing.

If you have symptoms, including runny nose, sore throat, fever, new continuous cough and loss of taste and smell please do not come to the meeting.

Live Streaming and Hybrid Arrangements

To encourage more people to engage in our public meetings the Council is trialling live streaming our Cabinet meetings on our YouTube channel in addition to recording the meetings and publishing the recording on our website. To watch the meeting live please visit https://www.youtube.com/user/torbaycouncil.

We are trialling hybrid meeting arrangements to enable officers and Councillors who are not members of the Cabinet to either attend the meeting in person or to attend the meeting remotely via Zoom. Anyone attending the meeting remotely must use their raise hand function when they wish to speak and to declare any interests at the appropriate time. As this is a trial if anyone attending the meeting remotely loses connection the meeting will continue and they will have the option to follow the meeting via the YouTube live stream.

Minutes of the Cabinet

15 November 2022

-: Present :-

Councillor Steve Darling (Chairman)

Councillors Carter, Cowell, Law, Long, Morey and Stockman

(Also in attendance: Councillors Barrand, Brooks (virtually), Bye, Foster and David Thomas (virtually))

407. Minutes

The Minutes of the meeting of the Cabinet held on 13 and 18 October 2022 were confirmed as a correct record and signed by the Chairman.

408. Communications

Members received a presentation from Angie Manning, Director of Standing Tall. Members were informed that Standing Tall was a partnership of local community groups and organisations that had come together to provide a range of local support to people in Torbay who had experienced domestic abuse or sexual violence. The service aims to provide a range of services that understand domestic abuse and sexual violence and the impact this has on an individual and their family. The service can help individuals and their families find the support an individual knows they want, and the help that an individual might not know they need. The Leader of the Council, Councillor Steve Darling, thanked Ms Manning for her presentation and reiterated Ms Manning's message of educating individuals in respect of healthy relationships.

The Leader of the Council informed Members that he had been appointed the Council's representative on the Great South West Partnership Board which he hoped would drive economic change for the region and Torbay in particular.

The Leader of the Council brought to Members attention this years appeal for Children and Need and encouraged those that could afford to donate to do so.

The Cabinet Member for Corporate and Community Services, Councillor Carter advised Members that during the previous night she had taken part in the annual rough sleepers count. She advised that due to the transient nature of rough sleepers all the authorities in South Devon undertook the annual count on the same night. Councillor Carter was saddened to report that the number of individuals sleeping rough was higher than previous years.

409. Urgent Items

The Cabinet considered the item in Minute 411, and not included on the agenda, the Chairman being of the opinion that it was urgent by reason of special circumstances i.e. the matter having arising since the agenda was prepared and it was unreasonable to delay a decision until the next meeting.

410. Matters for Consideration

The Cabinet considered the following matters, full details of which (including the Cabinet's decisions and recommendations to Council) are set out in the Record of Decisions appended to these Minutes.

- 411. Community Infrastructure Levy Funds Administration and Governance of Torquay Neighbourhood Proportion
- 412. Torbay Economic Growth Strategy
- 413. Torbay Playing Pitch Strategy
- 414. Healthy Behaviours Service Contract Award Proposal
- 415. Urgent decisions taken by the Chief Executive

This report was noted.

Chairman/woman

Minute Item 411

Record of Decisions

Community Infrastructure Levy Funds - Administration and Governance of Neighbourhood Proportion

Decision Taker

Cabinet on 15 November 2022.

Decision

- 1. That the following decision made by Cabinet on 11 August 2020 (Cabinet Minute 115d/08/20 refers) be rescinded:
 - (ii) That a standalone bidding process is introduced to determine what local projects the CIL Neighbourhood proportion should be spent on (as set out in the main body of the report). The establishment of the panel (CiL Spend Board) and its operation will be the responsibility of Torbay Council, but shall include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment & Culture.'
- 2. That the following bids to the Torquay Neighbourhood proportion of Community Infrastructure Levy be approved:
 - a) Maidencombe Beach, steps and railings: restoration;
 - b) Replacement of damaged toddler swing, Stoodley Knowle Meadow, Ilsham Road, Wellswood;
 - c) Reinstatement of stone wall on Southwest Coast Path close to Imperial Hotel, Wellswood:

That the following bid to the Torquay Neighbourhood proportion of Community Infrastructure Levy be approved for year 1 costs only:

- d) Clearing a safe, off-road path from Babbacombe Theatre to Babbacombe Beach, land including Glen Sannox at Babbacombe (St Marychurch & District); and
- 3. That the Divisional Director of Planning, Housing and Climate Emergency be instructed to present to Cabinet on 13 December 2022 a revised and streamlined bidding process to determine what local projects the Community Infrastructure Levy Neighbourhood proportion should be spent on.

Reason for the Decision

During the course of the last year, bids have been received by the Torquay Neighbourhood Forum on behalf of Community Organisations that have been discussed by the forum steering group before submission to the Council. However, the administration of the Board originally proposed has proved to be very cumbersome and overly complicated resulting in a number of bids being undetermined. Therefore the Cabinet as the ultimate 'parent' and decision maker in establishing the administration and Board are requested to rescind their previous decision in this regard, determine the bids that have been submitted in order that they can be progressed

and seek to implement a more streamlined process for future applications.

Implementation

This decision will come into force and may be implemented on 28 November 2022 unless the call-in procedure is triggered (as set out in the Standing Orders in relation to Overview and Scrutiny).

Information

At its meeting on 11 August 2020 the Cabinet agreed that a standalone bidding process would be introduced to determine what local projects the CIL Neighbourhood proportion should be spent on. The Cabinet established the CIL Spend Board and its operation would be the responsibility of Torbay Council, but would include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment and Culture.

During the course of the last year, bids have been received by the Torquay Neighbourhood Forum on behalf of Community Partnerships that have been discussed by the forum steering group before submission to the Council. However, the administration of the Board has proved to be very cumbersome and overly complicated resulting in a number of bids being undetermined. Therefore, the Cabinet as the ultimate 'parent' and decision maker in establishing the administration and Board are requested to rescind their previous decision in this regard, determine the bids that have been submitted in order that they can be progressed and seek to implement a more streamlined process.

At the meeting Councillor Morey proposed and Councillor Steve Darling seconded a motion that was agreed unanimously by the Cabinet, as set out above.

Alternative Options considered and rejected at the time of the decision

An alternative option would be to further delay the consideration of the bids until a new bidding process has been determined. However, given the length of time that some of the bids have been waiting this option was deemed unacceptable.

Is t	his	a Ke	y De	ecis	ion?
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No

Does the call-in procedure apply?

Yes

Declarations of interest (including details of any relevant dispensations issued by the Standards Committee)

None.

Published

18 November 2022

Signed:		Date:	
J	Leader of Torbay Council on behalf of the Cabinet		-

Record of Decisions

Torbay Economic Strategy 2022-2030

Decision Taker

Cabinet on 15 November 2022.

Decision

That the Cabinet recommends to Council

- 1 That the Torbay Economic Growth Strategy be approved; and
- That subject to 1 above the Torbay Economic Growth Strategy Action Plan be presented to a subsequent Cabinet meeting for approval.

Reason for the Decision

The Torbay Economic Growth Strategy underpins the Council's focus on delivering its corporate priorities and better outcomes for the community with a longer-term plan to address key issues and opportunities and build upon recent successes.

Implementation

The recommendation of the Cabinet will be considered at the Council meeting on 8 December 2022.

Information

The Torbay Economic Growth Strategy 2022 - 2030 provides strategic direction for Torbay Council and its partners responsible for championing Torbay and delivering, with its communities, the economic development of the place.

At the meeting, Councillor Long proposed and Councillor Cowell seconded a motion that was agreed unanimously by the Cabinet, as set out above.

Alternative Options considered and rejected at the time of the decision

An alternative option would have been to continue with the existing strategy, this is no longer appropriate as it was developed as a response to the Covid-19 Pandemic.

Is this a Key Decision?

Yes

Does the call-in procedure apply?

No

Declarations of interest (including details of any relevant dispensations issued by the Standards Committee)

None.		
Published		
18 November 20)22	
Signed:	er of Torbay Council on behalf of the Cabinet	Date:

Record of Decisions

Torbay Playing Pitch Strategy

Decision Taker

Cabinet on 15 November 2022

Decision

That subject to, the following action being removed from Appendix 3 Torbay Playing Pitch Strategy Action Plan, Section D List of Sites – Broadsands, Churston & Galmpton Neighbourhood Plan Area:

D BROADSANDS, CHURSTON & GALMPTON SITE REF	SITE	SPORT; PITCHES; QUALITY RATING	SUMMARY OF KEY ACTION POINTS IN 2014 PPS	SPORT FACILITY AND ACTIVITY SUMMARY FROM SITE AUDITS AND CLUB SURVEY	OPTIONS AND RECOMMENDED ACTIONS (STAGES C AND D)	Priority Site/ Projects	Partners to deliver action	Funding
	Churston – Brokenbury Quarry (Policy SC2.6 in Local Plan)	General	Protect site for playing field/sports use	Currently under consideration as a solar park	PROTECT: • Protect site for playing field/sports use			

the Playing Pitch Strategy be launched for consultation in order that it can inform the emerging Sports Strategy.

Reason for the Decision

The Torbay Playing Pitch Strategy plays a vital role in encouraging increased sporting activity and promoting health and wellbeing in Torbay by helping to ensure that there is a good supply of high-quality playing pitch facilities to meet the current and future needs of the area's residents.

Implementation

This decision will be implemented immediately.

Information

The Torbay Playing Pitch Strategy underpins Torbay on the Move and supports healthy and physically active lives for all, by improving existing provision and providing new sports facilities that enable increased sporting participation, encouraging people to become more active, and promoting health and wellbeing in Torbay.

The Torbay Playing Pitch Strategy has been designed to ensure that there is a good supply of high-quality playing pitch facilities to meet the current and future needs of the area's residents and visitors. To improve Torbay's supply of these facilities the strategy is intended to inform and influence investment decisions of regional and national sporting partners including Sport England and intended to guide local investment decisions, primarily relating to Section 106 funding and

inform the Planning provision.

At the meeting Councillor Morey proposed and Councillor Steve Darling seconded a motion that was agreed unanimously by the Cabinet, as set out above.

Alternative Options considered and rejected at the time of the decision

An alternative option would be to do nothing, this option was discounted as facilities would deteriorate and therefore it was likely participation rates in Torbay would not improve and may even drop. Sport Clubs would continue to move out of Torbay to better facilities. Overall health and wellbeing would not be supported by improvements in our population's participation in sport and physical activity.

Is this a Key Decision?	
No	
Does the call-in procedure apply?	
No	
Declarations of interest (including details of any relevant disponentiate)	ensations issued by the Standards
None.	
Published	
18 November 2022	
Signed:	Date:
Leader of Torbay Council on behalf of the Cabinet	

Record of Decisions

Healthy Behaviour Services Contract Award Proposal

Decision Taker

Cabinet on 15 November 2022.

Decision

That the preferred supplier be awarded the Healthy Behaviour Services contract for a period of 3 years, plus a 1-year optional extension, commencing on 1 April 2023, as set out in Exempt Appendix 2.

Reason for the Decision

Torbay Council has statutory responsibility under the Health and Social Care Act 2012 for improving the health of their local population and for provision of public health services.

Implementation

This decision will come into force and may be implemented on 28 November 2022 unless the call-in procedure is triggered (as set out in the Standing Orders in relation to Overview and Scrutiny).

Information

In Torbay, the Torbay Healthy Behaviours (Lifestyles) contract had been a commissioned service since 2012. The contract comprises delivery of adult weight management, health coaching including delivery of very brief advice on alcohol consumption, physical activity, emotional health and wellbeing and oral health, and delivery of Making Every Contact Count (MECC) and Connect 5 training.

In accordance with the Public Contract Regulations 2015 the Council had undertaken an open market procurement for the new Healthy Behaviours Service contract which commences on 1 April 2023 when the current contract ends. Following a tender evaluation, the highest scoring bidder was the preferred provider to deliver the new contract.

At the meeting Councillor Stockman proposed and Councillor Long seconded a motion that was agreed unanimously by the Cabinet, as set out above.

Alternative Options considered and rejected at the time of the decision

Prior to progressing with an open market procurement, an options appraisal was conducted. It was determined through this that decommissioning the services would be detrimental to the health of Torbay residents and that in-housing the services would not make best use of resources and expertise within the market. Therefore, a procurement process was pursued.

Is this a Key Decision?

No

Does the call-in procedure apply?

Yes	
Declarations of interest (including details of any relevant disposant days) Standards Committee)	pensations issued by the
None.	
Published	
18 November 2022	
Signed:	Date:
Leader of Torbay Council on behalf of the Cabinet	



Meeting: Cabinet Date: 13th December 2022

Wards affected: All

Report Title: Childcare Sufficiency Duty Report 2022

When does the decision need to be implemented? N/A

Cabinet Member Contact Details: Cllr Cordelia Law, Cabinet Member for Children's Services cordelia.law@torbay.gov.uk

Director/Divisional Director Contact Details: Rachael Williams, Divisional Director Education Learning and Skills Rachael.williams@torbay.gov.uk; Nancy Meehan, Director of Children's Services nancy.meehan@torbay.gov.uk

1. Purpose of Report

- 1.1 The Childcare Act 2006 places a duty on local authorities to secure, so far as is reasonably practicable, sufficient childcare for working parents, or parents who are studying or training for employment, for children aged 0 14 years (or up to 18 years for disabled children).
- 1.2 As part of these duties, Torbay Council is required to report annually to Elected Members on the local arrangements to ensure those duties are met and a report is available and accessible for parents. The purpose of this is to provide an update on progress since 2021.
- 1.3 A copy of the Childcare Sufficiency Report is attached to this report at Appendix 1.

2. Reason for Proposal and its Benefits

- 2.1 At the time of submission, the report establishes that there are sufficient early years childcare places to meet the requirements for funded children in Torbay. There is a potential oversupply in relation to funded places, meaning that there is sufficient capacity to accommodate children aged under 2 and children from outside of the Torbay area.
- 2.2 The recruitment and retention issues affecting the early years sector need to be monitored closely as this is beginning to have an impact on the availability of childcare places. This could particularly affect the availability of places for children aged under 2 where the adult to child ratios are higher.

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- 2.3 When looking at the wraparound care available for school-aged children it is evident that there is sufficient supply of places for before and after school care which meets the needs of most families. The wraparound care that is available has sufficient capacity to accommodate more children and schools have indicated that their supply is led by demand.
- 2.4 This sufficiency report highlights that some families continue to have difficulty accessing holiday childcare when they need it. The responses to the parent questionnaire suggest there remain problems in relation to age ranges, availability, suitability of the offers, and affordability.
- 2.5 Other important elements of the report include:
 - No formal complaints have been received from parents who have been unable to access a suitable funded childcare place
 - A new section has been added about informal childcare; use of grandparents etc which was a request by Cabinet Members
 - 84% of all Early Years providers are graded either Good or Outstanding by Ofsted; an increase since 2021 (74%)
 - 11% of Early Years providers are awaiting their first graded Ofsted inspection; a decrease of the figure in 2021 (18%)
- 2.6 The report was presented to Children's Overview and Scrutiny Committee on 21st November 2022 a copy of their report is set out in Appendix 2. Overview and Scrutiny recommended that the Cabinet be recommended to approve the submitted Childcare Duty Sufficiency Report subject to inclusion of the national average of women smoking during pregnancy and consideration being given to future reports including statistics around women vaping during pregnancy. The report has been updated to include the national averages and work will be conducted to assess the viability of collecting data on vaping for the 2023 sufficiency report.

3. Recommendation(s) / Proposed Decision

3.1. That the Childcare Sufficiency Report for 2022, as set out in Appendix 1 be approved.

Appendices

Appendix 1: Childcare Sufficiency Duty Report 2022

Appendix 2: Childcare Duty Sufficiency Report – Report of the Children and Young People's Overview and Scrutiny Sub-Board

Background Documents

Supporting Information

1. Introduction

1.1 The Childcare Sufficiency Duty Report 2022 provides an overview of the local childcare market, changes in the supply and demand for places and the actions necessary to ensure there are sufficient, accessible childcare places in Torbay to meet our statutory duty.

2. Options under consideration

- 2.1 N/A
- 3. Financial Opportunities and Implications
- 3.1 N/A
- 4. Legal Implications
- 4.1 N/A
- 5. Engagement and Consultation
- 5.1 The Childcare Duty Sufficiency Report was created using early years provider surveys and parental surveys to understand local trends and requirements.
- 6. Purchasing or Hiring of Goods and/or Services
- 6.1 N/A
- 7. Tackling Climate Change
- 7.1 N/A
- 8. Associated Risks
- 8.1 N/A
- 9. Equality Impacts Identify the potential positive and negative impacts on specific groups

Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact

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Older or younger people	Children under the age of five have access to high quality early years provision which impacts on having the best start in life and future long-term outcomes.	
People with caring Responsibilities		No differential impact
People with a disability		No differential impact
Women or men		No differential impact
People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community)		No differential impact
Religion or belief (including lack of belief)		No differential impact
People who are lesbian, gay or bisexual		No differential impact
People who are transgendered		No differential impact
People who are in a marriage or civil partnership		No differential impact
Women who are pregnant / on maternity leave	Availability of sufficient childcare places for those wishing to return to work.	
Socio-economic impacts (Including impact on child poverty issues and deprivation)	The availability of sufficient funded childcare places is vital for parent and carers to enable them to work.	
Public Health impacts (How will your proposal impact on the general health of the population of Torbay)		No differential impact

- 10. Cumulative Council Impact
- 10.1 None
- 11. Cumulative Community Impacts
- 11.1 None



Childcare Sufficiency Duty Report 2022

Antrobus, Lisa

2022 Childcare Sufficiency Duty Report

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Introduction and overview

The Childcare Act 2006 places a statutory duty on English local authorities to secure sufficient childcare, so far as is reasonably practicable for working parents, or parents who are studying or training for employment, for children aged 0-14 (or up to 18 for disabled children). As part of this duty Torbay Council is required to report annually to elected Council Members on how this duty is being met and to publish this report to make it accessible for parents. Working with providers from the private, voluntary, independent and maintained sectors, the local authority aims to create a strong, sustainable and diverse childcare market ensuring there are sufficient places to meet the needs of local families.

This document summarises key priorities for Torbay, an overview of the local childcare market and local changes to the supply and demand of childcare in the Torbay area. The report has been formulated using a mixture of desk research, provision assessments, snapshot surveys of providers, take up analysis and a parent survey.

Results show the population of children in Torbay is declining, with a continued downward trend in line with national average. Despite this, housing developments are continuing within the local area which has an impact on population forecasts. There is a potential for continued growth in demand for childcare, particularly in the Torquay and Paignton areas as housing developments continue, attracting inward migration of families with one or more children.

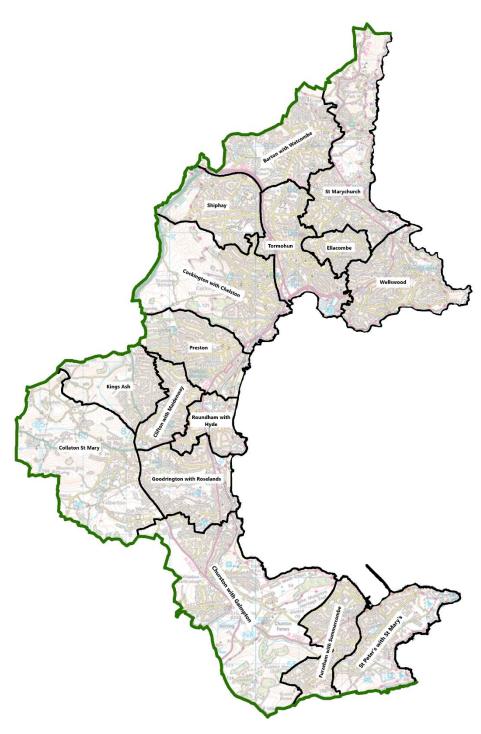
The changing needs of families continues to shape the demand for childcare. Working from home and hybrid working models have become more established in some sectors and this is already influencing how families use childcare. Anecdotal evidence suggests that the demand for paid for childcare and wraparound services has been particularly affected by this change. There is evidence that parents may now also be choosing to use more informal childcare, such as grandparents or friends, as the cost of living continues to rise.



Geography

This assessment is required to analyse the childcare market at a local authority and sublocality level. Torbay is a small Local Authority therefore the sub-locality areas used in this assessment are the administrative wards. Torbay has a relatively small number of childcare providers, so analysing patterns of supply and demand at ward level allows more meaningful conclusions than had the geography identified been any smaller. An outline of ward boundaries is shown in the map to the side. Where data is not analysed at ward level, a town level analysis is provided (Torquay, Paignton and Brixham).

There is a good range of provision available for parents to choose from with a choice of day nurseries, childminders and school based provision spread across the three Torbay towns.



Torbay Local Intelligence

Torbay has a strong, stable and diverse childcare market which is dominated by the private, voluntary and independent (PVI) sector.

As a small Local Authority, Torbay parents are well informed about the childcare settings in their local area. There has always been a notable pattern showing that parents would rather wait for a place at their preferred provider or location (e.g. a nursery on site or close to their preferred school) than find an alternative. This is particularly prevalent where a sibling is in a primary school on site or close to the preferred provider. Some providers have low occupancy and childcare spaces are difficult to fill, whereas some providers have extensive waiting lists and report being full for the coming terms. This results in some children not starting their early education until 2 or 3

terms after they become entitled. This can have a distinct impact on the take up rates, particularly for the 2 year old entitlement. Whilst take up rates for the 2 year old entitlement have increased substantially in the last 2 years, survey responses indicate that there are still a number of 2 year olds waiting for a place at their preferred provider.

Torbay has a significant number of economically inactive parents of which more than 50% have actively taken the decision to stay at home for the purposes of caring for their children and home. The impact of this is increased eligibility for the 2 year old funding but often this is offset by reduced take-up where parents take an active decision to keep their children at home for longer.



Torbay Demographics

The data used for this information comes from the 2020 ONS population ward estimates which is compared to the 2019 mid-year population estimates used in the last years report. Whilst the hope was to use the 2021 census population data for this report, the data is not yet available for use.

Torbay Population by town

	2019 es	9 estimates 2020 estimates			Total pop	0-4 pop
	Total pop	0-4 pop	Total pop	0-4 pop	%inc/dec 2019-2020	%inc/dec 2019-2020
Brixham	16,982	659	16,823	638	-0.94%	-3.19%
Paignton	51,444	2,511	51,552	2,427	0.21%	-3.35%
Torquay	67,838	3,563	67,843	3,349	0.01%	-6.01%
TOTAL	136,264	6,733	136,218	6,414	-0.03%	-4.74%

These figures demonstrate an extremely small decrease in the total population of Torbay and an estimated decline in the number of 0-4 year olds at almost 5%, which is in line with the expected national reduction in numbers of children. The above figures include all children aged 0-4 years

old and has not yet been adjusted to account for 4 year olds who would be accessing a school reception place rather than an early years place. This adjustment is made in the tables in the next section, so you will see a reduction in the population of 0-4 year olds.

Torbay population by ward

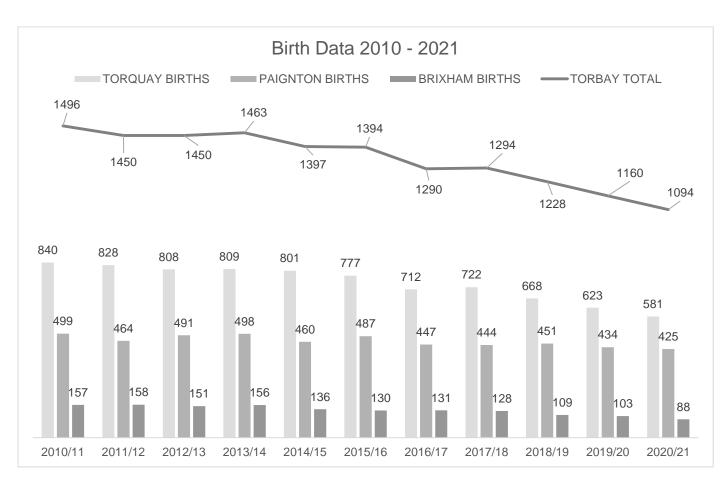
The population of 0-4 year olds shown in the above table includes 4 year old children who are in a reception class in school. In this document for the purposes of assessing sufficiency of early years places, the number of 4 year old children has been adjusted to account for the anticipated number of 4 year olds being in a school reception class. This has been done using data from the School Place Planning Service. Approximately 40% of 4 year olds will remain eligible for early years provision. Whilst all children remain eligible for a funded early years place until the end of the term in which they turn 5 years old, the overwhelming majority do start their place in a school reception class in the September after their 4th birthday.

	2020 estimated population				
Ward	Total pop	0-4 pop (EY eligible)	% of ward aged 4 or under		
Barton with Watcombe	12,160	679	5.6%		
Churston with Galmpton	6,467	142	2.2%		
Clifton with Maidenway	7,523	343	4.6%		
Cockington with	8,031	317	3.9%		
Collaton St Mary	3,432	235	6.8%		
Ellacombe	8,054	422	5.2%		
Furzeham with	9,983	302	3.0%		
Goodrington with	7,399	243	3.3%		
King's Ash	7,947	460	5.8%		
Preston	10,300	374	3.6%		
Roundham with Hyde	8,484	304	3.6%		
Shiphay	7,939	332	4.2%		
St Marychurch	12,163	463	3.8%		
St Peter's with St Mary's	6,840	245	3.6%		
Tormohun	12,552	582	4.6%		
Wellswood	6,944	115	1.7%		
TOTAL	136,218	5,558	4.1%		

Birth Data

The following table and graph provides information on the number of births in Torbay

	TORBAY BIRTHS				
	TORQUAY BIRTHS	PAIGNTON BIRTHS	BRIXHAM BIRTHS	TORBAY TOTAL	
2010/11	840	499	157	1496	
2011/12	828	464	158	1450	
2012/13	808	491	491 151		
2013/14	809	498	498 156		
2014/15	801	460	136	1397	
2015/16	777	487	130	1394	
2016/17	712	447	131	1290	
2017/18	722	444	444 128		
2018/19	668	451	451 109		
2019/20	623	434	103	1160	
2020/21	581	425	88	1094	



It is evident from this data that the birth rates in Torbay are continuing to decline above the national decline of 5%. The overall birth rate in Torbay declined by 6.2% between 2019-20 and

2020-21. Additional capacity was built to accommodate the bulge birth years between 2010 and 2014. This capacity could now be affected and under-utilised, resulting in a surplus of places. Last year's report included early indications that the number of booked pregnancies and births in 2021 may have increased significantly. It is clear from the reported birth rate that the data does not show any increase and that the Local Area is continuing to see declines in birth rates above the national average. Between 2019-20 and 2020-21 Torquay's birth rate reduced by 6.7%, Paignton's reduced by 2% and Brixham's reduced by 14.6%.

Joint Strategic Needs Assessment

The Joint Strategic Needs Assessment 2022/23 has identified the following key issues affecting children in the Torbay area (taken from the 'Starting and Developing Well section of the report):

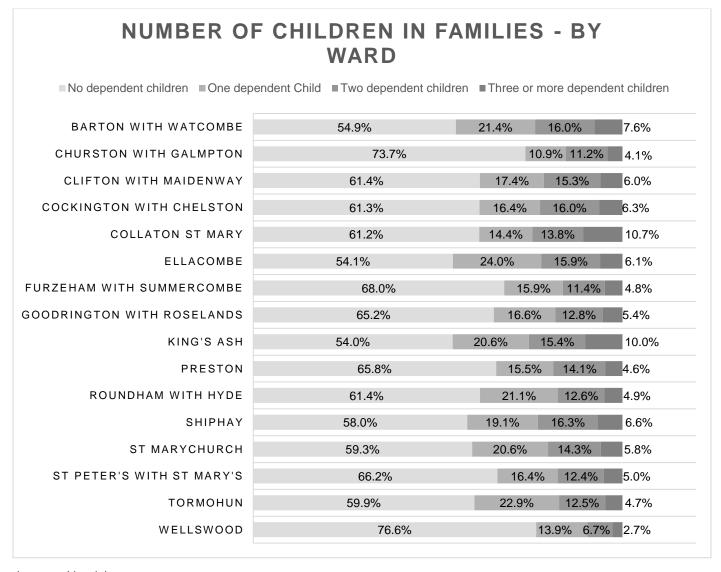
Key Issue	Context	Why it's an issue?		
Child poverty	27% of Torbay residents live in an area classified as amongst the 20% most deprived in England.	Children living in poverty tend to experience poorer outcomes.		
	30% of children live in the 20% most deprived areas of England.			
	11% of Torbay households are experiencing fuel poverty.			
Childhood obesity	26% of children aged 4-5 are considered to be overweight or obese, this is higher than the national average. The number of obese or overweight children rises to 35% by year 6, which is similar to the national average.	Obese children are more likely to be absent from school due to illness and experience health related limitations and selfesteem issues. This has a direct impact on outcomes for children.		
	64% of children are physically active or fairly active, which is in line with national averages.			
Child health	17% of children in Torbay have a special educational need or disability.28% of 5 year olds have one or more decayed or filled teeth.	Children with health conditions are more likely to be absent from school which has a direct impact on their outcomes.		
Cared for Children	Torbay has some of the highest rates of cared for children in England. The rate and number increased considerably between 2012 and 2019, however the number has been reducing since 2019 and is showing a clear downward trajectory.	Generally cared for children continue to have poorer outcomes than the wider population.		

Maternal behaviours	11% of women in Torbay smoke during their pregnancy. This is higher than the national average of 9.1%. 42% of women in Torbay breastfeed for at least 6-8 weeks. This is lower than the national average of 46%.	Positive maternal health is crucial for healthy development in the womb. The choices pregnant women make are crucial to the healthy development of the foetus.
School readiness and outcomes	71% of children achieved a Good Level of Development (GLD) at the end of reception; this is in line with national average. However there is a gap in early year's foundation stage between those eligible for free school meals and non-free school meal pupils. In 2019 53% of children eligible for free school meals achieved a GLD. This gap continues to exist across the education pathway.	Generally, children who start school without developing vital readiness tend to experience poorer outcomes.

The table above, taken from the Local Authority's Joint Strategic needs Assessment 2022-23 shows that not all children in Torbay receive a good start in life. Torbay has high levels of deprivation and just under a third of all children live in poverty. These issues continue as the child develops and grows which can lead to poorer outcomes in education. This has been proven to affect the child right through into adulthood, leading to poor achievement, worklessness or health problems.

Research evidences that high quality early education can have a positive effect on the educational, cognitive, behavioural and social outcomes of children in the short and long term. Therefore, it is important that those children who are living in poverty have access to good early years education and that there are sufficient, high quality childcare places available to meet the demand.

The following chart shows the number of dependent children in each family in Torbay:

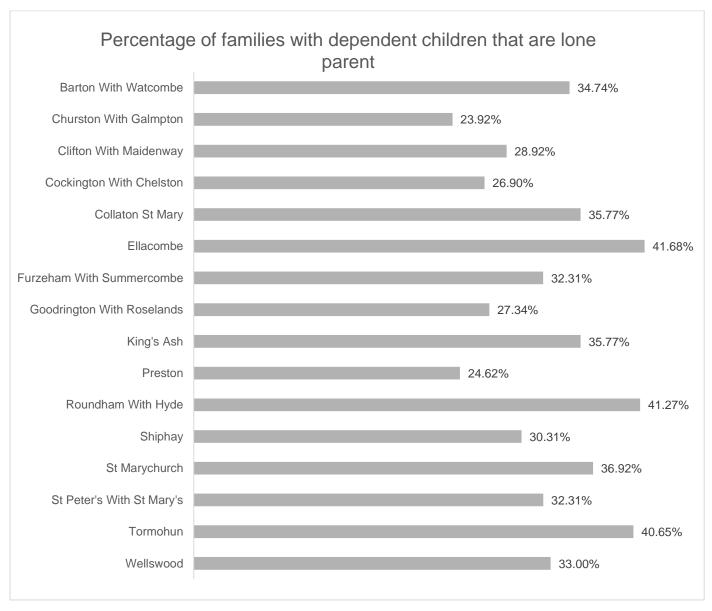


(source: Nomis)

This chart provides an overview of the family dynamics in Torbay. It demonstrates that in all areas of Torbay over half of the families have no children. This is likely to be due to the large numbers of older residents in Torbay (according to the JSNA 27% of residents in Torbay are over the age of 65).

Collaton St Mary and King's Ash (formerly Blatchcombe ward) show high numbers of families with 3 or more children, closely followed by Barton with Watcombe. This could be linked to the type of housing available in these wards where, according to local authority records, a high percentage of properties are larger houses which accommodate larger families.

The following chart outlines the number of lone parent families in Torbay, broken down to ward level:



(source: Nomis)

The chart shows that there are a particularly large number of lone parent families in Ellacombe, Roundham-with-Hyde and Tormohun. These wards are areas with high levels of deprivation, with many ward areas being in the top 10% most deprived. These are also wards which have a higher percentage of jobseekers allowance claimants (see table on page 12) with those 3 wards having the highest percentage of adults claiming compared with the Torbay average. The statistics above also demonstrate that Torbay overall has a higher average number of lone parent families at 33.2% than the national average which currently sits at 28.7%.

The Torbay Economy – working families & job vacancies

The Joint Strategic Needs Assessment (JSNA) 2022-23 has identified the following key issues affecting the economy of Torbay:

Key Issue	Context	Why it's an issue?	
Ageing Population	27% of Torbay residents are aged over 65 years old. This is expected to continue to rise, reaching 34% by 2043.	As we age our chance of developing different long term conditions increases. The impact of this could include increased demand on the health service and care support requirements.	
Care and support	There are significantly higher levels of unpaid carers in the South Devon and Torbay population, many providing more than 50 hours care a week, and many in poor health themselves.	As the population ages, and people with disability and serious illness live longer, they are more likely to live at home. Going forward, we might expect community based care to rely increasingly on family and community members as carers.	
Housing	Housing availability, quality, condition, suitability and affordability are an issue across South Devon and Torbay. 33% of Torbay residents are living in the most deprived quintile for indoor deprivation.	There are a range of health related conditions associated with housing in poor conditions.	
Local economy	Torbay was ranked the 11th most deprived local authority out of 151 LAs in the 2019 Index of Multiple Deprivation. Torbay is the most deprived LA in the South West Area. Torbay has consistently had lower average salaries than the national and regional average. Salaries in Torbay are, on average, 19% lower than the national average.	Levels of employment and pay underpin a community. A person who cannot find adequate employment which pays them enough to live without overwhelming financial worries is likely to have an increased risk of physical and mental ill health. Those with higher incomes can expect to have a higher life expectancy and more of that will be in good health.	
Health	67% of adults in Torbay are overweight or obese. This is higher than the national average of 64%. 8% of the Torbay population have been diagnosed with diabetes which is a similar level to the national average. 19% of the Torbay adult population smoke cigarettes, however this	People with a long term condition are the most frequent users of health care services. With an ageing population, we might expect the number of people with a long term condition to increase.	

	number is generally decreasing year on year and is similar to the national average.	
Poverty	South Devon and Torbay has amongst the highest proportion of households in England identified as being on the edge of poverty, around 29% (45,000 households).	Households across South Devon and Torbay are less likely to be financially resilient to increasing prices. Being on the edge of poverty makes households more susceptible to debt and financial difficulties.

The information demonstrates that there are some factors affecting the Torbay economy which cannot be controlled; for example the large population of residents aged over 65. This impacts on the workforce availability as well as the demands of the workforce in Torbay. For example, there will be fewer adults of working age and also there will be a greater demand for people with caring abilities (nursing homes, home helps etc). Therefore, although the population is ageing in Torbay, it may also provide an opportunity for more jobs for those who are unemployed.

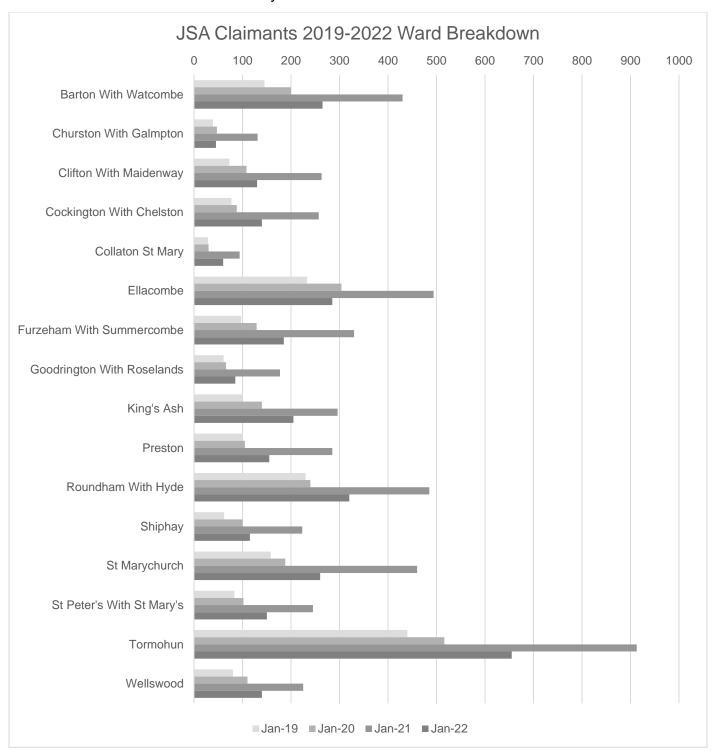
The table below shows the number of jobseekers allowance and universal credit claimants, broken down to ward level:

Ward/Area	Jan-19	Jan-20	Jan-21	Jan-22	16-64 age populatio n (2020 estimates)	% of JSA/UC claimant s of the 16-64 pop'n
Barton With Watcombe	145	200	430	265	7,067	3.7%
Churston With Galmpton	39	47	131	45	3,044	1.5%
Clifton With Maidenway	73	108	263	130	4,310	3.0%
Cockington With	77	88	257	140	4,529	3.1%
Collaton St Mary	29	30	94	60	1,909	3.1%
Ellacombe	233	304	494	285	5,070	5.6%
Furzeham With	97	129	330	185	5,091	3.6%
Goodrington With	61	66	177	85	3,941	2.2%
King's Ash	99	140	296	205	4,677	4.4%
Preston	100	105	285	155	5,416	2.9%
Roundham With Hyde	230	240	485	320	4,914	6.5%
Shiphay	62	100	223	115	4,564	2.5%
St Marychurch	158	188	460	260	6,637	3.9%
St Peter's With St Mary's	83	102	245	150	3,634	4.1%
Tormohun	440	516	913	655	8,019	8.2%
Wellswood	80	110	225	140	3,505	4.0%
TORBAY	1,995	2,475	5,310	3,210	76,327	4.2%
ENGLAND	826,180	1,014,87	2,189,2	1,526,3	35,233,87	4.3%

(source: Nomis)

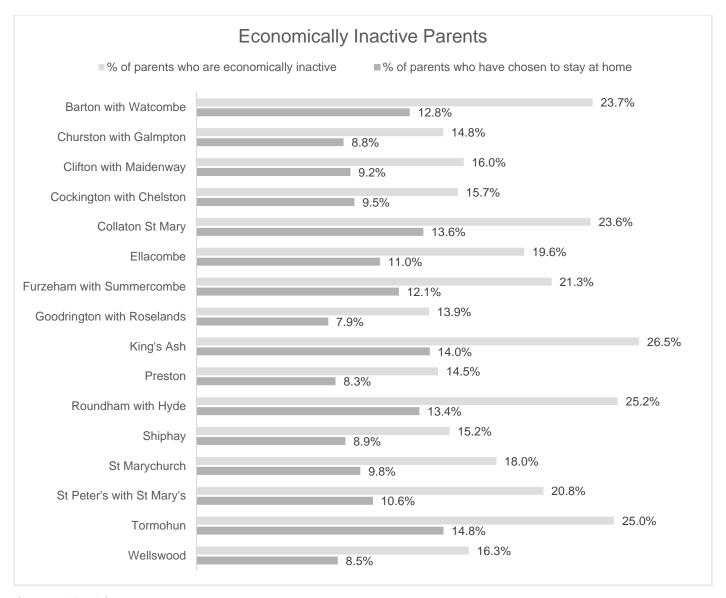
Overall, Torbay has seen a reduction in the number of JSA and UC claimants following a return to more of a normal way of living after the covid-19 pandemic. Although still high in comparison to 2019 and 2020, the numbers of JSA claimants has declined since 2021. Torbay sits just below national average, however some wards still show higher than average numbers of JSA and UC

claimants. These wards are Ellacombe, King's Ash, Roundham-with-Hyde and Tormohun. These wards are also areas of the highest deprivation within Torbay. The chart below demonstrates the numbers of claimants over the last 4 years:



(source: Nomis)

This chart represents the percentage of families who are economically inactive (non-working) in each ward (the light grey bar bar) and by comparison the percentage of parents who have made an active decision to stay at home for varying reasons (the dark grey bar), usually to care for children or the household. Around half of all economically inactive parents in Torbay have made a conscious decision to stay at home, for example in Barton with Watcombe 23.7% of all parents are economically inactive and 12.8% of all parents are voluntarily economically inactive.



(source: Nomis)

These numbers will not necessarily affect the number of 30 hour childcare places required in Torbay at the present time as these have taken an active decision to remain at home and this is unlikely to change significantly. The statistics which are likely to have the most notable impact on the need for childcare places in Torbay are the numbers of voluntarily economically inactive (the dark grey bar) which is approximately 50% of all economically inactive families. These are the parents who the government are targeting to return to work. Barton with Watcombe, Collaton St Mary, King's Ash, Roundham with Hyde and Tormohun have a particularly high number of workless parents. This is acquainted with the high levels of deprivation which can also be attributed to these wards. These areas need particular attention during ongoing planning for childcare sufficiency as there may be higher levels of parents returning to work who require childcare.

Impact of the Covid-19 Pandemic and Sector Recovery

Both local and national evidence suggest that the covid-19 pandemic has impacted on already existing patterns of vulnerability and under-achievement for young children and families, especially those living in poverty and disadvantage. We know that the early years are a crucial stage for social mobility, with the poorest children already months behind their peers before they start school. Attending high-quality early years provision provides a vital opportunity to narrow this gap before children start school. This report contains Torbay's most up to date information in relation to the availability of high-quality childcare places in the area which will continue to play a vital role in addressing the economic consequences the pandemic has had and is continuing to have on the youngest children in Torbay.

The Council has experienced a decline in the number of registered childminders as a result of the pandemic, with a loss of just over 10% of the Torbay childminder workforce.

Recruitment and retention of early years practitioners is an area of significant concern locally and nationally. This impacts on the provider's ability to deliver sufficient, high-quality childcare, particularly where they are unable to recruit level 3 qualified practitioners. In the recent provider survey, 68% of private group providers reported difficulties recruiting appropriate staff. The most common themes amongst the providers who reported these difficulties were insufficient or zero applicants, inability to pay an attractive wage due to funding levels, inadequately qualified candidates and candidates not wanting full time hours. 50% of private group provision reported that they have had to make long term changes to their childcare offer as a result of the recruitment and retention of staff issues. School based nursery provision did not report the same issues as private providers, with only 10% reporting difficulties recruiting appropriate staff.

The issues surrounding recruitment and retention of staff in the Early Years sector is a national problem. The Department for Education have recognised the issue and are working on ways to address the difficulties the sector is facing. To date this includes the development of guidance on Career Pathways into early years education, a career progression map and a commitment to support more people to become childminders by making changes to both the registration and inspection process (awaiting further details). As further information and guidance is made available from central government, we will develop this into a local strategy to support recruitment and retention across all Early Years Sectors in Torbay.



Torbay Childcare Market

In June 2022 Torbay Council undertook a survey of childcare providers to gain a snapshot overview of the childcare market in Torbay.

There was a 100% response rate from the PVI and maintained childcare sector and a 75% response rate from the Childminder sector.

These are the following registered early years and childcare providers in Torbay:

Type of Provider	Number of Provider s 2019	Potential Places* 2019	Number of Provider s 2021	Potential Places* 2021	Number of Provider s 2022	Potential Places* 2022
Full Day Care	20	957	18	791	17	833
Sessional Pre- schools	10	324	9	294	10	313
Maintained Primary Schools & Academies with Nursery Classes	18	696	18	701	19	754
Nursery Units of Independent Schools	1	47	1	47	1	49
Childminders	80	252	69	228	58	180
TOTAL	129	2,276	115	2061	105	2129

^{*}Potential places indicates the number of children a provider can take at any one time and is based on a provider 'moment in time' survey.



Since the last report, one provider has changed their setting description from full day care nursery to sessional pre-school. One new primary school has opened with nursery provision for 2 to 5 year olds. Whilst there has been a significant drop in the number of active childminders within Torbay, the overall number of places has not dropped and has actually increased due to the new school and private settings amending the way they operate.

The main issue with the loss of childminders relates to the availability of choices for parents as well as potential decreased numbers of baby places. The Torbay childminder sector takes a large number of babies aged under 2 who are unable to access provision who's age range is 2 to 5 year olds.

Current supply of childcare (0-4) in Torbay

Private, Voluntary & Independent Group Provision Childcare Provider spaces – by town (day nurseries, pre-schools and independent schools)

Town	0-4 year old population	Childcare places (0-4) available at a Private Group Provision	Childcare places per 100 children	Average Occupancy Level (%)
Brixham	547	75	14	80.1%
Paignton	2,101	425	20	75.3%
Torquay	2,910	695	24	79.6%
TOTAL	5,558	1,195	22	78.3%

School Nursery Class spaces - by town

Town	0-4 year old population	Childcare places (0-4) available at a School Nursery	Childcare places per 100 children	Average Occupancy Level (%)
Brixham	547	96	18	82.9%
Paignton	2,101	259	12	76.4%
Torquay	2,910	399	14	84.0%
TOTAL	5,558	754	14	81.5%

Childminder (CM) spaces - by town

It is important to note that this is an estimate because childminder spaces vary widely according to the childminder's preferences relating to ratios, children's individual requirements for care, working hours and working days.

Town	0-4 year old population	Childcare places (0-4) available at Childminder	Childcare places per 100 children	Average Occupancy Level (%)
Brixham	547	36	7	89.0%
Paignton	2,101	75	4	76.7%
Torquay	2,910	69	2	67.0%
TOTAL	5,558	180	3	75.6%

TOTAL 0-4 spaces (PVI, School & CM) - by town

Town	0-4 year old population	Childcare places (0-4) available at PVI/School/ Childminder	Childcare places per 100 children	Average Occupancy Level (%)
Brixham	547	207	38	85.3%
Paignton	2,101	759	36	76.2%
Torquay	2,910	1,163	40	77.0%
TOTAL	5,558	2,129	38	78.0%

Supply and demand for childcare for children aged 0-4 in Torbay by ward

Ward/Area	0-4 year old popul ation	Childc are places (0-4) availa ble at PVI	Childc are places (0-4) availa ble in Schoo	Childc are places (0-4) availa ble at Child minde r	Total Childc are (0- 4) places availa ble	Childc are places per 100 childr en	Avera ge Occup ancy Level (%)
Barton With Watcombe	679	152	86	18	256	38	74.8%
Churston With Galmpton	142	51	0	3	54	38	90.7%
Clifton With Maidenway	343	0	52	27	79	23	84.6%
Cockington With Chelston	317	36	70	9	115	36	76.6%
Collaton St Mary	235	95	0	3	98	42	79.6%
Ellacombe	422	55	100	9	164	39	66.3%
Furzeham With	302	16	26	24	66	22	92.4%
Goodrington With	243	105	128	12	245	101	65.7%
King's Ash	460	0	46	18	64	14	90.8%
Preston	374	78	0	9	87	23	68.6%
Roundham With Hyde	304	126	59	3	188	62	75.8%
Shiphay	332	129	39	9	177	53	87.5%
St Marychurch	463	201	52	12	265	57	72.0%
St Peter's With St Mary's	245	29	70	12	111	45	80.5%
Tormohun	582	88	26	12	126	22	91.8%
Wellswood	115	34	0	0	34	30	69.4%
Torbay	5,558	1,195	754	180	2,129	38	78.0%

All year round childcare analysis

Childcare supply and demand for children aged 0-4 for all year round places (AYR) in Torbay by town

This data is based on AYR places offered by day nurseries, school nurseries and childminders. Some providers offer both AYR and term time, so some places are counted twice.

Town	0-4 year old population	AYR places available (0-4)	AYR places per 100 children	AYR Occupancy Level (%)
Brixham	547	43	8	83.8%
Paignton	2,101	391	19	80.0%
Torquay	2,910	500	17	77.7%
TOTAL	5,558	934	17	79.5%

Childcare supply and demand for children aged 0-4 for all year round places (AYR) in Torbay by ward

Ward/Area	0-4 year old population	AYR places available (0-4)	AYR places per 100 children	AYR Average Occupancy Level (%)
Barton With Watcombe	679	164	24	75.9%
Churston With Galmpton	142	0	0	-
Clifton With Maidenway	343	13	4	98.8%
Cockington With	317	36	11	97.5%
Collaton St Mary	235	71	30	75.3%
Ellacombe	422	3	1	60.0%
Furzeham With	302	7	2	87.5%
Goodrington With	243	163	67	74.1%
King's Ash	460	9	2	88.3%
Preston	374	9	2	68.3%
Roundham With Hyde	304	126	41	62.4%
Shiphay	332	96	29	80.5%
St Marychurch	463	113	24	72.5%
St Peter's With St Mary's	245	36	15	81.3%
Tormohun	582	88	15	88.3%
Wellswood	115	0	0	-
Torbay	5,558	934	17	79.5%

Term time only childcare analysis

Childcare supply and demand for children aged 0-4 for Term Time Only places (TTO) in Torbay by town

This includes school nursery classes, pre-schools and childminders. Some providers offer TTO and all year round.

Town	0-4 year old population	TTO places available (0-4)	TTO places per 100 children	TTO Occupancy Level (%)
Brixham	547	161	29	85.9%
Paignton	2,101	784	37	76.4%
Torquay	2,910	875	30	74.3%
TOTAL	5,558	1820	33	76.9%

Childcare supply and demand for children aged 0-4 for Term Time Only places (TTO) in Torbay by ward

Ward/Area	0-4 year old population	TTO places available (0-4)	TTO places per 100 children	TTO Occupancy Level (%)
Barton With Watcombe	679	105	15	70.8%
Churston With Galmpton	142	51	36	90.7%
Clifton With Maidenway	343	66	19	79.8%
Cockington With	317	76	24	69.7%
Collaton St Mary	235	99	42	79.6%
Ellacombe	422	158	37	66.3%
Furzeham With	302	52	17	92.4%
Goodrington With	243	242	100	65.7%
King's Ash	460	49	11	97.9%
Preston	374	84	22	71.5%
Roundham With Hyde	304	193	63	75.8%
Shiphay	332	132	40	86.1%
St Marychurch	463	256	55	72.0%
St Peter's With St Mary's	245	109	44	80.5%
Tormohun	582	114	20	91.8%
Wellswood	115	34	30	69.4%
Torbay	5,558	1820	33	76.9%

2 year old funding entitlement

From the term after their second birthday some children are eligible for 15 hours free childcare per week for 38 weeks of the year (or an equivalent amount). Torbay Council has a duty to ensure that all children who want to take up this entitlement are able to do so.

Since the implementation of the 2 year funding scheme in September 2014, the Department for Education (DfE) have provided each LA with estimated numbers of children that will be eligible for the funding in the local area, using records provided by the Department for Work and Pensions. Upon implementation, the local area had around 700 children that were eligible for the funding.

Since then, the number of families has reduced significantly and is now around 370-400 families who are eligible based on their financial circumstances or other eligibility criteria.

Childcare supply and demand for free entitlement places (2 year olds) in Torbay by town (Places available include private providers, schools offering 2YO places and childminders)

Town	2 year old population (2020 estimates)	No. of children potentially eligible for 2YO funding	% of 2YO population potentially eligible for funding
Brixham	137	42	30.7%
Paignton	477	130	27.3%
Torquay	657	226	34.4%
TOTAL	1,271	398	31.3%

(Source – 2020 population estimates compared with the list issued by the DWP in June 2022)

Ward/Area	2 year old population (2020 estimates)	No. of families potentially eligible for 2YO funding	% of 2YO population potentially eligible for funding
Barton With Watcombe	141	51	36.2%
Churston With Galmpton	22	9	40.9%
Clifton With Maidenway	84	26	31.0%
Cockington With	78	13	16.7%
Collaton St Mary	51	5	9.8%
Ellacombe	100	35	35.0%
Furzeham With	78	25	32.1%
Goodrington With	59	19	32.2%
King's Ash	104	33	31.7%
Preston	92	8	8.7%
Roundham With Hyde	65	30	46.2%
Shiphay	78	19	24.4%
St Marychurch	113	33	29.2%
St Peter's With St Mary's	59	17	28.8%
Tormohun	115	69	60.0%
Wellswood	32	6	18.8%
Torbay	1,271	398	31.3%

(Source – 2020 population estimates compared with the list issued by the DWP in June 2022)

3 & 4 year old entitlements (15 hours and 30 hours)

From the term after their third birthday all children are eligible for 15 hours free childcare per week for 38 weeks of the year. The Local Authority has a duty to ensure that all children who want to take up this entitlement are able to do this. The children of working families may also be eligible for an additional 15 hours free childcare per week, subject to a successful application, managed centrally by HMRC.

Childcare supply and demand for entitlement places (3 & 4 year olds) in Torbay by town

Town	3+4 year old population
Brixham	191
Paignton	729
Torquay	985
TOTAL	1,905

(Source - 2020 population estimates)

Children remain entitled to an early years place until they reach statutory school age the term after their fifth birthday, however on a usual basis fewer than 1% of children delay entry into school. Therefore the number of 4-year-olds has been reduced by 60% to account for children in a school reception class.

Consideration needs to be given to the number of children entitled to 2-year-old funding who become entitled to 3 year old funding when they turn 3 years old. The table below gives an idea of the number of 30 hours children who were previously in receipt of 2-year funding.

Total number of funded 2 year olds in Autumn 2021 who became 3YO funded in Spring 2022	Total number of funded 2 year olds in Autumn 2021 who became entitled to 30 hours in Spring 2022	% of funded 2 year olds who became 30 hours funded in Spring 2022	Total number of funded 2 year olds in Spring 2022 who became 3YO funded in Summer 2022	Total number of funded 2 year olds in Spring 2022 who became entitled to 30 hours in Summer 2022	% of funded 2 year olds who became 30 hours funded in Summer 2022
136	31	22.8%	116	28	24.1%

The majority of providers do not allocate places for specific age ranges. Therefore it is necessary to look at the places available overall compared to the number of children (2, 3 and 4 year olds) who will be entitled to a funded place.

Town	No. of children potential ly eligible for 2 year old funding	Approx no. of eligible 3+4 year old UNIVER SAL*	Approx no. of eligible 3+4 year old EXTEND ED	TOTAL number of 15 hour places required	Number of places available	Number of places per 100 children	Average Occupan cy Level %
Brixham	42	191	540	773	414	54	85.3%
Paignton	130	729	360	1219	1,518	125	76.2%
Torquay	226	985	75	1286	2,326	181	77.0%
TOTAL	398	1,905	975	3278	4,258	130	78.0%

^{*}This number has been adjusted to account for 4 year olds in a school reception class

The table above allows analysis of the number of individual 15 hour places required. One funded 2 year old will take one 15 hour place, a universal 3 year old will take one 15 hour place and an extended child will take another 15 hour place. For this purpose, the number of available places per day has been multiplied by 2, on the assumption that one place in a childcare provider would be able to accommodate at least two funded 15 hour places across a week. The number of children entitled to 30 hours is based on estimates using summer term data which is the busiest term of the academic year.

It is therefore evident that Torbay continues to offer more than sufficient childcare places to accommodate the need in the area. Taking account of the current occupancy levels, there is also room to accommodate increased demand for funded places. Increased demand could also be for children aged under 2 years old whose parents require childcare to enable them to work as well as children who attend a Torbay setting but live in a different local authority area. The local area could be subject to an issue surrounding oversupply of places if birth rates continue to drop. More detailed recommendations can be found within the summary and action plan.



Access to Wraparound and holiday childcare for working parents

Many parents need wraparound and holiday childcare for school age children to enable them to be able to work. Wraparound childcare is defined as childcare before school (usually from 8am) and after school (usually from school finish time to 5 or 6 o'clock).

The wraparound care places available in Torbay are outlined below:

Before School

Type of Provider	Number of Providers	Potential Places in BEFORE school care (each day)	Current Occupancy (%)	
School	19	647	65.6%	
Private Providers	7	155	48.3%	
Childminders	11	32	59.4%	
TOTAL	37	844	63.9%	

After school

Type of Provider	Number of Providers	Potential Places in AFTER school care (each day)	Current Occupancy (%)	
School	15	503	65.4%	
Private Providers	8	156	60.8%	
Childminders	12	27	107.2%	
TOTAL	35	686	78.7%	

Since the last sufficiency report, there is an increase the number of wraparound places available for parents in the form of before and after school care. This shows that the wraparound sector is recovering post-pandemic, where wraparound services were severely affected due to the requirement to mix classes during these sessions. There is a significant reduction in the number of childminders offering wraparound care, however this is not unexpected as there are reducing numbers of childminders across Torbay.

Holiday childcare

Type of Provider	Number of Providers offering a holiday childcare scheme (either self-run or operated by an external provider)
School	7
Private Providers	10
Childminders	22
TOTAL	39

39 providers in Torbay offer some form of holiday childcare for children of all ages. There are also privately operated holiday care providers who are not Ofsted registered or who have not responded to the survey request and therefore have not been included within this report.

The type of childcare available varies significantly from provider to provider. For example a school may commission an external company to deliver holiday clubs for children aged 5-11 years old, whereas a childminder might offer one or two places depending on their ratios for each day. There has been a reduction in the number of childminders offering holiday childcare; this is in line with the reduced numbers overall in Torbay.

The 2022 parent consultation asked several questions in relation to holiday childcare. There were 188 responses to the consultation. 40% of respondents indicated that they required childcare for their children during the holidays. This is a significant increase compared to the last consultation, where only 11% of respondents indicated they needed holiday childcare. Of the respondents that said they use or need holiday childcare, 68% indicated that they found it difficult to find suitable holiday childcare. Those who indicated that they found it difficult to locate suitable holiday childcare were asked to give further details, see below for more information:

Struggle to get the days we need so normally have to take extra time off

We used to have the holiday club at nursery for older children but that closed due to covid and hasn't re opened. I don't know what else is available or how to find it. We muddle through with grandparents and taking separate leave to my partner.

Costs extremely high almost £60 a day

Only available option as far as I am aware is a sports camp, which have been great, but do not always cover the full school holiday period (and can be expensive).

Unable to find childcare during holidays that is for the times I need to work 8-4pm and doesn't cost a fortune

Most of the things on offer are very sport based and having a daughter who's not interested in that there is no other options and lack of convenient locations and costing is relatively high of more than a few days for something she doesn't want to do

There are 3 common themes running through the responses from parents; availability, affordability and suitability. It is evident that there is not sufficient, suitable holiday childcare for children in Torbay which meets the needs of parents and their children. However, the Council has not received any formal complaints from parents that they are unable to find suitable childcare in the

holidays. The availability of suitable holiday childcare is addressed in the action plan at the end of this document.

Holidays Activities and Food Programme (HAF)

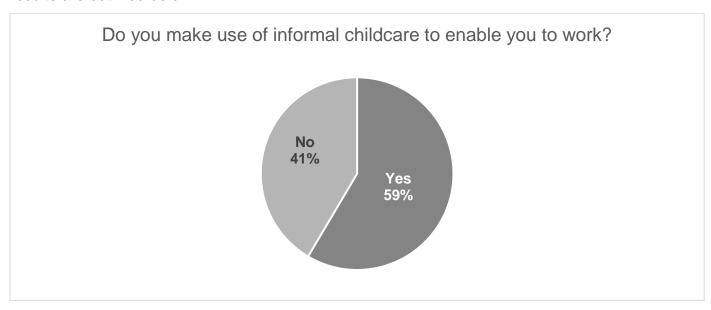
The Government funded Holidays Activities and Food Programme (HAF) programme has continued for a second year and provides grant funding to local authorities to support holiday provision for the children aged 5 years to 16 years old who are entitled to benefit related free school meals. Eligible children are entitled to six weeks play provision across the Easter, Summer and Christmas holidays in 2022. Four weeks in the summer, plus a week's worth of provision in each of the Easter and Christmas holidays. Providers operating activities must ensure that children receive a healthy and substantial meal and if appropriate, parents and carers are signposted for additional support.

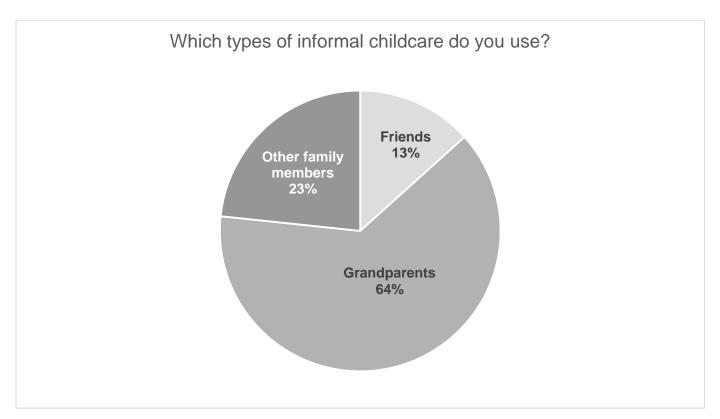
Torbay Council have continued to support private, voluntary and community providers to develop exciting play opportunities across Torbay to ensure that every eligible child can access local play opportunities. This scheme was designed for families and children to promote active lifestyles and provide access to meals whilst the schools are closed for the holidays. The scheme and places available cannot be counted as childcare or part of the holiday childcare offer, however it is an excellent resource for lower income families who may have needed to pay for this type of provision in the past.

Informal Childcare

Informal childcare refers to childcare provided by grandparents, other relatives, friends and neighbours. Informal childcare is widely used by families of children of all ages and is often combined with formal childcare to enable parents to work, particularly where there are non-standard working patterns or where there is a lower income making childcare unaffordable. It is important to ensure the difference between informal childcare and unregulated or unregistered childcare is fully understood. Informal childcare is where a family organise for a family member or friend to care for their children. Unregulated or unregistered childcare is where a person is delivering fee-paying childcare, but is not registered with Ofsted.

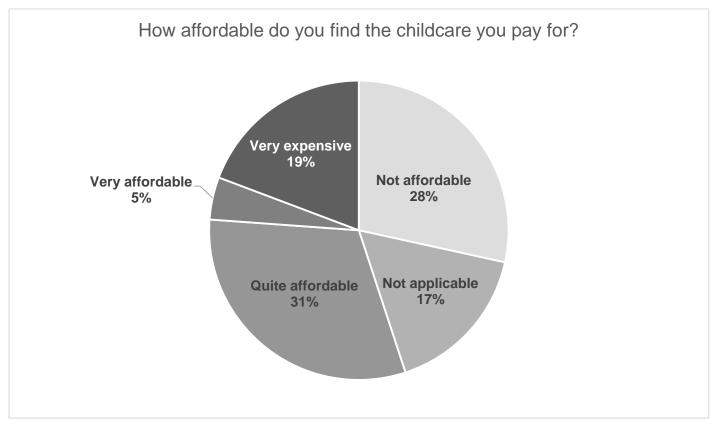
In the 2022 Parent Consultation, data on the use of informal childcare was collected and the results are outlined below.





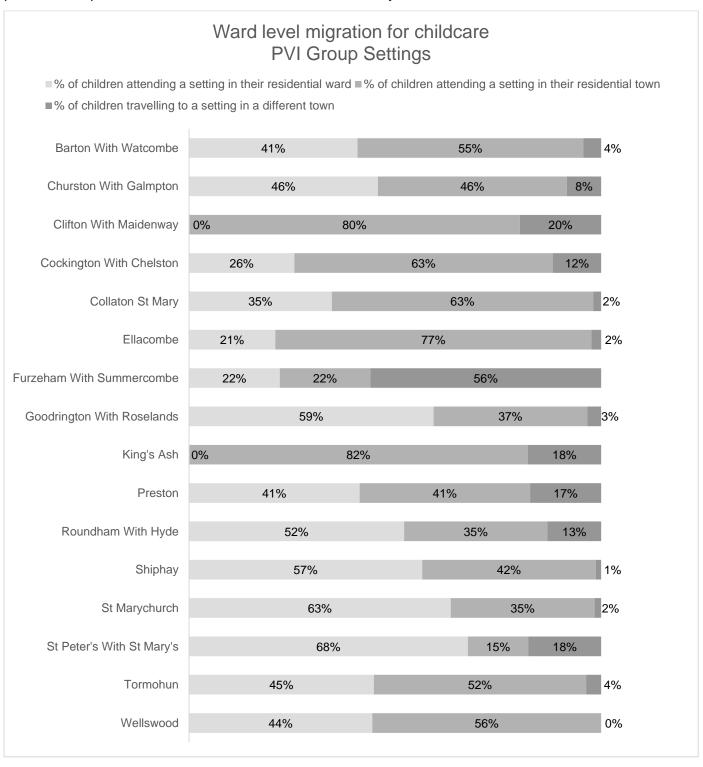
Zero respondents indicated that they use anything other than friends or family members. It is clear that in Torbay, grandparents play a significant role in delivering informal childcare. There is minimal research available nationally on the impact of using informal childcare, however this type of childcare is usually chosen for financial and/or social and emotional reasons.

Of those who indicated that they make use of some informal childcare, 47% found the childcare that they pay for not affordable or very expensive. Below is an overview of the responses on affordability from the users of informal childcare:

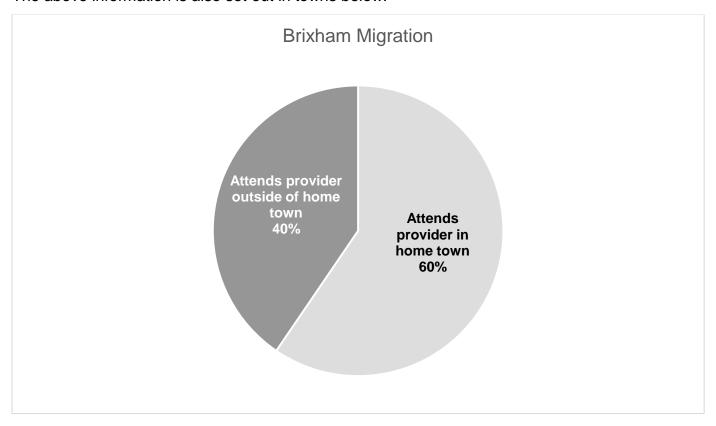


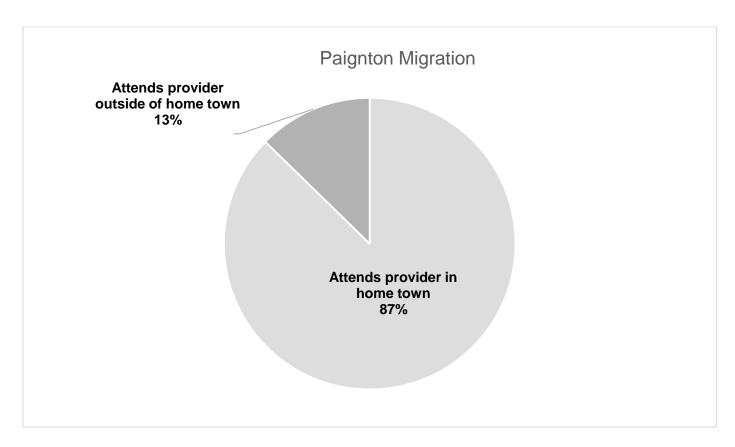
Migration in Torbay for Childcare

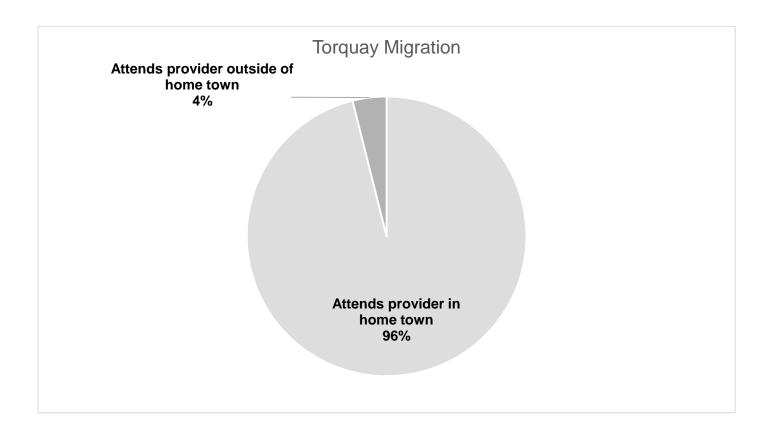
The table below shows migration across Torbay for childcare; i.e. the percentage of children who attend a setting in their home ward, who travel within their home town to a setting and who travel outside their home town to a setting. This information is valuable when considering Torbay childcare sufficiency as a whole and at town level. For this year's report, an analysis of PVI group providers is provided as well as the addition of an analysis of childminders.



The above information is also set out in towns below:

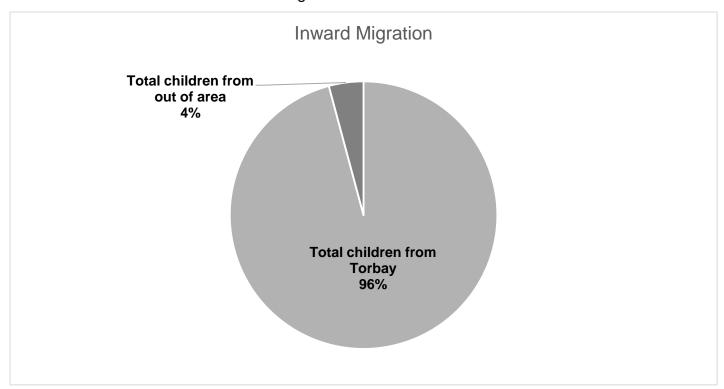






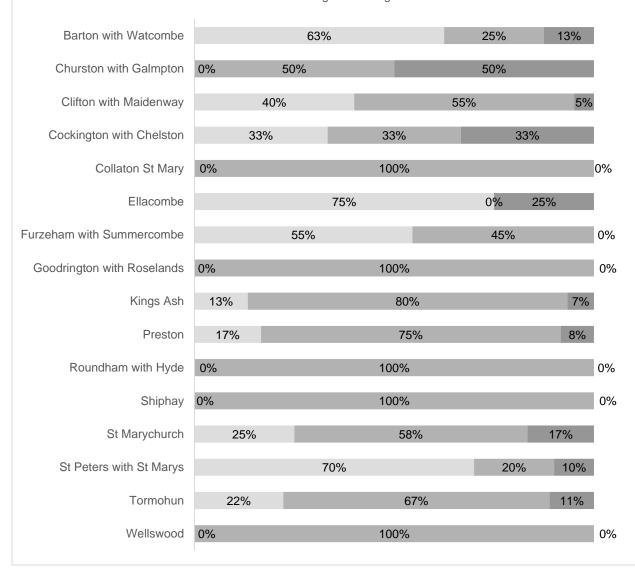
This information suggests that there is generally sufficient childcare within families home wards and towns to accommodate their needs. There is no set way to calculate how and why parents choose their childcare provider and many will choose a provider close to work rather than close to home. This would mean that there will always be some cross town and cross border migration for childcare.

Information related to levels of inward migration from out of area can be found below:



Ward level migration for childcare Childminders

- % of children attending a setting in their residential ward
- % of children attending a setting in their residential town
- ■% of children travelling to a setting in a different town



Cost of childcare across England

Price of 25 hours a week childcare for children under three at nurseries and childminders

	Nu	rsery	Child	minder
	Under two	Two and over	Under two	Two and over
Great Britain	£138.70	£133.69	£124.41	£122.03
England	£140.68	£135.28	£124.83	£122.33
Scotland	£108.62	£106.62	£119.17	£117.77
Wales	£125.73	£125.88	£118.99	£118.47
East Midlands	£133.16	£129.52	£115.73	£115.47
East of England	£153.08	£143.59	£129.61	£130.48
London, inner	£183.56	£173.98	£172.12	£173.27
London, outer	£155.19	£156.69	£148.51	£146.92
North East	£130.53	£129.29	£117.93	£115.31
North West	£129.74	£125.69	£110.24	£108.74
South East	£147.06	£143.10	£124.43	£122.60
South West	£133.40	£123.91	£130.69	£116.26
West Midlands	£137.14	£127.64	£114.34	£113.74
Yorkshire & Humberside	£122.17	£118.23	£110.39	£108.09
Torbay	£124.50	£124.50	£104.25	£104.25

Source: Coram Family and Childcare – Childcare Survey 2022

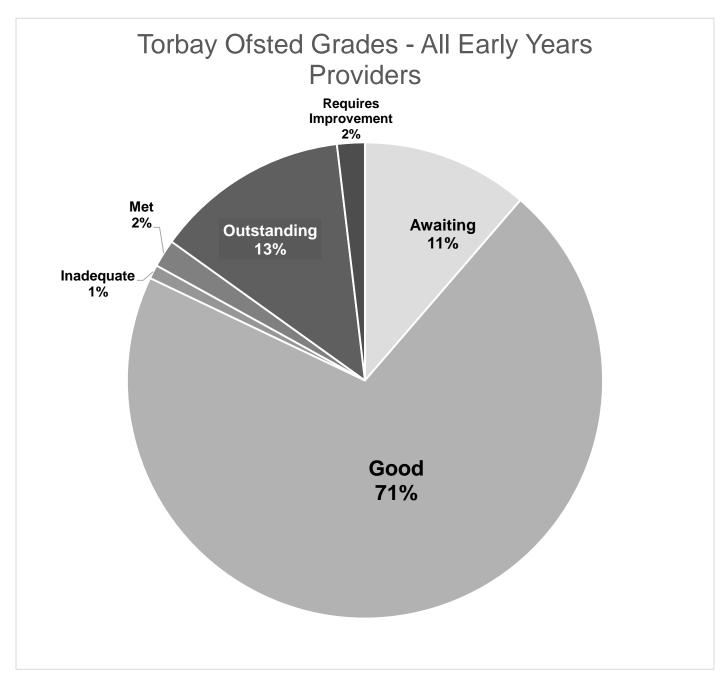
This information demonstrates that the cost of childcare across Torbay is reasonable compared with regional (South West) and national (England) averages, however it is important to consider the demographic of the area. According to the Nomis 2020 Labour Market Profile, average annual earnings in Torbay are approximately £4650 less than the South West average and just over £6000 less than the national average. Therefore, although Torbay childcare costs are cheaper than the South West average, when you account for the difference in earnings, Torbay costs remain high.

Below is an overview of the cost of childcare in Torbay over the last 3 years:

	Nur	sery	Childminder		
Year	Under two over		Under two	Two and over	
2019	£114.00	£114.00	£105.50	£105.50	
2021	£121.25	£121.25	£109.50	£109.50	
2022	£124.50	£124.50	£104.25	£104.25	

It is evident that the increase in the cost of childcare in Torbay is relatively small year on year. In a nursery, the increase was 6.4% between 2019 and 2021 and 2.6% between 2021 and 2022. The cost of childcare with a childminder has reduced, however this this is likely to be related to the overall reduction in the number of childminders in Torbay affecting the average hourly rates. (NB - Data was not collected in 2020 due to the covid-19 pandemic, therefore this year is not included.)

Quality of childcare in Torbay



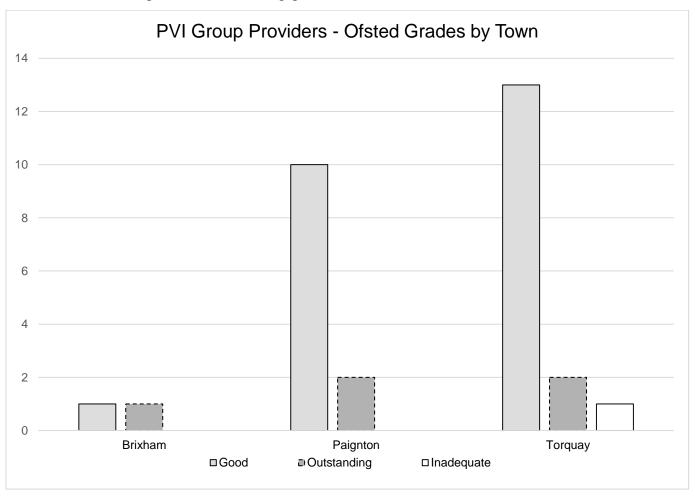
The pie chart above shows that 84% of Torbay Early Years providers are good or outstanding, this is an increase from 74% last year. A further 11% are awaiting their inspection; this has reduced from 18% last year.

Private nurseries and pre-schools (group providers)

The table below demonstrates PVI Nursery Ofsted grades by town:

	Torquay Nurseries		Paignton	Nurseries	Brixham Nurseries	
OFSTED	Number	%	Number	%	Number	%
Outstanding	2	12.5%	2	16.7%	1	50%
Good	13	81.25%	10	83.3%	1	50%
Req	-	-	-	-	-	-
Inadequate	1	6.25%	-	-	-	-
Awaiting	-	1	-	-	-	-

In Torbay all private group providers have received their graded inspection and 96.4% of those providers are Ofsted graded 'Outstanding' or 'Good'. This means that most children in Torbay receive their early education in a high quality setting. Support is provided to any setting which does not achieve a good or outstanding grade.

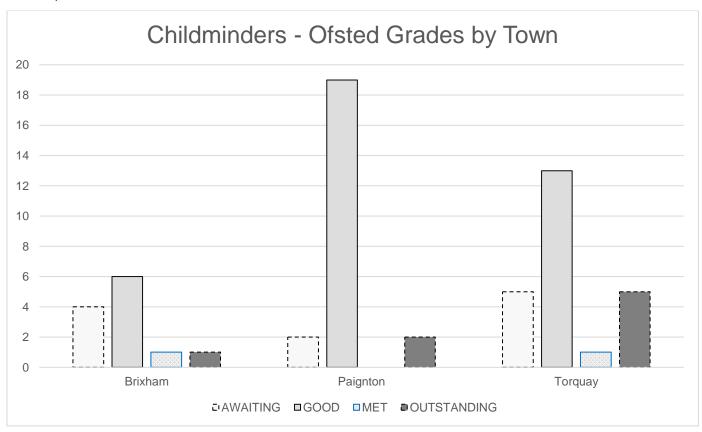


Childminders

	Torquay CMs		Paignton CMs		Brixham CMs	
OFSTED Grade	Number	%	Number	%	Number	%
Outstanding	5	20.8%	2	8.7%	1	8.33%
Good	13	54.2%	19	82.6%	6	50%
Requires Improvement	-	-	-	-	-	-
Inadequate	-	-		-	-	-
Awaiting Inspection	5	20.8%	2	8.7%	4	33.33%
Met	1	4.2%	-	-	1	8.33%
Not met	-	-	1	-	-	-

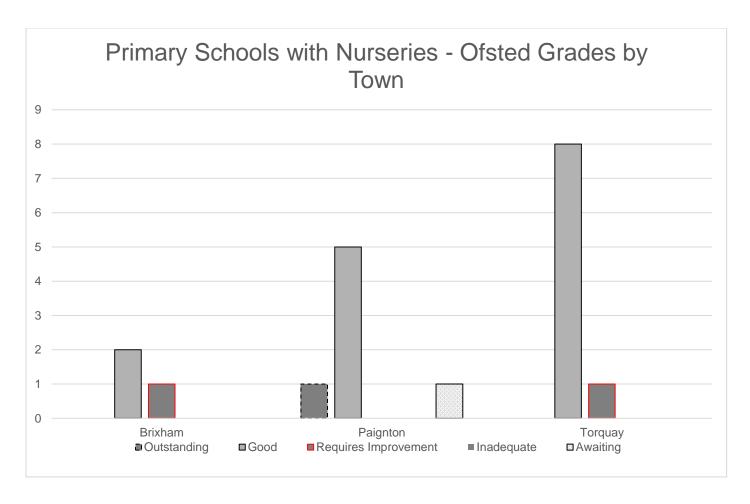
The largest proportion of Childminders in Torbay are Ofsted graded 'Outstanding' or 'Good'. Support is given to any childminder within Torbay who does not receive an Ofsted grade of good or outstanding. There remains a significant proportion of the childminder workforce who are awaiting their first graded Ofsted inspection.

(NB – a 'met' grade is where a childminder is inspected but does not have any early years children on roll.)



Schools

	Torquay Schools		Paignton	Schools	Brixham Schools	
OFSTED	Number	%	Number	%	Number	%
Outstanding	ı	ı	1	14.3%	-	-
Good	8	88.9%	5	71.4%	2	66.66%
Req	1	11.1%	-	ı	1	33.33%
Inadequate	ı	ı	-	ı	-	-
Awaiting	-	-	1	14.3%	-	-

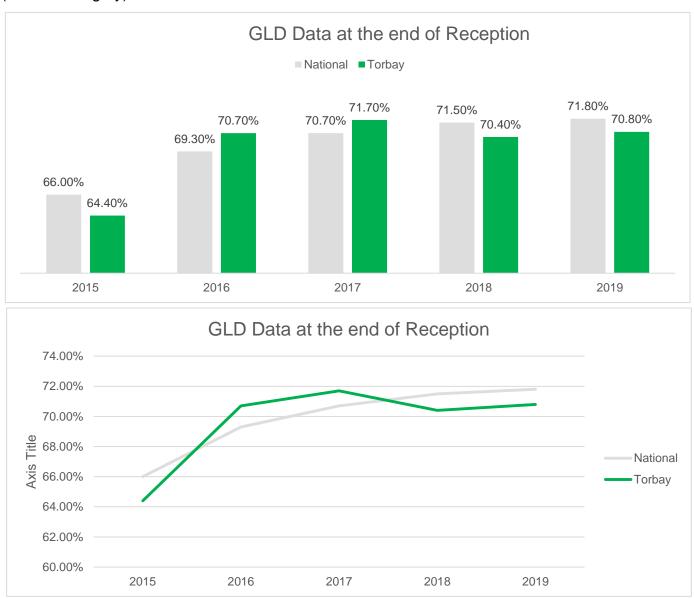


Data on Children achieving a Good Level of Development (GLD)

Foundation Stage Profile data was not collected for the years 2020 or 2021. This year's data was collected in June 2022 and will be released by the DfE in the autumn term. We will provide an update to cabinet on data once the official statistics are released.

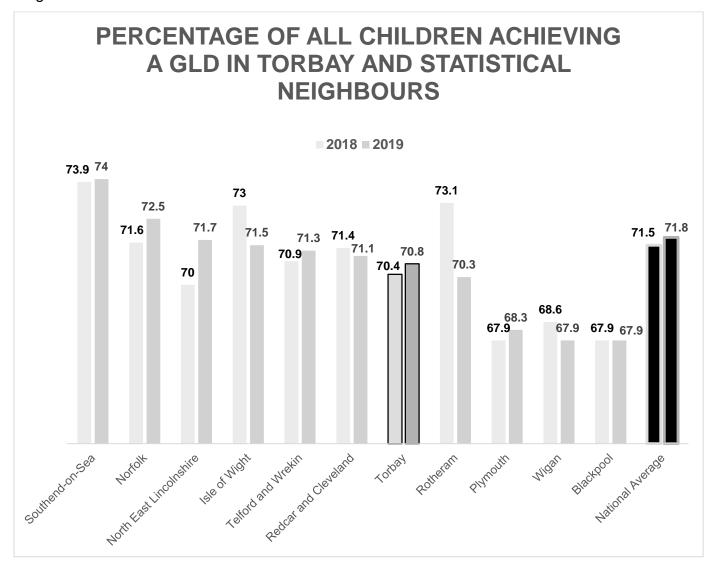
Children are defined as having reached a good level of development at the end of the Early Years Foundation Stage (EYFS) in the reception year if they have achieved at least the expected level for the Early Learning Goals (ELGs) in the prime areas of learning (personal, social and emotional development; physical development; and communication and language) and the specific areas of mathematics and literacy.

The charts below show the percentage of children in Torbay (indicated in green) achieving a good level of development (GLD) at the end of their Reception year compared to the national average (indicated in grey):



At a local level, 70.8 % of children achieved a good level of development at the end of Reception in 2019. This demonstrates a small increase compared to 2018, however the achievement is below the national average.

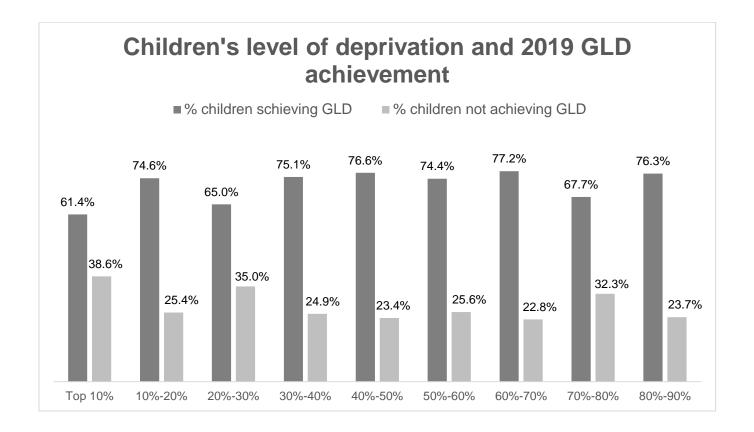
The chart below shows Torbay's performance of GLD achievement in comparison with statistical neighbours in 2018 and 2019:



In comparison to our statistical neighbours Torbay is the 7th performing local authority and is performing below national average.

Between 2018 and 2019, the national average achievement of GLD rose by 0.3%. The increase in Torbay was higher than this at 0.4%.

On average, Torbay's statistical neighbours experienced an overall drop of 0.1% in GLD achievement.



The chart above shows the achievement of a good level of development split down to deprivation level using the child's home postcode and the IDACI 2019 deprivation levels. The table shows that as a rule, the higher the level of deprivation, the lower the achievement. This is a continued trend.



Housing Developments

Below is a table demonstrating numbers of housing completions broken down by town, per year since 2011/12:

	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Torquay	176	252	77	161	125	168	200	71	0
Paignton	53	204	207	231	150	178	228	91	81
Brixham	27	45	18	16	51	68	103	26	0
Total	256	501	302	408	326	414	531	188	81

Below is a table estimating the number of additional childcare places required as a result of the new housing developments:

	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21
Torquay	2.51	3.60	1.10	4.5	3.4	4.3	5.5	1.0	0.0
Paignton	0.76	2.91	2.96	6.4	4.0	4.6	6.3	1.3	1.2
Brixham	0.39	0.64	0.26	0.5	1.4	1.7	2.9	0.4	0.0
Total	3.66	7.16	4.31	11.4	8.8	10.6	14.7	2.7	1.2

This shows that the current impact of housing developments in Torbay has a minor influence on the number of childcare places required. All new housing developments in Torbay are planned for and analysed to ensure that in the schools planning process, the additional school/childcare places are planned for. All new schools will have due consideration given to nursery provision for two to five year olds.

There is a growing trend that the new housing developments, especially in the Paignton area, are attracting families with multiple children due to the house type and size. This has been accounted for with the planned new schools offering nursery provision, one of which opened in September 2021.

Parental Demand

The Local Authority consulted with parents in June 2022 to establish demand and needs for childcare within Torbay.

An overview of the results from the survey can be found below:

188 responses to the questionnaire (not all 188 answered all questions)

62% have children aged under 5 years old

22% have a child with a special educational need or disability (SEND)

90% consider themselves to be a 'working household'

50% use childcare to enable them to work

85% found it easy to find a place with an early years provider

15% found it difficult to find a place with an early years provider – see below for some additional information:

Lack of spaces available for under 2 years of age

There are many nurseries. However the "really good" nurseries have waiting lists

We had to wait until a place became available but we waited as we wanted the specific preschool in readiness for hoping they could obtain a place at the primary school so it made sense to attend the preschool.

Not a lot of availability. Some quite expensive

I had to choose a childminder setting as local nursey closed during school holidays and do not open outside of school hours.

46% find childcare expensive and unaffordable

Of the respondents who found childcare expensive or not affordable, 28% are using the Tax Free Childcare scheme and 59% use informal childcare.

88% were able to access childcare on the days and at the times they required

12% stated that they were not able to access childcare at suitable times - See below for examples of reasons provided:

I needed 4 full days but could only be offered 2 days at first. After a few months a place became available for the other 2 days.

Its such a popular nursery, very hard to get into

We wanted 3 consecutive days and it wasn't available

Full days wasn't available

I have one day accepted and am awaiting the second set day for my son

39% indicated that they have to pay their provider for additional extras. The majority of these charges relate to additional hours and food/drink/snacks; see below for examples of some of the charges:

Pay for a hot lunch each day which is approximately £3 per day.

Lunches. I provide nappies and wipes as per the nursery's request

Food £2.30 per day & £5.30 per day for early starts

We pay £12 per day for food and consumables

I pay a daily rate, which covers food, water and consumables. I provide nappies, wipes, cream and sun cream.

13% indicated that that they have changed the way they use childcare since the covid-19 pandemic. Below are some of the additional comments in relation to this:

We had not planned on sending our child to nursery until he was funded the term after he was 3. Due to the pandemic he hadn't really met many children his own age and we felt it was important that he had that opportunity. He LOVES his nursery and talks about the children and staff all week.

Due to the pandemic my work is now based from home resulting in me not needing to start childcare until 8.30am until 5.30pm whereas before I needed childcare from 7.45am until 6pm.

Working from home more meant less childcare was needed during the summer holidays

I now work from home to allow me to be around for drop off and pick up

We added an extra day as our son had very little social interaction

These are some of the general parent comments:

Good experience overall. Nursery at capacity so needed to wait until a space came up on a day so I could change my hours at work. Until the age of 3 it was a struggle to pay for childcare whilst working full time. I feel this should be subsidised more for working families.

Holiday club at primary school was important factor in choosing school. Not all primary schools provide holiday club's which is important when both parents work.

It would be better to generally have more clubs/activity/holiday clubs and that is affordable for everyone. If I want to put my 2 children into a club during half term and holidays it costs me a minimum of £50 per day, which is a lot.

I receive a childcare grant. This helps pay 80% of childcare costs, however the holiday club does not accept these payments as they are not Ofsted registered.

Make it more affordable for all and not just those on benefits. Working parents can't always afford the cost and so end up missing out on other things like having an enough food.

With the increasing cost of living the cost of childcare is becoming unmanageable.

Torbay has not received any formal complaints from parents that they are unable to access a suitable place for their child, although the consultation did identify that parents of children with SEND find it more difficult to access a suitable place. More can be found on this in the SEND section of this report. Many of the comments from parents related to the affordability of childcare and the availability of funding. Both of these things are beyond the control of the Local Authority. Providers and childminders set their own charges for childcare. Whilst the Local Authority can provide some level of advice, the costs are down to the provider to set. Similarly, the policies for early years funding are set centrally by government, so the Local Authority has no control over who is entitled to the funding. Therefore, whilst it is evident that parents are not always happy with the cost of childcare, it is clear that the needs of the majority of parents in the local area are met on a general basis.

Services available to families in Torbay

Family Information Service

The Family Information Service (FIS) provides information to families about childcare, activities and advice and support services in Torbay. It can be accessed by anyone online through fis.torbay.gov.uk, via the free phone line, 0800 328 5974 or by email, fisenquiries@torbay.gov.uk. Details of Ofsted registered childcare in Torbay are received by the FIS directly from Ofsted and additional information is added by childcare providers.

The FIS offers support to any family looking for childcare including those claiming funded hours for 2, 3 and 4 year olds. Advisors within the FIS are able to find out about particular vacancies and arrange visits for families who find it more difficult to arrange a place.

The FIS holds details of many other activities and events such as sports clubs, uniformed groups, children's centre services and youth groups that may support children, young people and their families while they are growing up. As part of the SEND reforms, Torbay Directory also hosts the Local Offer for education, health and social care providers to enable families to access more detailed information about services available for children and young people with a special educational need or disability.

Children's Centres

0 to 19 Torbay is an innovative service bringing together health visiting and school nursing with Children's Centres and Checkpoint so that families and young people can access services from pregnancy to adulthood. Our Children's Centres are in Torquay, Paignton and Brixham and offer a range of services and activities to support child development and family support for families with children under 5 years old. The aim of our Children's Centres within the locality is to improve outcomes for young children and their families by:

- Reducing inequalities in child development and school readiness
- Improving parent's aspirations, self-esteem and parenting skills
- Support through pregnancy and during the first two years of a baby's life.
- Promoting access to all the services available to enable the best start in life.

Children's Centres contribute to ensuring that every child gets the best start in life. They also work towards better opportunities for parents, and a stronger and safer community.

Early Help

Early Help is an approach to working that brings together professionals from a range of different services who will work with the whole family to help improve things for everyone. We believe that children and families need to be heard when they first ask for help to minimise the risk of problems getting worse and help them address them at the earliest opportunity. Engaging a family in Early Help is a voluntary process and consent from children, young people, and their families to work with them should always be sought. Without this, it is unlikely that families will engage in the support that is available to them.

Early Help can be provided through a single agency or multi agency response as appropriate to the needs of the child and family and the concern.

The principles for Early Help are based on the principles of the legislation as described in Working Together to Safeguard Children, 2018:

"Providing early help is more effective in promoting the welfare of children than reacting later. Early help means providing support as soon as a problem emerges, at any point in a child's life, from the foundation years through to the teenage years. Early help can also prevent further problems arising, for example, if it is provided as part of a support plan where a child has returned home to their family from care."

Working Together to Safeguard Children, 2018

In practice, the principles include:

- Always working with the child, young person and family, and not "doing to"
- Working in a relational and strengths-based way
- Considering the whole family as part of the analysis of need and the solutions to that need
- Identifying and addressing the problem at the earliest opportunity

Early Help being "everyone's business", promoting accountability, evaluation and sustainability across the partnership

In delivering Early Help, we are very clear however, that where there is a safeguarding concern, the Torbay Safeguarding Board's safeguarding procedures must be followed.

Early Help Pathway

There are two pathways into Early Help. The first is when a family are stepped down from statutory intervention at level 4 to targeted help at level 3 and the second is through the Multi Agency Safeguarding Hub (MASH).

When the level of need is more complex and involves two or three needs that require several services to work together, then an Early Help assessment should be completed and submitted to the Multi-Agency Safeguarding Hub (MASH).

Early Help Panel

Once a request for Early Help has been screened and reviewed by MASH, it will be passed to the Early Help Team for consideration at the Early Help panel. The Early Help panel is a weekly multiagency meeting which explores and discusses support requests. The aim of the panel is to make decisions about support and intervention for children and families and identify the most appropriate service to allocate an Early Help Lead Professional to work with the family.

The panel is attended by a wide range of professionals from the public sector, community and voluntary services and is chaired by the Early Help Service Manager. The panel will provide relevant information about children and young people already known to them and discuss the best support plan for the family.

Once it has been determined during panel who the Early Help Lead Professional is, the Early Help Team record this information on both multi-agency panel minutes and on the child's record. The Early Help team will review the progress made against the plan initially at 6 weeks until the plan objectives have been met. The review will ascertain whether support is still being provided, who is working with the family and whether the support is proving effective in meeting the family's needs. The family will remain open on the children's data base until any support or intervention has been completed and the outcome recorded.

Team around the Family

A Team Around the Family meeting (TAF) is a meeting between a child/young person, their family, and the group of professionals who are working with them. The purpose of the TAF meeting is to share information and to create a solution focussed plan that will support the needs of the child and their family. It should be an opportunity for families to work together with professionals to gain confidence and skills to ensure future support is effective and sustainable.

Key Principles:

- The Child/young person's needs and rights are paramount
- Consent has been obtained
- The child/young person and family should be present at the Team Around the Family meeting (if it is deemed appropriate for the child/young person to attend)
- The child/ren and families views must be considered and represented (even if they choose not to attend)
- Meetings follow the same format, pro-formas are provided so plans are clear, understandable and provide consistency
- The child/young person's safety, welfare and well-being are everyone's responsibility
- A TAF meetings needs to be helpful, timed to suit the family and only as long as it needs to be
- Those professionals/practitioners who are already or likely to be part of the 'personalised package of support' should be present.

Early Help Lead Professional

The Lead Professional should ideally be a professional who the family have identified as having the best relationship with. The role of the Lead Professional is to ensure that there is a well-coordinated plan with agreed actions. It is important that this practitioner has a good relationship with the child and their family and is best placed to support them in taking the lead in implementing and coordinating this action plan.

The role of the Lead Professional is to:

- Arrange and chair the Initial TAF meeting
- Support the family to actively engage with the meeting
- Invite relevant professionals to the meeting in liaison with the family
- Drive the plan forward and be focussed on reaching the best outcomes for the family.
- Keep the meeting focused and ensure relevant information and paperwork is made available to the child and family
- Give everyone an opportunity to talk
- · Be clear about what the actions are and identify responsibilities
- Review the plan as required
- Adhere to safeguarding guidelines if safeguarding concerns are raised
- Set a review date at the first TAF meeting and subsequent dates at next meetings
- Regularly check in with colleagues to see how things are going.

How we are seeing the impact of Early Help:

Since the implementation of the new Early help model in June 2021 we have started to see month on month reductions in referrals to statutory children's services as well as continued reductions of re-referrals into Early Help. This demonstrates a more responsive approach to early identification and intervention to families experiencing life challenges. By responding at the Early Help level, families receive a more proportionate intervention and the work is diverted away from statutory services. Such is the success of the new Early Help model that during a full OFSTED inspection in March 2022 the inspectors made the following comments:-

"A radical transformation and development of early help services mean that children and families in Torbay benefit from responsive, well-coordinated, universal and targeted early help services that help to reduce harm and to promote children's welfare. Good-quality assessments are overseen by experienced early help managers. A 'team around the family' model delivers a holistic, multi-agency perspective on families' needs. This is making a difference to most children's lives, as it prevents risks escalating. The weekly multidisciplinary early help panel ensures that most children get the right level of help at the right time."

Special Educational Needs and Disabilities

"All children and young people with special educational needs or disabilities (SEND) should be able to reach their full potential in school. They should also be supported to make a successful transition into adulthood, whether into employment, further or higher education or training" – Department for Education

22% of the respondents to the parent consultation reported that they have a child with SEND. The consultation includes SEND specific questions of which a summary of responses can be found below (please note, only the respondents who indicated they have a child with SEND are included in this section of the report):

46% of respondents have a child aged under 5 years old with SEND

54% of respondents have school aged children with SEND

76% indicated they consider themselves to live in a working household

39% found it easy to locate a suitable early years place for their child with SEND

51% require holiday provision for their child with SEND

33% found it easy to locate suitable holiday childcare provision for their child with SEND

67% did not find it easy to locate suitable holiday childcare for their child with SEND

Those who did not find it easy were asked to provide additional information. The majority of respondents reported that holiday childcare provision does not provide the level of supervision required for their children and those that could provide it were too expensive.

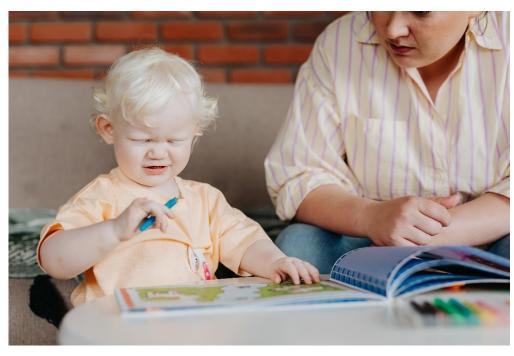
Access to childcare for children with Special Educational Needs and Disabilities (SEND)

There is a year on year growing demand for support of children with SEND in Torbay. The Council anticipates that this demand will continue to be affected by the impact of the pandemic on the learning and development of Torbay's youngest children. For several years the Council has provided private settings with the opportunity to apply for additional funding called Activity Led Funding for Early Years (ALFEY funding). This funding provides financial support to settings to allow them to be inclusive of all children and provide extra support and resources for children with SEND; even if they do not have a statement or EHCP. The settings Special Educational Needs Coordinator (SENCo) makes an application to the Early Years Team which is assessed by a panel of Council Officers and local Practitioners and funding is allocated as appropriate to the setting based on an hourly rate percentage which is judged by the child's level of need. Settings are also able to access support and guidance from the Early Years Inclusion Advisory Teacher for their children with SEND.

The ALFEY funding can be used towards 1:1 care for children or for equipment and resources to be purchased to support the setting in delivering inclusive early education for the child. This funding is supporting all settings in Torbay to be fully inclusive and helping to improve parental confidence, identifying and supporting children with SEND at the earliest opportunity. In 2021/22 the Local Authority provided over £265,000 of additional funding to Torbay settings to support inclusion of children with SEND, supporting between 75 and 100 children each term. In 2022/23 this budget has been increased to £295,000. In addition to Alfey funding, settings can apply for Disability Access Funding for children aged 3 and 4 years old who are in receipt of Disability Living Allowance. This one off £800 grant can be spent by the setting to support and enable access to

the setting; for example through the purchase of specialist equipment or to make alterations within the setting.

The Torbay Local Offer describes the services and support for children and young people with SEND and helps their families to make informed choices about the support they receive. The Torbay SEND team includes case workers who provide regular support to children and young people with complex special educational needs within an early years, school or further education setting. Case



workers are responsible for coordinating new requests for statutory education, health and care plan assessments. The SEND team also has Education Health & Care Plan Officers who are responsible for drafting new ECHPs in response to requests for statutory assessment.

The SEND team are responsible for ensuring that special educational provision is made available



to children who need it following a statutory assessment.

A Statutory Assessment is a process where information is collected from the parents, child/young person and professionals. This then allows the Local Authority to gain a clear picture of the education, health and care needs of the child /young person. A request for statutory assessment can be made by a parent or requested by a child's school/setting. This can be done by downloading and completing the 'Request for Statutory Assessment Form'. The Authority will then consider whether to carry out an assessment. Requests are considered by the 'SEND Panel' which includes SENCOs, an Educational Psychologist and Health and Social Care representatives. The decision as to whether to carry out a statutory assessment remains with the Authority.

If the team decide to conduct an Education, Health and Care assessment then an SEN Officer will be appointed. This will be the person who keeps parents updated on their child's assessment. The SEN Officer will meet with them, listen and collate any additional information they may have. As well as this, education, health and care professionals involved with the child or young person will be asked to submit information as their contribution to the plan. When all of the information has been gathered, those involved in the assessment stage, along with parents, will propose the support needed for the child or young person to achieve their required outcomes. This will be recorded in the child's Education, Health and Care Plan. The SEN team do not teach the child or young person, but will support the educational institution that they attend by a monitoring and review process, which helps to ensure that their needs are being met and that educational progress is being made. This approach allows all schools and settings to be as inclusive as possible and respond to the needs of all children.

For children with severe and profound learning difficulties or disabilities there is the possibility of attending Mayfield Special School which accommodates children from age 2 to 19 years old. Admission to the school is decided by the Local Authority and is based upon the above process for SEND statutory assessments. Those with more severe difficulties who cannot be accommodated in a mainstream school will instead receive their education in this fully inclusive format. Children who are in receipt of Disability Living Allowance are automatically eligible for the 2 year old funding from the term after their second birthday.

Torbay provides the following services for children as part of the Local Offer:

Early Years Advisory Team – The Early Years and Childcare Service provides support to Torbay settings in delivering high quality early education. As part of the service, the Early Years Inclusion Advisory Teacher supports settings specifically with SEND. The Inclusion Advisory Teacher works closely with managers and SENCos to identify children with SEND and develop ways to best support those children within the setting.

Educational Psychology – Torbay's Educational Psychologists (EPs) have had experience working with children or young people and have also had additional training and experience in how children and young people learn and develop. They work closely with teachers and parents to help children who are having difficulties with learning and general development, including reading, writing, spelling and numbers; emotions and behaviour; making relationships with other children and adults. The EPs offer teachers and, in some cases, parents suggestions about how they can help their child's development and learning. The advice that they offer to teachers is usually to suggest ways to improve a child's learning or behaviour and ways to help children with learning difficulties to cope with their work in class.

Children with Disabilities Team – This service comprises a specialist team of social workers and community care workers to support children under 18 with disabilities and their families. The team can be accessed via a referral route at which point where required an assessment will be undertaken. Following this, where appropriate a range of activities and support will be discussed with the family. This could include playschemes, clubs, social and leisure opportunities, enabling support, occupational therapist referrals and overnight/short breaks.

Portage and Early Support Service - Portage is a home teaching service for families who have a child aged birth to 3 and a half who has additional needs or a disability. The success and popularity of portage is based on the fact that it promotes parents as the key figure in the development of their child. All Portage schemes are built around four main activities weekly home visiting by a trained home visitor, weekly written teaching activities designed for each individual child and parent, teaching and recording carried out by the parent and regular supervision of the

home visitor. Home visitors liaise with any other people involved with the child to make sure everyone is working to common goals. Portage have regular meetings with parents and other professionals involved to monitor progress and celebrate achievements.

Hearing Support – This service provides advice and guidance to families of hearing impaired children. Home visits are available for pre-school aged children and the service provides training for nurseries and schools.

Special Needs Play scheme and Saturday Club – This is a free service available through a referral process and is aimed at children aged 5 years and older with severe to profound physical and/or learning difficulties. The service is available Monday to Saturday.

Speech and Language Service – This service aims to enable the members of the population of South Devon with communication disorders and their related conditions to achieve and maintain their communication potential by offering assessment, diagnosis, therapy and support. The service is provided, following a referral, to children with speech or language disorders/delay, severe learning difficulties, disorders following an injury, maxilla facial disorders (e.g. cleft palate), mild to moderate hearing loss, disorders of fluency (stammering), voice disorders or feeding difficulties.

SENDIASS Torbay (Special Educational Needs and Disability Information, Advice, Support Service) - SENDIASS Torbay can support parents and carers and children or young people in any of the following areas:

- Preparing for and attending meetings with schools, local authorities and other professionals
- a confidential telephone helpline
- Helping to write official letters and complete forms
- Explaining the meaning of official documents
- Assisting in the statutory assessment process
- Referral to the correct organisation or contact

A SEND specific action plan can be found at the end of this document.

Summary of Key Findings & Action Plan

This report establishes that there are sufficient early years childcare places to meet the requirements for funded children in Torbay. There is a potential oversupply in relation to funded places, meaning that there is sufficient capacity to accommodate children aged under 2 and children from outside of the Torbay area. When accounting for birth rates which are continuing to decline, there is no demonstrable sufficiency issue for early years childcare places. Torbay Council should continue to monitor the birth rates closely to ensure that bulge years are identified at the earliest opportunity. Similarly, the recruitment and retention issues affecting the early years sector need to be monitored closely as this is beginning to have an impact on the availability of childcare places. This could particularly affect the availability of places for children aged under 2 where the adult to child ratios are higher.

When looking at the wraparound care available for school-aged children it is evident that there is sufficient supply of places for before and after school care which meets the needs of most families. The wraparound care that is available has sufficient capacity to accommodate more children and schools have indicated that their supply is led by demand. Where there is no before and/or after

school care in a school, this decision has been taken because it is not used or required by parents, or is not required by sufficient numbers to warrant a business case.

Holiday childcare is an ongoing issue in Torbay. Whilst there are no formal complaints received from families that they are not able to access holiday childcare when they need it, the responses to the parent questionnaire suggest there are problems in relation to age ranges, availability, suitability of the offers, and affordability. This is especially prevalent in households with more than one child or where a child has SEND. Many holiday clubs are not Ofsted registered, which also creates issues for families who wish to use Tax free Childcare or Universal Credit to pay for their children's attendance.

A summary of each ward is outlined in the table below:

	Ward summary and notes					
Ward	Population information and deprivation data	Childcare Places and Occupancy				
Barton With Watcombe	Approximately 37% of the residents in this ward are considered to be within the 20% most deprived in England. This ward is an area of significant deprivation. 5.6% of the ward population are aged under 4 years old 23.6% of families have 2 or more children 35% of families in Barton with Watcombe are lone parent; slightly above the Torbay average 3.7% of adults are currently claiming benefits in this ward. Higher than average number of workless parents 36.2% of the population of 2 year olds are entitled to the 2 year funding	38 childcare places per 100 children Average occupancy of providers in the ward is 74.8% Occupancy is slightly higher in all year around providers in this ward 41% of ward residents attend a setting within their home ward; 55% travel to a different ward in the same town				
Churston With Galmpton	This ward is considered to be affluent. 0% of the residents are considered to be living in poverty. 2.2% of the ward population are aged under 4 years old Low number of families have 2 or more children 24% of families in Churston with Galmpton are lone parent; below the Torbay and national averages 1.5% of adults are currently claiming benefits in this ward. Low number of workless parents	38 childcare places per 100 children Average occupancy of providers in the ward is 90.7% This ward only has term time only providers. 46% of ward residents attend a setting within their home ward; 46% travel to a different ward in the same town				

	40.9% of the population of 2 year olds are entitled to the 2 year funding	
Clifton With Maidenway	Approximately 9% of the residents in this ward are considered to be within the 20% most deprived in England 4.6% of the ward population are aged under 4 years old A high number of families have 2 or more children 29% of families in Clifton with Maidenway are lone parent; below the Torbay average but in line with the national average 3% of adults are currently claiming benefits in this ward. Low number of workless parents 31% of the population of 2 year olds are entitled to the 2 year funding	23 places per 100 children Average occupancy of providers in the ward is 84.6% Occupancy is much higher in all year round providers in this ward 80% of ward residents travel to a different ward in the same town for their childcare setting.
Cockington With Chelston	Approximately 12% of the residents in this ward are considered to be within the 20% most deprived in England 3.9% of the ward population are aged under 4 years old A high number of families have 2 or more children 27% of families in Cockington With Chelston are lone parent; below the Torbay and national averages 3.1% of adults are currently claiming benefits in this ward. Low number of workless parents 16.% of the population of 2 year olds are entitled to the 2 year funding	36 childcare places per 100 children Average occupancy of providers in the ward is 76.6% Occupancy is much higher in term time only providers in this ward 26% of ward residents attend a setting within their home ward; 63% travel to a different ward in the same town
Collaton St Mary	Approximately 57% of the residents in this ward are considered to be within the 20% most deprived in England This ward is an area of significant deprivation. 6.8% of the ward population are aged under 4 years old A high number of families have 2 or more children 36% of families in Collaton St Mary are lone parent; above the Torbay and national averages	42 childcare places per 100 children Average occupancy of providers in the ward is 79.6% Occupancy is about the same in term time only and all year round providers in this ward 35% of ward residents attend a setting within their home ward; 63% travel to a different ward in the same town

	3.1% of adults are currently claiming benefits in this ward. Higher than average number of workless parents 9.8% of the population of 2 year olds are entitled to the 2 year funding	
Ellacombe	Approximately 81% of the residents in this ward are considered to be within the 20% most deprived in England This ward is an area of significant deprivation. 5.2% of the ward population are aged under 4 years old A high number of families have 2 or more children 41.7% of families in Ellacombe are lone parent; significantly above the Torbay and national averages 5.6% of adults are currently claiming benefits in this ward. Low number of workless parents 35% of the population of 2 year olds are entitled to the 2 year funding	39 childcare places per 100 children Average occupancy of providers in the ward is 66.3% Term time only providers have slightly higher occupancy than all year round providers. 21% of ward residents attend a setting within their home ward; 77% travel to a different ward in the same town.
Furzeham With Summercombe	Approximately 3% of the residents in this ward are considered to be within the 20% most deprived in England. 3.0% of the ward population are aged under 4 years old A low number of families have 2 or more children 32% of families in Furzeham with Summercombe are lone parent; just below the Torbay average but above national average 3.6% of adults are currently claiming benefits in this ward. Low number of workless parents 32.1% of the population of 2 year olds are entitled to the 2 year funding	22 childcare places per 100 children Average occupancy of providers in the ward is 92.4% Occupancy is relatively similar in term time and all year round providers. 22% of ward residents attend a setting within their home ward; 22% travel to a different ward in the same town. 56% of residents in this ward travel to a different town to access their childcare place.
Goodrington With Roselands	This ward is considered to be affluent. 0% of the residents are considered to be living in poverty. 3.3% of the ward population are aged under 4 years old A low number of families have 2 or more children	101 childcare places per 100 children Average occupancy of providers in the ward is 65.7% Term time only providers have higher occupancy than all year round providers.

	27% of families in Goodrington with Roselands are lone parent; below the Torbay and national averages 2.2% of adults are currently claiming benefits in this ward. Low number of workless parents 32.2% of the population of 2 year olds are entitled to the 2 year funding	59% of ward residents attend a setting within their home ward; 37% travel to a different ward in the same town.
King's Ash	Approximately 61% of the residents in this ward are considered to be within the 20% most deprived in England. This ward is an area of significant deprivation. 5.8% of the ward population are aged under 4 years old A high number of families have 2 or more children 35.8% of families in King's Ash are lone parent; significantly above the Torbay and national averages 4.4% of adults are currently claiming benefits in this ward. Higher than average number of workless parents 31.7% of the population of 2 year olds are entitled to the 2 year funding	14 childcare places per 100 children Average occupancy of providers in the ward is 90.8% Term time only providers have higher occupancy than all year round providers. 82% of ward residents travel to a different ward in the same town. 18% of residents in this ward travel to a different town to access their childcare place.
Preston	Approximately 14% of the residents in this ward are considered to be within the 20% most deprived in England 3.6% of the ward population are aged under 4 years old A low number of families have 2 or more children 24.6% of families in Preston are lone parent; below the Torbay and national averages 2.9% of adults are currently claiming benefits in this ward. Low number of workless parents 24% of the population of 2 year olds are entitled to the 2 year funding	23 childcare places per 100 children Average occupancy of providers in the ward is 68.6% Occupancy is relatively similar in term time and all year round providers. 41% of ward residents attend a setting within their home ward; 41% travel to a different ward in the same town. 17% of residents in this ward travel to a different town to access their childcare place.
Roundham With Hyde	Approximately 78% of the residents in this ward are considered to be within the 20% most deprived in England. This ward is an area of significant deprivation	62 childcare places per 100 children Average occupancy of providers in the ward is 75.8% Occupancy is higher in term time only providers in this ward

	3.6% of the ward population are aged under 4 years old A low number of families have 2 or more children 41.3% of families in Roundham with Hyde are lone parent; significantly above the Torbay and national averages 6.5% of adults are currently claiming benefits in this ward. High number of workless parents 46.2% of the population of 2 year olds are entitled to the 2 year funding	52% of ward residents attend a setting within their home ward; 35% travel to a different ward in the same town. 13% of residents in this ward travel to a different town to access their childcare place.
Shiphay	Approximately 8% of the residents in this ward are considered to be within the 20% most deprived in England 4.2% of the ward population are aged under 4 years old A high number of families have 2 or more children 30.3% of families in Shiphay are lone parent; above the Torbay and national averages 2.5% of adults are currently claiming benefits in this ward. Low number of workless parents 24.4% of the population of 2 year olds are entitled to the 2 year funding	53 childcare places per 100 children Average occupancy of providers in the ward is 87.5% Occupancy is higher in term time only providers in this ward 57% of ward residents attend a setting within their home ward; 42% travel to a different ward in the same town.
St Marychurch	Approximately 29% of the residents in this ward are considered to be within the 20% most deprived in England 3.8% of the ward population are aged under 4 years old A high number of families have 2 or more children 36.9% of families in St Marychurch are lone parent; above the Torbay and national averages 3.9% of adults are currently claiming benefits in this ward. Low number of workless parents 29.2% of the population of 2 year olds are entitled to the 2 year funding	57 childcare places per 100 children Average occupancy of providers in the ward is 72% Occupancy is relatively similar in term time and all year round providers. 63% of ward residents attend a setting within their home ward; 35% travel to a different ward in the same town.
St Peter's With St Mary's	Approximately 15% of the residents in this ward are considered to be	45 childcare places per 100 children

	within the 20% most deprived in England 3.6 % of the ward population are aged under 4 years old A low number of families have 2 or more children 32.3% of families in St Peter's With St Mary's are lone parent; just below the Torbay average but above the national average. 4.1% of adults are currently claiming benefits in this ward. This is an increased number due to the impact of the pandemic. Low number of workless parents 28.8% of the population of 2 year olds are entitled to the 2 year funding	Average occupancy of providers in the ward is 80.5% Occupancy is relatively similar in term time and all year round providers. 68% of ward residents attend a setting within their home ward; 15% travel to a different ward in the same town. 18% of residents in this ward travel to a different town to access their childcare place.
Tormohun	Approximately 79% of the residents in this ward are considered to be within the 20% most deprived in England This ward is an area of significant deprivation 4.6% of the ward population are aged under 4 years old A low number of families have 2 or more children 40.7% of families in Tormohun are lone parent; significantly above the Torbay and national averages. 8.2% of adults are currently claiming benefits in this ward. High number of workless parents 60% of the population of 2 year olds are entitled to the 2 year funding.	22 childcare places per 100 children Average occupancy of providers in the ward is 91.8% Occupancy is relatively similar in term time and all year round providers. 45% of ward residents attend a setting within their home ward; 52% travel to a different ward in the same town.
Wellswood	Approximately 31% of the residents in this ward are considered to be within the 20% most deprived in England. 1.7% of the ward population are aged under 4 years old A very low number of families have 2 or more children 33% of families in Wellswood are lone parent; just below the Torbay average but above the national average. 4% of adults are currently claiming benefits in this ward. Low number of workless parents	30 childcare places per 100 children Average occupancy of providers in the ward is 69.4% There are only term time providers in this ward 44% of ward residents attend a setting within their home ward; 56% travel to a different ward in the same town.

18.8% of the population of 2 year
olds are entitled to the 2 year
funding

2 year old funded places

Since the last report, Torbay has experienced a decline in the number of children eligible to apply for an access the 2 year funding entitlement. At the last count, 398 families were identified as eligible for the 2 year old entitlement, which equates to 31.3% of the population of 2 year olds in Torbay.

Torbay has made some significant changes to the way that the 2 year old funding entitlement is administered. This has resulted in the take up of the entitlement exceeding 80% of eligible families. The changes include more clear and concise messaging to families who have applied and have been confirmed as eligible, ensuring that the entitlement is understandable and encouraging take-up sooner.

As the number of early years children in Torbay continues to decline, it is vital to safeguard the funded places available for them. 2 year funded children must access their place in a high quality setting. It is therefore vital that parents continue to be able to access a place in high quality provision which is a reasonable distance from their home.

Planning for children with SEND

All early years settings in Torbay are as inclusive as possible. Some settings allocate places specifically for children with SEND and others work on a case by case basis offering places to children with SEND in the same way that they would for any child, regardless of level of need.

A SEND inclusion fund (Alfey Funding) continues to be available for private providers who feel they require additional funding to support children with individual needs. The available budget has been increased again for the financial year 2022-23 to support children with SEND who are entitled to the various funding streams and who have an EHCP.

Childcare settings are also able to apply for a Disability Access Fund for funded 3 and 4 year old children who are in receipt of Disability Living Allowance.

Torbay Council will continue to work with providers (including schools) to support them with children with SEND. This work will be carried out by the Early Years Advisory Service, Early Years Advisory Teacher for Inclusion, Torbay SEND Service and Torbay Portage Service.

Update on 2021 Action Plan

Action	Who is responsible	Progress to date	
Work with primary schools to support and develop ways of promoting the current holiday childcare offer to parents, raising better awareness in the community.	Torbay Early Years Service School Leadership	It is evident from school feedback that where there is no offer of holiday or wraparound childcare, it is because it is not required at a level which is viable from a business perspective. Going forward, Torbay Council will continue to support schools, particularly in the event that a 'Right to Request' is received from a	
Work with primary schools to support them to seek ways to develop their own, onsite childcare and wraparound provision where it is not already offered.	Torbay Early Years Service School Leadership	parent. Support will also be provided to private holiday providers to deliver on school sites where this is appropriate. The focus has been on ensuring existing provision was maintained throughout the 2 year covid-19 pandemic period. The HAF programme has raised awareness of holiday provision for vulnerable children and take up of this was good.	
Periodically monitor the current and expected birth rates. Identify potential bulge years at the earliest opportunity and monitor potential impact on nursery and school places.	Torbay Early Years Service 0-19 contract colleagues School Place Planning Admissions Service	This has been monitored throughout the last year and no bulge birth rates have been noted. The birth rate in Torbay continues to decline in line with national averages.	
Actively recruit and train new childminders in Torbay.	Torbay Early Years Service Torbay Council Comms Team	Support has been provided to any individuals who have registered their interest in becoming a childminder, including signposting to alternative training providers. A wider risk to sufficiency has been identified because of people leaving the early years profession and providers reporting difficulties in recruitment. This resulted in the team diverting resources from a purely childminder recruitment campaign to a wider recruitment event to attract people into the workforce.	

Work with the SEND Team to improve parental understanding on the holiday childcare offers available for children with SEND to improve parental confidence. Support settings to be more proactive in their local offer.	Torbay Early Years' Service Portage Service SEND Team SENDIASS	Small Steps Groups available for families throughout the terms and summer holidays; all fully booked. Portage Team worked closely with parents to support understanding the Local Offer. Information on the SEND Early Years web pages. Torbay Portage Facebook page contains information about EY settings and holiday childcare opportunities.
Support providers to maintain the number of childcare places available for under 5 year olds in Torbay. Ensure that providers understand parental demand to support working families and families who are disadvantaged.	Torbay Early Years' Service	This has been monitored throughout the last year. No group provision has closed. There has been continued loss of childminders, however the impact on places has been minimal.
Support providers to ensure that they are delivering consistently high quality childcare across Torbay, achieving Ofsted grades of good or outstanding.	Torbay Early Years' Service	Training has been delivered by the Early Years Team and has been open to and attended by a range of providers including schools, private group providers and childminders. Take up of places has not always been high, however this is predominantly due to the recruitment and retention issues within the sector. Providers have also been able to receive a visit from the Service to support them in an aspect of service delivery of their choice.

2022 Action Plan

Action	Who is responsible	What resources are required	How will this be achieved?
Support providers working in areas of high deprivation to ensure that they are consistently delivering high quality early education and childcare across Torbay, achieving Ofsted grades of good or outstanding.	Torbay Early Years' Service	EY Team capacity (Funded through 5% DSG allocation)	Monitor local intelligence to identify vulnerable settings. Post Ofsted support for settings with an RI or Inadequate judgement.
Monitor and maintain the number of childcare places available for Early Years children.	Torbay Early Years' Service	EY Team capacity (Funded through 5% DSG allocation)	Monitoring termly funding claims data. Monitoring of local intelligence. Annual sufficiency data collection.
Work to improve the availability and suitability of holiday childcare.	Torbay Early Years' Service	EY Team capacity (Funded through 5% DSG allocation)	Mapping holiday provision to better understand differing area needs (links with HAF project manager).
EY Sector recruitment and retention – childminders	Torbay Early Years' Service	EY Team capacity (Funded through 5% DSG allocation)	Proactive EY workforce campaign aligned with national initiatives around recruitment to the EY sector.

Childcare Duty Sufficiency Report – Report of the Children and Young People's Overview and Scrutiny Sub-Board

Report to Cabinet on 13 December 2022

Background

- 1. The Children and Young People's Overview and Scrutiny Sub-Board met on 21 November 2022 to consider the Childcare Duty Sufficiency Report.
- 2. Emma Kerridge, Senior Early Years Advisor, outlined the submitted Childcare Duty Sufficiency Report, which provided an update in respect of early years need and provision over the past 12 months. Members noted the high take up of two year old funding with 85% of eligible children accessing funding compared to a national average of 72%. 84% of providers were good or outstanding with 11% still awaiting their first inspection. The Senior Early Years Advisor responded to Members' questions in relation to the following:
 - One third of families were single parent how do we ensure that they are aware of the support and provision on offer and what was being done to highlight services to them.
 - The report covers children up to the age of 14 years, what support does this cover.
 - Was there a charge for holiday clubs.
 - 11% of women smoke during pregnancy, which was higher than the national average, what was the national average and was vaping data also collated.
 - The report highlights one school requiring improvement, what support was provided to help the school.
- The Sub-Board formed the following recommendation to the Cabinet. On being put to the vote, the motion was declared carried unanimously.

That the Cabinet be recommended to approve the submitted Childcare Duty Sufficiency Report subject to the inclusion of the national average of women smoking during pregnancy and consideration being given to future reports to include statistics around women vaping during pregnancy.

Agenda Item 8

TORBAY COUNCIL

Meeting: Cabinet Date: 13th December 2022

Wards affected: All

Report Title: Corporate Parenting Strategy 2022-25

When does the decision need to be implemented? For information.

Cabinet Member Contact Details: Councillor Cordelia Law. Cabinet Member for Children's

Services. cordelia.law@torbay.gov.uk

Director/Divisional Director Contact Details: Becky Thompson, Divisional Director of Safeguarding (Children's Services), 01803 208 100, becky.thompson@torbay.gov.uk.

1. Purpose of Report

- 1.1. This Corporate Parenting Strategy outlines our aspirations as to the kind of corporate parent Torbay wants to be and how the local authority will work alongside our partners, including education, police and health services, to achieve this ambition. This requires everyone, from officers to elected Members to GPs to teachers, not only recognising their role as corporate parents but also understanding how they can support us to be the best possible corporate parents we can be.
- 1.2 This Strategy outlines the commitment of our Partnership to these objectives, and achieving our ambitions through strong strategic, corporate and political leadership and meaningful performance management, a commitment to the ongoing engagement and involvement of children and young people in the development and implementation of our strategy and associated action plans and effective working together with our partners across Torbay. The priorities set out within this strategy reflect not only the local and national priorities for cared for children and care experienced young people, but also the priorities which have emerged as part of our engagement and consultation with children and young people; those priorities are underpinned by elected Member support through the Corporate Parenting Strand Leads with the Corporate Parenting Board governance structure. The Strategy also demonstrates

how we are held accountable for the delivery of our corporate parenting principles and priorities, which are driven by underlying action plans.

2. Reason for Proposal and its benefits

2.1 Torbay's vision is one whereby its people are able to thrive. As outlined within this Corporate Parenting Strategy, we want our cared for and care experienced young people to be safe, happy and healthy, in order that they can reach their full potential, and as corporate parents, we wish to give our cared for and care experienced children and young people the access to all of the opportunities that good parents afford their children. This Strategy outlines how the local authority and the partnership can achieve this vision.

3. Recommendation(s) / Proposed Decision

1. To formally launch the Corporate Parenting Strategy 2022-25 as a Policy Framework document for public consultation.

1. Introduction

- 1.1 The Corporate Parenting Strategy 2022-25 outlines Torbay's corporate parenting vision, an introduction to the importance of corporate parenting, the legal context of Torbay's corporate parenting responsibilities, Torbay's key principles and priorities and our subsequent pledges to cared for and care experienced children and young people, the governance associated with corporate parenting and also a reminder to children and young people about the mechanism through which they can continue to talk to and feedback to us.
- 1.2 As per the Children and Young People's Plan, Torbay aims to ensure that all our cared for children and care experienced young people and adults are safe, happy and healthy in order that they can reach their full potential. This Strategy outlines Torbay's commitment to being an effective, caring and ambitious corporate parent and how we will demonstrate this in conjunction with our partners.

2. Options under consideration

2.1 No options have been considered as this proposal is for information only.

3. Financial Opportunities and Implications

3.1 The Corporate Parenting Strategy 2022-25 does not make recommendations in terms of any changes to the current service or staffing structure and therefore the decision to launch the Strategy for public consultation does not carry with it any financial implications.

4. Legal Implications

4.1 Under the Children and Social Work Act 2017, the legislative responsibility for local authorities in respect of their corporate parenting duties is outlined. In February 2019, the Department for Education published Statutory Guidance for local authorities and outlined the key principles of Corporate Parenting. In addition, under the Children Act 2004, it was highlighted that local authorities have a duty to promote co-operation between their relevant partners and the Act also highlights that corporate parenting is a task which should be shared Council-wide and across the partnership. Following the interim Corporate Parenting Strategy published in June 2021, we have consulted with cared for children, care experienced young people and fostering families in respect of this updated Strategy.

5. Engagement and Consultation

- 5.1 A priority of Children's Services has been to enhance and develop the opportunities for participation, engagement and consultation for our cared for and care experienced children and young people. It has been particularly important in the updating of this Strategy that we have spoken to children and young people, as well as their parents and carers, about the type of corporate parent that they need us to be.
- 5.2 In updating this Strategy, we have drawn upon a wide range of feedback sources. This has included but is not limited to: feedback from cared for children as part of the Your Life in Care survey undertaken in July 2021; feedback from care experienced young people as part of the Your Life Beyond Care survey undertaken in April 2021; specific consultation sessions undertaken by the Participation Officer, the Divisional Director of Safeguarding, the Divisional Director of Education and Skills and the Director of Children's Services; the views of care experienced representatives as individual contributors to both Children's Overview and Scrutiny Board and the Corporate Parenting Board; feedback through the Circle and My Voice groups; and feedback through other surveys undertaken as part of a rolling schedule of ongoing consultation with our fostering families.

6. Purchasing or Hiring of Goods and/or Services

6.1 The decision to launch this Strategy for public consultation does not involve the procurement of services, the provision of services together with the purchase or hire of goods or the carrying out of works.

7. Tackling Climate Change

7.1 None.

8. Associated Risks

8.1 Should this Strategy not be approved for public consultation, the existing interim Corporate Parenting Strategy will remain in place; there will no change in terms of the fundamental function of the service however the Strategy would not be published, and could not be transparently shared with our cared for children and care experience young people, and the wider community.

9. Equality Impacts - Identify the potential positive and negative impacts on specific groups

	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	This Corporate Parenting Strategy outlines Torbay's aspirations in respect of its corporate parenting functions, affecting all cared for and care experienced children and young people by outlining Torbay's pledge to them.	N/A	N/A
People with caring Responsibilities	This Corporate Parenting Strategy outlines Torbay's aspirations in respect of its corporate parenting functions. The principles within it our reflected in our Fostering Family Charter, and how Torbay as corporate parents interact with our fostering families and work with them to meet our cared for children and care experienced young people's needs.	N/A	N/A
People with a disability	N/A	N/A	There is no differential impact.
Women or men	N/A	N/A	There is no differential impact.
People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community)	N/A	N/A	There is no differential impact.

Religion or belief (including lack of belief)	N/A	N/A	There is no differential impact.
People who are lesbian, gay or bisexual	N/A	N/A	There is no differential impact.
People who are transgendered	N/A	N/A	There is no differential impact.
People who are in a marriage or civil partnership	N/A	N/A	There is no differential impact.
Women who are pregnant / on maternity leave	N/A	N/A	There is no differential impact.
Socio-economic impacts (Including impact on child poverty issues and deprivation)	The ambition of the Corporate Parenting Strategy is to ensure that all Torbay cared for children and care experienced young people, no matter their level of need or their socio-economic status, are supported to achieve their full potential.	N/A	N/A
Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	By committing to this Strategy, Torbay will be committing to the supporting all of our cared for children and care experienced young people in order to meet their needs, and to achieve their best outcomes; by doing this, we will have a significant, positive impact on the longer term health outcomes for cared for children and care experienced young people.	N/A	N/A

10. Cumulative Council Impact

10.1 None.

<u>11.</u>	Cumulative Community Impacts
11.1	None.

Agenda Item 8 Appendix 1 TORBAY COUNCIL

Corporate Parenting Strategy 2022-25

November 2022

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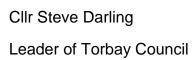
Date	Details	Updated by
01/11/2022		Becky Thompson

1. Foreword

We are passionate in wanting Torbay and its residents to thrive. Central to this vision is making sure that everyone can play their part in supporting Torbay's children, and making Torbay 'child friendly.' We are so proud of our children and we are committed to do all we can to support them to benefit from the many opportunities that the Bay has to offer. In all we do, we want our children to feel loved, supported and safe. We would like to take this opportunity to thank our incredibly dedicated foster carers and staff for the commitment they demonstrate to our children every single day.

We are committed to being great corporate parents, to ensure that our children have every opportunity to live happy and fulfilling lives.







Cllr Cordelia Law

Cabinet Member for Children's Services

2. Corporate Parenting Vision

The Children and Young People's Plan sets out Torbay Council's objectives and priorities for all services which directly affect children and young people across all the communities which make up Torbay. Its overriding objective is to ensure that all our children, young people and care experienced young people and adults are safe, happy and healthy in order that they can reach their full potential.

In the context of Corporate Parenting this objective becomes an ambition to ensure that our cared for children and care experienced young people by:

- Making sure they are safe, happy and healthy in order that they can reach their full potential; and
- Supporting them to have all the opportunities that good parents afford their children.

We are committed to being an effective, caring and ambitious corporate parent and we will show this through:

- our love;
- our focus;
- · our language; and
- our actions.

We are loving parents and we care deeply for our children. We will ensure they receive the same standard of care as any good parent would provide, protecting them and supporting them to cope with the dangers and risks of everyday life. We will celebrate and share in their experiences and achievements, no matter how big or small; and we are ambitious for them and will work hard to support them to reach their full potential. We will do everything we can to make sure that our care experienced young people are set up for life.

We want Torbay to be a 'Child Friendly' place, a place that champions our cared for and care experienced children and young people.

3. Introduction

"I would like to be asked for my opinion in decisions".

- Cared for young person, Bright Spots Survey

"I think the one thing about being a care leaver is that outside of local services, we tend to be quite a forgotten group. I think people underestimate how hard not having a family is during this time in someone's life."

Care experienced young person, Bright Spots Survey

"It's not enough to ask us what we think and feel, like you are giving us a voice; you need to hear what we say and do something about it."

- Cared for young person, specific consultation session



An hand-drawn image of what Torbay means for one of our cared for children.

The image contained within this introduction, drawn by one of our cared for children, summarises the fundamental aspects associated with being the best possible corporate parent to our children and young people: helping children and young people to feel safe; create a sense of connection and community; and supporting our children and young people to feel loved and nurtured, whilst helping them to realise their best possible vision of their future.

So what is corporate parenting? This is a term used which incorporates all of the responsibilities that we have as a council to ensure that our cared for and care experienced children and young people are provided with the best possible care and protection. This is about more than just keeping children safe; this is about enhancing every aspect of their lives as far as is possible and ensuring that they are equipped with the right support to achieve their dreams.

This Corporate Parenting Strategy outlines our aspirations as to the kind of corporate parent Torbay wants to be and how the local authority will work alongside our partners, including education, police and health services, to achieve this ambition. This requires everyone, from officers to elected Members to GPs to teachers, not only recognising their role as corporate parents but also understanding how they can support us to be the best possible corporate parents we can be.

This Strategy outlines the commitment of our Partnership to these objectives, and achieving our ambitions through strong strategic, corporate and political leadership and meaningful performance management, a commitment to the ongoing engagement and involvement of children and young people in the development and implementation of our strategy and associated action plans and effective working together with our partners across Torbay. The priorities set out within this strategy reflect not only the local and national priorities for cared for children and care experienced young people, but also the priorities which have emerged as part of our engagement and consultation with children and young people; those priorities are underpinned by elected Member support through the Corporate Parenting Strand Leads with the Corporate Parenting Board governance structure. The Strategy also demonstrates how we are held accountable for the delivery of our corporate parenting principles and priorities, which are driven by underlying action plans.

4. Context

Legal Duties

Under the Children Act 1989, a child is cared for by the Council if they are:

- Provided with accommodation for a continuous period for more than 24 hours,
- Subject to a care order,
- Subject to a placement order.

When a child or young person becomes cared for, we become their Corporate Parent. In February 2018, the Department for Education published Statutory Guidance for Local Authorities and outlined the key principles of Corporate Parenting and the statutory responsibility that all elected Members and council officers have in terms of the wellbeing of cared for and care experienced children and young people.

We are also the corporate parent for those young people who are care experienced. The Children (Leaving Care) Act 2000 outlines the legal definition in terms of who qualifies as a care experienced young person; this would relate to a young person aged sixteen or above who has been cared for by the local authority for a relevant period of time since their fourteenth birthday, and for who been cared for on or after their sixteenth birthday for a period of time. The expectations in terms of the services and support that local authorities must offer is contained within the Children (Leaving Care) Act 2000, the Care Leavers (England) Regulations 2010 and the Children and Social Work Act 2017. The Council continues to provide support to care experienced young people until they are 25 under the extended duties contained within the Children and Social Work Act 2017.

We want to ensure that across the Council, including elected members, senior officers and all staff, there is the shared vision, collective responsibility and commitment to our cared for children and care experienced young people, including the provision of quality services for them.

5. Principles and Priorities

Corporate Parenting Principles

We will ensure that we meet the needs of our children and young people, and we will use these principles to guide every element of our approach.

We will always:

- act in their best interests and promote their physical and mental health and wellbeing.
- encourage them to express their views, wishes and feelings.
- take account of their views, wishes and feelings.
- help them gain access to, and make the best use of, services provided by us and our partners.
- promote high aspirations and seek to secure the best outcomes for them.
- ensure that they are safe and have stability in their home lives, relationships, education and work.
- prepare them for adulthood and independent living.

Priorities

We have identified a number of priorities in ensuring we are the best corporate parents we can be. We will focus on these priorities and continue to talk to children and young people, to make sure they remain the right ones.

Set out below each of the Priorities are the relevant Pledges that we have made to our children and young people. The Pledges have been reviewed by The Circle as part of a consultation with young people in care and care experienced adults.

Priority 1: We will work with you

"I'm really lucky to have a great Leaving Care worker...she makes me feel very listened to and supported, which is a really important thing to me. She's also good at telling me ahead of time when she's off work or on leave, which helps me because I don't like sudden changes and not being able to plan in advance."

- Care experienced young person, Bright Spots Survey

"I want to be treated like any other child."

- Cared for child, Bright Spots Survey

"Things are good now that I am older; I make my decisions most of the time".

Cared for child, Bright Spots Survey

"Don't be scared to communicate with us, especially when it is about important things like becoming cared for. Be honest with us about what may happen."

Cared for young person, specific consultation session

"I want to be included in decision so that the outcome is fair. I'd like to be able to be part of all discussion prior to final plans or arrangements."

Cared for child, Bright Spots Survey

- We will come prepared, and we will listen.
- Your views will come first, but we will be honest about what we can do.
- We will explain your rights using language that is easily understood.
- We will use Language that Cares.
- We will respect your privacy and work to ensure that you are not singled out or bullied at school, college, or in any other setting.
- We will use our training to be thoughtful about the challenges you have faced.
- We will celebrate your achievements with you in the ways that you would like.

Priority 2: We will ensure your placement is safe and meets your needs

"Where I live has a warm and welcoming atmosphere. I love it because my foster parents are I think of as mum and dad. I'm safe and secure here."

- Care experienced young person, Bright Spots Survey

"I would like to see more of my family."

- Cared for child, Bright Spots Survey

"Help us to understand why we have to ask our carers, or our carers have to ask social workers, to do certain things all the time."

- Cared for young person, specific consultation session
- We will work with your carers to ensure your home is the best it can be.
- We will work together to keep you safe (safety planning).
- We will work with your carers to ensure that you have opportunities that you enjoy and enable you to have your voice if you want to.
- We will plan visits in advance and involve you in those plans.
- We will help you to stay in contact with any family you may have if you want that and explain the reasons if this is not possible.

Priority 3: We will support you to fulfil your potential

"My Personal Advisor really opened my eyes to the possibilities I am capable of"

- Care experienced young person, Bright Spots Survey

"We [need to be] informed fully and clearly about what we should aim to do, what opportunity are there for people in our position and how we can achieve this."

- Care experienced young person, Bright Spots Survey

"Think about what other children may need at the start of a school year and ensure that cared for child have the same opportunities. Try to do this in a way which isn't us being seen as having 'extra' as this makes us feel different."

- Cared for young person, specific consultation session
- We will ask you about what your goals are and support you to achieve them.
- We will develop a Personal Education Plan of the things you do in school, so you are helped to do well.

- We will work closely with your school, college or provider and offer you easy to understand reasons for any changes.
- We will encourage and support you to take up opportunities in education, employment and training until the age of at least 21, in ways that suit you.

Priority 4: We will ensure that your physical, emotional, mental health needs are met

"It's difficult to adjust being independent."

- Care experienced young person, Bright Spots Survey
- We will work together to help to support your sense of well-being and personal identity.
- We will develop a plan to ensure you are healthy and wanting to have good choices called a Personal Health Plan.
- We will support you to access regular health and dental checks and any appointments or treatment you may need virtually and in person.

Priority 5: You will be supported to develop into an independent, confident and responsible adult

"My Personal Advisor helps me see that what's happened in the past isn't my fault. And it's nice."

- Care experienced young person, Bright Spots Survey

"I'd like more independence".

- Managing money is really hard especially now I'm living alone for the first time.

"A better planned transition between being a child and becoming an adult."

- Care experienced young person, Bright Spots Survey
- We will support you to know that challenges and uncertainty are part of life and growth.
- We will ensure you have support and advice, so you are less likely to take certain risks or be open to exploitation by others.
- We will work with you to develop the life skills we all need to achieve our goals and have the best opportunities for the future.

In respect of all of these priorities and pledges, we will engage and consult with our children and young people, as a way of assuring ourselves that we are abiding by the corporate parenting principles outlined above. We will make sure that we take what we learn from children and young people and embed this in the partnership workforce development and training framework, to make sure that we as corporate parents share this learning.

How non-verbal communication impacts on us

Arriving late without letting us know = "you don't care about us"

Checking the time frequently = "you don't want to be here"

Bringing lots of paperwork with you = "you haven't taken the time to learn about our story"

Making notes or highlighting while we talk = "your paperwork is more important than spending time with us"

Asking lots and lots of questions = "you do not trust what we are telling you"

One consultation session focused on non-verbal communication and what this says to young people; this was then shared as a learning exercise within the Practice Improvement Forum.

TORBAY COUNCIL

Restorative Practice

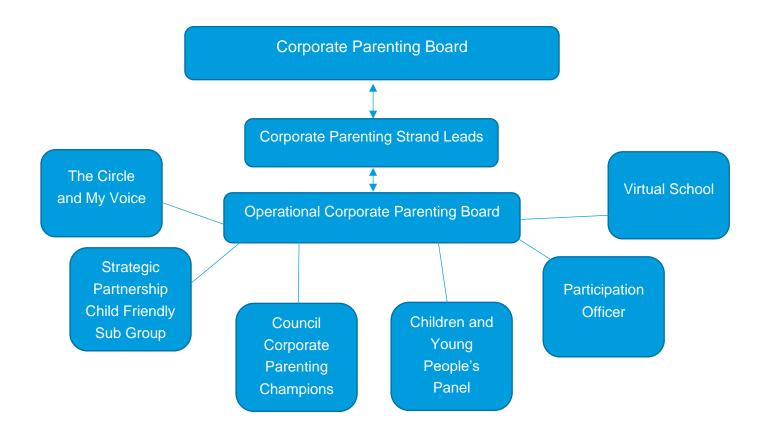
Torbay are committed to working with children and families in a restorative way. What this means is that we will value and place importance on the relationships we build with children and families and always treat children and families with respect and dignity.

What this means for cared for and care experienced young people is that we will always try to work with you, as opposed to making decisions about you without involving you, or doing things for you without involving you. This means regularly seeking your views, and reflecting these views in all assessments or plans written with and about you.

6. Governance

The Council's Community and Corporate Plan sets out our aspirations for the community of Torbay including children and young people. The Council's objective is to ensure that all children and young people are safe, happy and healthy in order that they can reach their full potential.

Whilst corporate parenting is the responsibly of the Council as a whole and of its partners, on a day-to-day basis our arrangements are set out below.



Corporate Parenting Board

This Board is chaired by the Cabinet Member for Children and comprises of a wider group of members drawn from all political groups together with partner representatives and senior officers from Children's Services.

The Board meets every two months and forms a key element within the Council's Constitution, providing a forum for regular, detailed discussion of issues and a positive link with our cared for and care experienced children and young people.

An Operational Corporate Parenting Board has also been established, which is chaired by the Chief Executive. The Operational Corporate Parenting Board provides an operational oversight of all of the Corporate Parenting activities being undertaken and operationalise decisions of the Corporate Parenting Board.

Corporate Parenting Strand Leads

In line with the priorities outlined above, we have established five Corporate Parenting Strand Leads: education; fostering and employment; housing; mental health and wellbeing; and participation. Each Strand Lead is led by an elected Member who is also part of the membership of the Corporate Parenting Board, who each have their own job description; the Strand Leads meetings also include Lead Officer support and key officers and partner representatives. Strand Leads take the strategic direction from the Corporate Parenting Board in respect of their area of focus, use the meeting to scrutinise and explore relevant performance data and information and this then feeds into the action plans which sit under the Operational Corporate Parenting Board.

In addition, there are two identified underpinning Strands: the Council Corporate Parenting Champions (see below); and preparing for and transition to adulthood.

Virtual School

Torbay Virtual School provides the framework through which the educational needs of our cared for children are met working closely with educational providers, carers, social care and health practitioners, and children and young people. The work of the Virtual School is overseen by a Governing Body and led by the Virtual School Headteacher.

Educational attainment and progress for our children is subject to regular review to determine the effectiveness of the arrangements put in place for them via their Pupil Education Plan. The Virtual School also produce an annual report for the consideration of the Governing Body, Corporate Parent Members Group and Full Council.

The Circle and My Voice

The Circle and My Voice are participation groups currently facilitated by Torbay Youth Trust. The Circle is our Cared for Council and Community and brings together some of our cared for children to take part in activities on a regular basis and to obtain their views on the effectiveness of our arrangements for them. Similarly, My Voice is a participation group of care experienced young people, who meet regularly and who are actively involved in our Corporate Parenting Board and wider consultation about their care experienced journey. Their views have been instrumental in developing Torbay's Pledge for our cared for children.

Council Corporate Parenting Champions

All departments across the Council and our wholly owned companies will have designated officers as Corporate Parenting Champions. The Champions come together on a quarterly basis to help to shape their department's role in ensuring that we are good corporate parents and to contribute to Council wide initiatives to enhance our Corporate Parenting Offer.

The established aims of this group are:

- To become an authority who thinks first about our corporate parent role and fully embedded in all we do as an authority.
- To provide a corporate parent offer for our children on top of the care plan in place.

- To provide a corporate parenting offer for foster families.
- To raise awareness of the Council's corporate parenting responsibilities.

Strategic Partnership Child Friendly Subgroup

Our Strategic Partnership has a subgroup, which is focussed upon how organisations and communities come together collectively to become Child Friendly and support our cared for and care experienced children and young people.

Children and Young People's Panel

Torbay are in the process of establishing a Children and Young People's Panel, which will consist of a diverse group of young people that can represent all the children within Torbay, including but not limited to representatives from different educational providers, children and young people with SEND, cared for children and cared experienced young people. This would not only be a means of bringing together the existing participation groups, as a way of centralising feedback from children and young people, but would also support us in being able to expand the representation within these groups, and reflect the voice of a wider range of children and young people.

In addition, this will create a sense of community and collaboration for our young people as they unite to advocate for themselves and have their voice heard.

Participation Officer

Torbay introduced the role of Participation Officer in June 2022. The main aim of this role is to support and promote positive participation with children, young people and parent/carers. The Participation Officer is an integral role, who oversees and co-ordinates the ways in which we seek and learn from feedback from children and young people, including those who are cared for or who have care experience.

7. Talk to us

Feedback from children and young people is really important to us.

We would like to hear from children and young people and your view about how well we are keeping our promises to you. We take your experiences of care and leaving care really seriously, whether this has been something positive or something which has been more difficult for you. We want to learn from your experiences, and use this learning to make sure that the support and services we provide to you continues to grow and develop in line with what you tell us. If you think that we are not keeping our pledges to you, or if you think the pledges should change, we would really like to hear this from you.

The best thing to do if you would like to share your experiences would be to first speak to some you trust. This could be your social worker, Personal Advisor, carer, teacher, support worker or your Independent Reviewing Officer.

If this does not help you to solve your problem, or if you would like to speak to senior leaders who work in Children's Services, email <u>placements@torbay.gov.uk</u> who will make sure that the right person is able to contact you within 48 hours, to talk about this further. We are working on a different name for this email address and are busy speaking to our young people, so that they can help us decide what to call it, and how they would want this to work so watch this space!

Agenda Item 9 TORBAY COUNCIL

Meeting: Cabinet **Date:** 13th December 2022

Wards Affected: All Wards

Report Title: Paignton and Preston Community Seafront Masterplan

Cabinet Member Contact Details: Councillor Mike Morey, Cabinet Member for

Infrastructure, Environment and Culture, mike.morey@torbay.gov.uk

Director/Assistant Director Contact Details: Kevin Mowat, Director of Place, 01803

208433 Kevin. Mowat@torbay.gov.uk

1. Purpose of Report

- 1.1 The purpose of this report is to present a 'Paignton & Preston Community Seafront Masterplan' for approval and to highlight why changes to our seafront open spaces are necessary, but at the same time demonstrating that these improvements, through good design, can be transformational.
- 1.2 As our climate is changing, sea levels are rising and more storms are hitting Torbay, consequently we have been looking at our sea defences, particularly those in Paignton and Preston. Along with the Environment Agency, the Council commissioned an assessment of the Bay's existing coastal defences. This assessment has shown that the sea defences we currently have on the seafronts at Paignton and Preston will only provide protection from flooding from storms for up to another 10 years.
- 1.3 The Environment Agency says the impact of global warming and climate change is expected to result in the sea level rising by up to 29cm around the UK over the next 30 years. It warns if temperatures rise by 2 °C, the rise would be 45cm by the 2080s, or 78cm if the world heats up by more. It is therefore reasonable to assume that climate change could cause sea levels to rise in Torbay by over one metre in the next 100 years. Also, the frequency and impact of the sea over-topping the existing sea walls will increase, resulting in more infrastructure and properties being affected by sea-water flooding. On top of that, more intense rainfall will increase the risk of localised flooding and erosion.
- 1.4 At the moment, whenever we experience storms like Storm Emma in 2018, up to 90 residential properties and just over 120 commercial properties are at risk of flooding. The Torbay Coastal Defences report estimates that, with another 50 years of climate change, the total number of properties at risk of flooding would be 352. By acting now, we can rapidly reduce this risk to properties.
- 1.5 In December 2020 the Council carried out a consultation on proposals for a sea defence wall for Paignton and Preston. However, it was clear from the feedback we received that our residents wanted to be more involved in how the scheme will look, work and benefit everyone, consequently the decision was taken to pause the scheme.

- 1.6 In February 2022 the Council commissioned an independent design consultancy, LDA Design, to assist with a revised community engagement exercise. They were tasked to undertake a more collaborative public consultation process and involve as many people as possible in the co-design of a new Paignton and Preston Seafront Masterplan, which would incorporate the appropriate sea defence infrastructure, along with improvements to the wider public realm.
- 1.7 Having commissioned LDA Design to lead a more holistic re-design of the project, they looked at the original flood defence objectives, but they also included a wider review and proposals relating to seafront public spaces in the context of community need and wider regeneration objectives. Several key objectives were developed forming part of the LDA brief and these are as follows:
 - Protect and improve the precious open spaces along the seafront.
 - Create a happy, healthy, and vibrant place, and
 - Celebrate the special qualities of our seafront areas.
- 1.8 The Paignton & Preston Community Seafront Masterplan, attached as Appendix 2 to this report, charts the design and engagement process, culminating in a community-led Seafront Masterplan that now has overwhelming public support. It presents a bold vision to deliver long term transformational change, acknowledging it is likely to need additional funding to the monies already identified and will need to be a phased process.

2. Reason for Proposal and its benefits

- 2.1 The proposal is that the 'Paignton & Preston Community Seafront Masterplan', attached as Appendix 2, is approved by the Cabinet.
- 2.2 Masterplans set the vision and implementation strategy for a development or scheme. They are therefore, by nature, high-level strategic documents and although they indicate the intended arrangement of buildings, infrastructure and the public realm, they have a limited level of detail. Masterplans often apply to schemes that could be developed over a longer timeframe and so may need to be reviewed from time to time and be flexible to adapt to changing circumstances. Due to the current funding constraints this is likely to be the case with this Masterplan. Consequently, an implementation strategy will need to be considered, especially as the schemes are expected to be brought forward in several phases.
- 2.3 Projects normally follow several design stages set out by the Royal Institute of British Architects (RIBA) 'Plan of Work', which is a stage-by-stage design and process management tool used by the UK construction industry. To provide some context, this Masterplan scheme is currently somewhere between RIBA stage 1 (preparation and briefing) and RIBA stage 2 (concept design).
- 2.4 At RIBA stage 3 the preferred design from stage 2 is refined and worked up along with supporting information to form the documents to be submitted to the planning authority. Other third-party input/consents or appraisals may also be required at this stage. This is the next logical step for this scheme and funding is available to complete this work.
- 2.5 This report is not seeking approval for a capital scheme.

3. Recommendation(s) / Proposed Decision

- 3.1 That the Paignton & Preston Community Seafront Masterplan, attached as Appendix 2, be approved.
- 3.2 That further design work be commissioned, in line with RIBA stage 3, so that a full planning application can be submitted later, in 2023.
- 3.3 That the Director of Place, in consultation with the Cabinet Member for Infrastructure, Environment and Culture, be requested to submit appropriate planning applications for the phased works set out in the Paignton & Preston Community Seafront Masterplan.
- 3.4 That, subject to gaining the appropriate planning consent, the Director of Place, in consultation with the Cabinet Member for Infrastructure, Environment and Culture, be requested to implement the phased works set out in the Paignton & Preston Community Seafront Masterplan.
- 3.5 That, given the current availability of capital funding, the coastal defence works at Paignton Seafront should be prioritised as flood modelling has shown that residents, businesses and critical infrastructure are more at risk from coastal flooding in this area than at Preston Seafront.
- 3.6 That officers continue to monitor and proactively seek funding opportunities for the delivery of all the schemes set out in the Masterplan.

Appendices

Appendix 1: Paignton & Preston Community Seafront Masterplan Appendices

Appendix 2: Paignton & Preston Community Seafront Masterplan

Background Documents

Supporting Information

1. Introduction

- 1.1 In February 2021 the Council launched a consultation exercise to seek views of residents living in Paignton and Preston on the proposals for a sea defence scheme that aimed to help protect the town from flooding over the next 50 years. The Council explained that, along with the Environment Agency, an assessment had been commissioned of the existing coastal defences, which had shown that the sea defences currently located on both seafronts, at Paignton and Preston, will only provide protection from flooding caused by storms for up to another 10 years.
- 1.2 It was also explained that whenever storms like Storm Emma in 2018 come along, up to 90 residential properties and just over 120 commercial properties are at risk of flooding. The Torbay Coastal Defences report estimates that, with another 50 years of climate change, the total number of properties at risk of flooding would be 352.
- 1.3 Following collaboration with the Environment Agency, extensive modelling investigations and research work through external consultants, our TDA engineers put forward a proposal to build a new sea wall, between 1.1 metre and 1.5 metre high, running along the two seafronts, but set back from the beach. Along both walls there would have been several breaks for access. A gate or other type of barricade would be used to close these access gaps off when there was a risk of flooding.
- 1.4 In early 2021 it was expected that the scheme would cost approximately £3 million, of which the Environment Agency would have contributed 95% of the cost. The Council would have made up the remaining funds from Section 106 agreements and a commitment from the 2021/22 revenue budget. At the time it was the intention that a planning application for the scheme would be submitted in early Spring 2022.
- 1.5 As part of a community engagement exercise the Council set up a 'Task and Finish Group' made up of local councillors, officers and community-based stakeholders. The Task and Finish Group held meetings in March, May and November 2021, followed by two further Stakeholder Workshops in January and June 2022.
- 1.6 However, in May 2021, following the very clear feedback from the Task and Finish Group and community representatives, it was decided to pause the submission of a planning application and to re-engage with the community over the design and position of any future sea defence structures. In essence the Council went back to the drawing board.
- 1.7 It was generally accepted that a coastal sea defence scheme was undoubtedly needed for Paignton and Preston because the issues of climate change and sealevel rise would only continue to contribute towards the frequency of coastal flooding. The Council therefore agreed to develop a revised approach to community engagement, which would be seen to be a collaborative process and would aim to develop a scheme that is right for Paignton and Preston. It was important that any revised scheme proposals have broad community support but also, and most

- importantly, would deliver the required protection to as many properties and businesses as possible.
- 1.8 In early 2022, having decided that a major re-set was required, the Council commissioned LDA Design, a Landscape Architecture and Masterplanning studio with extensive coastal defence and engagement experience to lead a more holistic re-design of the project.
- 1.9 Comprising not only the original flood defence objectives, the re-design would also include a wider review and proposals relating to seafront public spaces in the context of community need and wider regeneration objectives. Several key objectives were developed forming part of the LDA brief and these are as follows:
 - Protect and improve the precious open spaces along the seafront.
 - Create a happy, healthy, and vibrant place, and
 - Celebrate the special qualities of our seafront areas.
- 1.10 The Paignton & Preston Community Seafront Masterplan, attached as Appendix 2 to this report, charts the design and engagement process, culminating in a community-led Seafront Masterplan that now has overwhelming public support. It presents a bold vision to deliver long term transformational change, acknowledging it is likely to need additional funding to the monies already identified and will need to be a phased process.
- 2. Options under consideration
- 2.1 None
- 3. Financial Opportunities and Implications
- 3.1 Initially the budget cost to build the originally designed wall was expected to be £3.142m, with most of the funding (95%) being secured from the Environment Agency. The Council were expecting to contribute £105,000 by using funds raised through Section 106 agreements and a commitment from the 2021/22 Budget.

Scheme Design & Costs - High-level Assessment

- 3.2 TDA have undertaken a very high-level assessment to obtain an order of costs for the scheme proposals, as detailed within the Paignton and Preston Seafront Masterplan concept drawings prepared by LDA Design. It is important to note that the TDA has not yet commenced the concept design proposals or the detailed design of the scheme elements, as set out in the Masterplan. Consequently, it is incredibly difficult to predict the true value of the works, particularly in the current volatile market.
- 3.3 The earlier proposal of a functional concrete coastal defence structure, which more closely mirrored the Environment Agency and Future High Street funding offer, was heavily criticised for not considering the wider needs of the Paignton and Preston seafront areas and the associated much needed public realm improvements.
- 3.4 Design stages follow the Royal Institute of British Architects (RIBA) 'Plan of Work', which is a stage-by-stage design and process management tool used by the UK construction industry. To provide some context, this Masterplan scheme is currently

somewhere between RIBA stage 1 (preparation and briefing) and RIBA stage 2 (concept design). TDA have therefore applied rates to approximate quantities, with assistance from an experienced Tier 1 Public Realm civil engineering contractor, to develop a high-level indication of scheme costs.

3.5 The figures below will need to be revisited and validated once the scope of works is defined and the design work develops. Currently, there are a considerable number of unknowns relating to the project and some of these are listed as notes below the tables.

Paignton Seafront Scheme	Cost (ex VAT) #
Coastal Defence Structures	£5,535,940
Public Realm Elements	£5,673,694
Total high-level cost of the Paignton Seafront Scheme	£11,209,634 **

Preston Seafront Scheme	Cost (ex VAT) #
Coastal Defence Structures	£2,784,941
Public Realm Elements	£3,520,646
Total high-level cost of the Preston Seafront Scheme	£6,305,587 **

Total High-Level Budget for Preston Seafront	£17,515,221 **
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Includes preliminaries, overheads & profits, and contingency costs

** Notes

- The high-level budget exercise is solely based on the limited LDA Design sketch images.
- No site Investigation or geotechnical investigation has currently been undertaken to inform foundation design – currently, we have assumed piling will not be required.
- No market testing of rates has been carried out these figures are based advice from an experience civils contractor working on public realm schemes.
- No programme is available and utility surveys have not yet been carried out.
- No cost allowance has been made for improvement or remedial works on the seaward side of Eastern Esplanade (road) or Preston Promenade – i.e. no allowance for works to the existing seawalls or revetments.
- No current allowance for relocation of existing business users.
- No allowance for inflation the rates are based on today's prices.
- No allowance for new lighting on the Preston scheme.
- No allowance for structural repairs, works relating to beach huts or adjacent structures at Preston, beyond that needed to construct the new wall.
- A 20% cost uplift allowance has been made for contingency / risk / fees.

- 3.6 Initially, £3.142 million was secured from the Environment Agency (EA) for the originally proposed new coastal flood defence scheme. However, following further discussions and bids to the EA but, this will increase to £3.98 million, subject to final agreement (Jan/Feb 2023). The project is also being funded by Section 106 contributions and the Future High Streets Fund (FHSF). This brings the current funding hopefully secured to a total of £4.6 million. This investment will protect 350 buildings (including 88 residential properties and 122 commercial properties) as well as deliver multiple wider benefits; notably ensuring that Paignton can continue to operate as a key leisure and business visitor destination during and after storm events.
- 3.7 Both the EA and FHSF funding are timebound. Currently the funding that has been secured from the EA has to be spent by the end of March 2025. The outcome measures for the scheme (protection from flooding for the residential properties) must be declared by the EA to Defra by March 2027 at the latest (completion of the EA's 6year funding plan from Defra). Therefore, all construction works on the flood defence element of the scheme need to be completed by March 2027. All FHSF funding needs to be spent/evidenced by end March 2024, although delivery can go beyond that as it would be a co-funded scheme. The FHSF flood allocation is currently £571,334 of which £66,000 has been spent to date.
- 3.8 To achieve all the proposals shown, more funding will be required. The Covid-19 pandemic, alongside current economic uncertainty has placed greater pressure on both public and private funding. However, there is also an appetite by the government to invest to secure long-term economic prosperity in places like Paignton and Preston, and there will also be new opportunities arising. For example, there is a new statutory government body called Active Travel England, this body is responsible for promoting walking and cycling and the government has already pledged additional funding for projects of this nature.
- 3.9 Officers will continue to monitor funding opportunities as they arise. Organisations like Sport England, Arts Council, National Lottery, Historic England, Coastal Communities and Sustrans, all typically invest in projects of this nature, as well as local and private organisations, including charitable foundations. It is envisaged that the Masterplan, along with the 'before' and 'after' visuals, will share the potential of the 'place' and can be used to aid initial discussions to communicate the long-term vision and commitment to change.
- 3.10 Given the current availability of capital funding, a phased approach will be required for the delivery of the works contained within the Paignton & Preston Community Seafront Masterplan. Flood modelling has shown that the proposed secondary set back defence at Paignton provides the most benefit from coastal flooding to residents, businesses and critical infrastructure. Therefore, if delivery of the scheme needs to be phased, the works at Paignton should be prioritised.

4. Legal Implications

4.1 The Department for Environment, Food and Rural Affairs (Defra) is the policy lead for flood and coastal erosion risk management in England. New or revised policies are prepared with other parts of government such as the Treasury, the Cabinet Office (for emergency response planning) and the Department for Communities and Local Government (for land-use and planning policy). These

national policies are then delivered by Risk Management Authorities (RMAs) which are:-

- Environment Agency
- Lead Local Flood Authorities (Torbay Council)
- District and Borough Councils
- Coast protection authorities (Torbay Council)
- Water and sewerage companies
- Internal Drainage Boards
- Highways authorities (Torbay Council)
- 4.2 The Flood and Water Management Act 2010 requires these Risk Management Authorities to:
 - co-operate with each other
 - act in a manner that is consistent with the National Flood and Coastal Erosion Risk Management Strategy for England and the local flood risk management strategies developed by Lead Local Flood Authorities
 - exchange information.
- 4.3 Torbay Council are the Lead Local Flood Authority (LLFA) for Torbay. LLFAs are county councils and unitary authorities. They lead in managing local flood risks (i.e. risks of flooding from surface water, ground water and ordinary (smaller) watercourses). This includes ensuring co-operation between the Risk Management Authorities in their area. Under the Flood and Water Management Act 2010, LLFAs are required to, amongst many other duties, prepare and maintain a strategy for local flood risk management in their areas.

5. Engagement and Consultation

- 5.1 Following the feedback received from the first initial consultation it was decided that this second engagement and consultation would be carried out in three phases:
 - Understanding the existing situation
 - Vision, principles, and design options
 - Final review of proposals

Carrying out the engagement this way meant our residents co-collaborated on what the final design would be. The three phases are explained below and all the details about the engagement and consultation process can be found in Appendix 1 the 'Paignton & Preston Community Seafront Masterplan Appendices' and Appendix 2 the 'Paignton & Preston Community Seafront Masterplan'.

5.2 Phase 1 - Understanding the Existing Situation (Baseline Analysis) - February to March 2022

This phase was a listening exercise to understand the existing issues and opportunities for the seafront. Over 320 people let us know their views and 120 people attended the 15 focus groups and workshops that were facilitated. All the feedback can be found in Appendix 1.

5.3 Phase 2 - Overarching Vision, Principles and Concept Design - Monday 23 May 2022 to 12th June 2022

This phase was about collectively developing a vision, agreeing principles and exploring concept design options. LDA Design took on board everything that was

said during phase 1 and as well as sharing design improvements as part of the phase 2 engagement exercise, two options were offered where the flood defence wall could be placed on Paignton and Preston Seafronts. There was also the opportunity to share the ideas with those who attended the Airshow, with over 400 people visiting the stand to take a look at the plans.

5.4 <u>Phase 3 – Final Review of Proposals for the Seafront Masterplan – Friday 19th</u> August 2022 to Sunday 11th September 2022

This stage was the culmination of the engagement and consultation process, which took back one option. It included all the feedback received from the first two phases and asked if these plans are a positive step forward for Paignton and Preston seafronts. Over 2,300 visited the engagement webpages and of the 220 responses received following the online and face to face consultations and several focus groups, 91% felt that these plans were positive. Comments left also said they felt these plans were a big improvement to the original designs. This phase provided confirmation that the landward flood defence option shown was supported for detailed design development prior to planning.

6. Purchasing or Hiring of Goods and/or Services

6.1 Not applicable.

7. Tackling Climate Change

7.1 As our climate is changing, sea levels are rising and more storms are hitting Torbay, we have been looking at our sea defences, particularly those in Paignton and Preston.

Along with the Environment Agency we commissioned an assessment of our current coastal defences. This has shown that the sea defences we currently have on both seafronts at Paignton and Preston will only provide protection from flooding from storms for up to another 10 years.

It has been predicted that due to the climate change we will see the sea level rise in Torbay by over one metre in the next 100 years. In the years to come the frequency and impact of water coming over the top of the existing sea walls will increase, resulting in more infrastructure and properties being affected by flooding. On top of that, more intense rainfall will increase the risk of localised flooding and erosion.

At the moment, whenever we experience storms like Storm Emma in 2018, up to 90 residential properties and just over 120 commercial properties are at risk of flooding. The Torbay Coastal Defences report estimates that, with another 50 years of climate change, the total number of properties at risk of flooding would be 352. By acting now, we can rapidly reduce this risk to properties.

8. Associated Risks

- 8.1 Loss of external grant funding, see 3.7 above.
- 8.2 Currently, up to 90 residential properties and just over 120 commercial properties are at risk of flooding. The Torbay Coastal Defences report estimates that, with another 50 years of climate change, the total number of properties at risk of flooding would be 352.

8.3 Given the current availability of capital funding, a phased approach will be required for the delivery of the works contained within the Paignton & Preston Community Seafront Masterplan. Flood modelling has shown that residents, businesses and critical infrastructure are most at risk from coastal flooding in the Paignton Seafront area. Therefore, if the scheme needs to be phased, the works at Paignton should be prioritised.

Equality Impacts

9. Identify the potential positive and negative impacts on specific groups

	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people			There is no differential impact
People with caring Responsibilities			There is no differential impact
People with a disability			There is no differential impact
Women or men			There is no differential impact
People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community)			There is no differential impact
Religion or belief (including lack of belief)			There is no differential impact
People who are lesbian, gay or bisexual			There is no differential impact
People who are transgendered			There is no differential impact
People who are in a marriage or civil partnership			There is no differential impact
Women who are pregnant / on maternity leave			There is no differential impact

		Socio-economic impacts (Including impact on child poverty issues and deprivation)		There is no differential impact
		Public Health impacts (How will your proposal impact on the general health of the population of Torbay)		There is no differential impact
	10	Cumulative Council Impact (proposed changes elsewhere which might worsen the impacts identified above)	None	
Page 115	11.	Cumulative Community Impacts (proposed changes within the wider community (inc the public sector) which might worsen the impacts identified above)	None	



Paignton & Preston Community Seafront Masterplan

October 2022

genda Item S opendix 1



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Comment Final

This document has been prepared and checked in accordance with ISO 9001:2015







1.0 Introduction

Background

The seafront at Paignton and Preston is special. Located in an area with the highest concentration of blue flag beaches in England and boasting a remarkable natural and built environment. Denoted by its UNESCO Global Geopark status, one of only 7 in the UK, and 140 in the world. The area hosts a range of assets -The Dartmouth Steam Railway, Palace Theatre, Paignton Harbour, and a wealth of Victorian architecture. Locals and visitors alike cherish the seafront, comprising Paignton Beach and Preston Sands and public open spaces on Paignton Green, including Eastern Esplanade and Preston Green, including Marine Parade. As well as far-reaching and open views and the beach itself, assets such as the 240m long Paignton Pier, seaside beach huts, large areas of green space with flexibility for large events, the Geoplay area and the pirate themed mini golf, are all much loved.

It is an exciting yet challenging time for Paignton and Preston. The Councils Transformation Strategy for Torbay's Town Centres placed Paignton on the 'critical list' and emphasised urgent action was required to turn around its decline.

Despite a prosperous past, the area suffers from greater levels of deprivation, suffers health wise and on average underperforms economically in comparison to the rest of Devon.

The Torbay Transformation Strategy and Torbay's Economic Recovery Plan identify the need for more people living and working in the town centre and improved connections between the town centre, seafront and harbour. Local Plan Policy SDP1 and Paignton Neighbourhood Plan suggests improvements should re-capture the appeal of the 19th century 'garden suburb, improving public realm and green spaces and greening the streets and buildings that connect them.

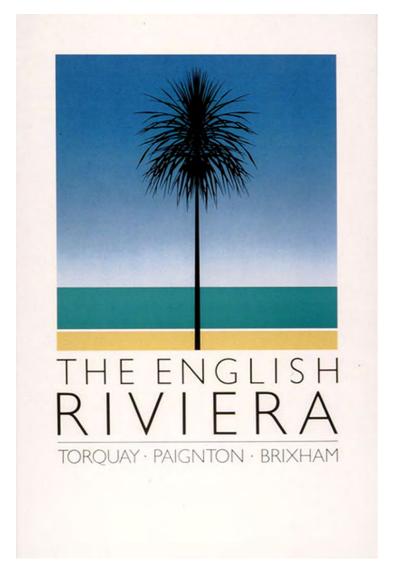
Torbay Council and its partners have a clear vision for the future of the town and several regeneration and enhancement projects are already underway, including redevelopment and enhancement projects in and around Torbay High Street, Crossways, The Victoria Centre and Parkfield. The £13.36m Future High Streets fund that was secured in 2020 provides a fantastic opportunity to kickstart this regeneration.

These projects all seek to improve health and wellbeing, civic pride, economic prosperity, recreation, social equity, active travel, footfall and dwell time and stimulate wider regeneration.

A significant part of this transformation will be improvements to seafront open spaces and improved infrastructure, including coastal defence. Neighbourhoods like Paignton and Preston face different challenges to their urban counterparts inland. It has been predicted that due to climate change sea levels will rise in Torbay by over one metre. In the next 100 years the frequency and impact of water coming over the top of the sea walls will increase, resulting in more infrastructure and properties being affected by flooding. On top of that, more intense rainfall will increase the risk of localised flooding and erosion. Assessment of the current sea defences concluded that they will only provide protection for another ten years. Storm Emma in 2018 demonstrated the impacts of extreme storm events, up to 90 residential and 120 commercial properties were places at risk, and this is set to rise. In 2019 Torbay Council declared a climate emergency and tackling climate change is outlined in the Community and Corporate Plan (2019 to 2023).

Seafronts like Paignton and Preston have also suffered over the years from a lack of investment. This, coupled with a seafront that is often dominated by private cars and degraded due to weathering the storms of an extreme coastal climate, make the need for positive transformation even greater.

It is in this context that £3.142 million was secured from the Environment Agency (EA) for new coastal flood defence (subject to agreement, this will increase to £3.98 million). The project is also being funded by Section 106 funding and Future High Streets funding. This brings the funding hopefully secured to a total of £4.6 million. This investment will protect 350 buildings (including 88 residential properties and 122 commercial properties) as well as deliver multiple wider benefits; notably ensuring that Paignton can continue to operate as a key leisure and business visitor destination during and after storm events.







1980's 2020 2022

This level of investment, coupled with major changes in patterns of life and activity are likely to turnaround the fortunes of areas like Paignton and Preston. An appreciation of the seaside, our cultural and historic heritage, places to socialise, sit and walk, clean air and access to green and blue spaces is set to continue to rise.

This could be the beginning of a very different age for our seaside towns, with people, place and environment at the heart of everything we do.

At the heart of this change is the need to put local people at the centre of decision-making. Lessons have been learnt from a previous design and consultation exercise back in 2020/21.

At this stage, an engineering-led solution for flood defence with limited public input was developed and perhaps not surprisingly, it was poorly received by the wider community. Torbay Council decided that a major re-set was required and put the project temporarily on hold. In early 2022 they commissioned LDA Design, a Landscape Architecture and Masterplanning studio with extensive coastal defence and engagement experience to lead a more holistic re-design.

Comprising not only the flood defence proposals but also a wider review and proposals relating to seafront public spaces in the context of community need and wider regeneration objectives.

Several key objectives were developed forming part of this brief and were as follows:

- Protect and improve the precious open spaces along the seafront.
- Create a happy, healthy, and vibrant place, and
- Celebrate the special qualities of our seafront areas.

This report charts that design and engagement process, culminating in a community-led Seafront Masterplan that now has overwhelming public support.

It presents a bold vision to deliver long term transformational change, acknowledging it is likely to need additional funding to the monies already identified and will need to be a phased process.

This level of ambition, alongside major investment and changes in patterns of life and activity are likely to turnaround the fortunes of areas like Paignton and Preston.

An appreciation of the seaside, our cultural and historic heritage, places to socialise, sit and walk, clean air and access to green and blue spaces is set to continue to rise. This could be the beginning of a very different age for our seaside towns, with people, place and environment at the heart of everything we do.

Project Scope

The Seafront Masterplan for Paignton and Preston has evolved as part of a genuine co-design process. This has comprised three distinct stages:

Stage 01 – Understanding the Existing Situation (Baseline Analysis)

Starting off with a listening exercise to understand the existing issues and opportunities for the seafront.

Stage 02 – Overarching Vision, Principles and Concept Design

Collectively developing a vision, agreeing principles and exploring concept design options.

Stage 03 – Final Seafront Masterplan

Culminating in a preferred option that has been developed with the community. Clearly setting out proposals for a re-imagined seafront at Paignton and Preston. As well as the opportunity for developing visionary ideas for the whole seafront area, the proposals aim to seamlessly integrate the technical requirements of flood defence with placemaking and public realm.

Ensuring interventions are multifunctional and their location, use and appearance is carefully considered.

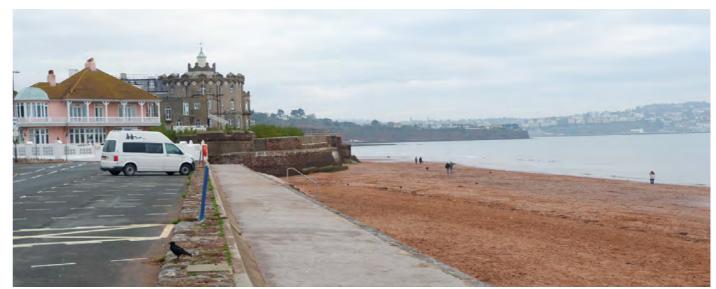
For the avoidance of doubt, LDA Design's scope is for public realm design and master planning only. Proposals relating to the flood defence (such as appropriate heights for protection) are the remit of TDA Engineer's. For clarity, 'public realm' is a term used to describe the space between buildings that is publicly accessible, including streets, squares, esplanades, parks and open spaces.



T O

2.0 Baseline Analysis

The following section provides an assessment of the existing seafronts at Paignton and Preston, including history, flooding, movement, opens space, land use, character and quality. Before commencing the design of the masterplan it is vital that the current situation is understood. These plans were originally put together before the Stage 1 engagement, however feedback from those discussions has fed into the plans on the following pages, with the updated plans shown.

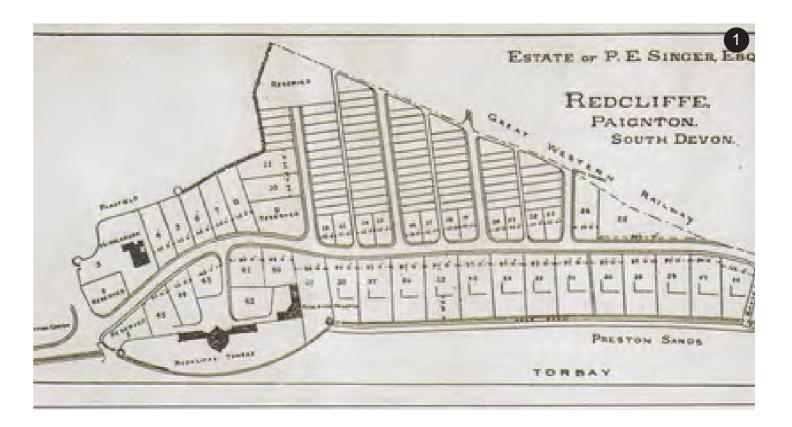


Eastern Esplanade road, Paignton Seafront



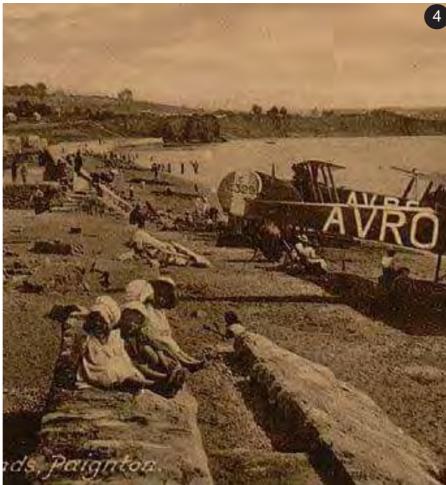
Preston Promenade, Preston Sands

- **1086:** Mentioned in the Domesday Book as Peintone.
- The seafront was originally made up of sand dunes and marshland between the sea and the hills behind.
- Until the 19th Century Paignton was a small fishing and farming village.
- 1837: A new harbour is built.
- 1855/1864: The Redcliffe Hotel is built by Colonel Robert Smith with architectural influences from his time serving in India.
- 1859: The Dartmouth and Torbay Railway was built transforming Paignton into a popular seaside resort, one of the busiest holiday areas within the English Riviera.
- 1877: Redcliffe Estate sold to Paris Singer, after which Marine Drive was laid out and the sea wall along Preston built.
- 1913: Preston Green sold to the local Council, saving Preston seafront from development.
- Aerodrome on Preston Green provides space for the seaplanes that became a visitor attraction on the seafront.
- 1919: Paignton Council buys the remaining land adjacent to the Redcliffe Hotel with the aerodrome to redevelop Preston Green as a pleasure ground.
- **1970's:** Cheap package holidays to Spain signalled more difficult times for the town.











- ¹ The Council steps in to create Preston Green
- ² Arrival space from Sands Road
- ³ Indian design influences on the Devon coastline
- ⁴Taking Preston and Paignton to the skies
- ⁵ Beach-side lounging at high tide
- ⁶ Bustling Preston seafront 1950's
- ⁷ Arrival space from Torbay 1953





2.2 Paignton and Preston Flood Risk



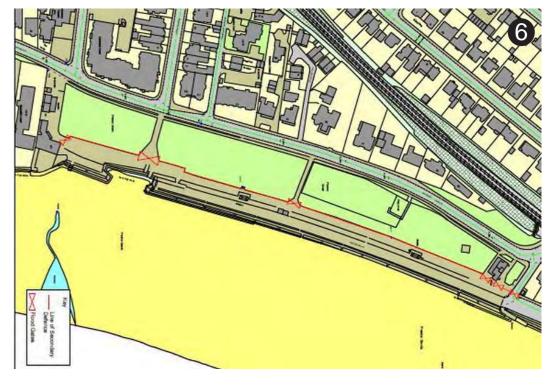


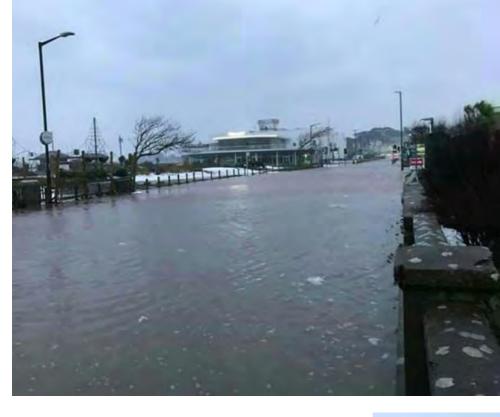




- ¹ Flood simulation study to understand the impact of flooding(50 years) for Paignton and Preston seafront
- ² Flooding Present day without the proposed wall Preston Green
- ³ Flooding After 50 years of climate change without a wall
- ⁴ 50 years climate change after the proposed wall is built
- ^{5&6} 2020 Proposals for Paignton and Preston Seafront introducing new sea defence of flood walls.











Photographs indicating flooding experienced following Storm Emma in 2018





2.3 Vehicle Movement

Paignton

General Traffic

General vehicular movement is currently via two one-way systems with traffic entering the seafront via Pier Approach and either turning north or south along Eastern Esplanade. Esplanade Road is two-way with 6 righthand turn pull-ins' allowing access to side roads without holding up southbound traffic.

During the engagement exercise conflicts between pedestrians and vehicles were reported, in particular in the area near the Geoplay park, where children, moving and parked cars intermingle.

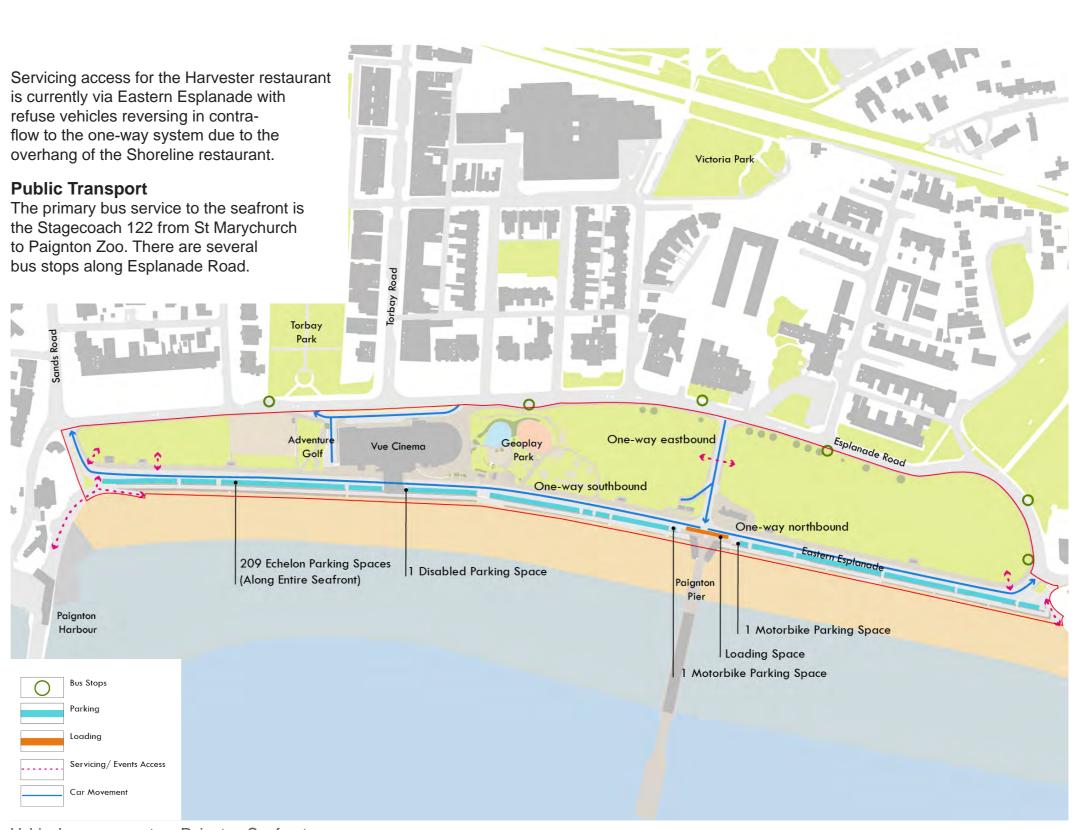
Parking
There are
spaces alo There are currently 209 echelon parking spaces along Eastern Esplanade. Adjacent to Paignton Pier there is a loading bay
and 2 motorbike parking spaces. In front of the Vue cinema there is space for taxi waiting. During busy periods there are often continuous rows of parked cars along Paignton seafront. This creates physical and visual severance, potential conflicts with pedestrians and negative visual and landscape impacts in a sensitive seafront location.

Accessibility

There is one disabled parking space along Eastern Esplanade and ten spaces in front of the Vue cinema.

Events & Maintenance Access

New entrances to the Greens have been built by SWISCo at Pier Approach and the northern and southern ends of Eastern Esplanade. To prevent unauthorised access the Green's have either low railings or new boulders around their outer edges.



Vehicular movement on Paignton Seafront

Preston

General Traffic

General vehicular movement is via Marine Drive, which is two-way up to Manor Road and southbound, one-way from Seaway Road. Marine Parade is two-way with a turning head to the northern end.

Parking

There are 41 'pay to park' parallel parking spaces to Marine Drive. Marine Parade is currently used for informal parking with no delineated spaces.

Accessibility

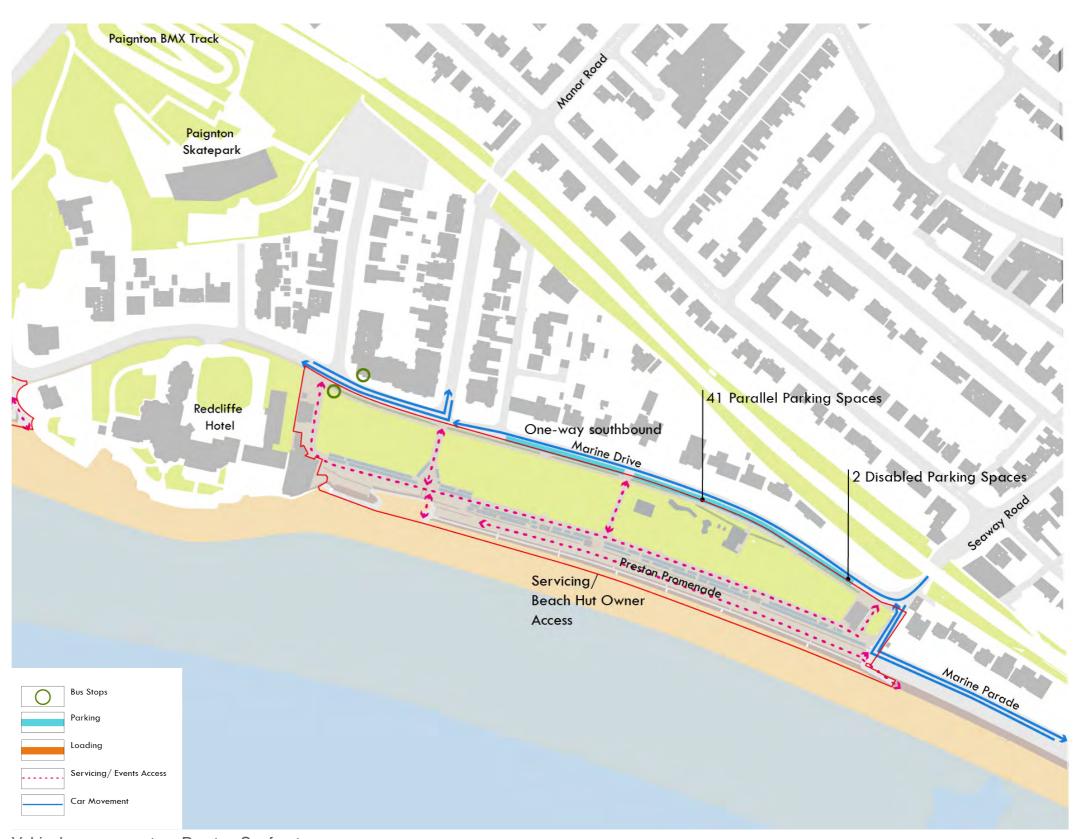
There are two disabled parking spaces to the northern end of Marine Drive.

Maintenance Access

The primary maintenance access to the promenade is via removable bollards at the southern end of Marine Drive and the southern end of Marine Parade. There are removable bollards to the centre of Preston Greens leading to Marine Drive, however it is understood that these are rarely used due to difficulties with the traffic movement.

Public Transport

The primary bus service to the seafront is the Stagecoach 122 from St Marychurch to Paignton Zoo which has a stop on Marine Drive.



Vehicular movement on Preston Seafront

2.4 Pedestrian Movement

Paignton

The South West Coastal Path runs along both Paignton and Preston seafronts.

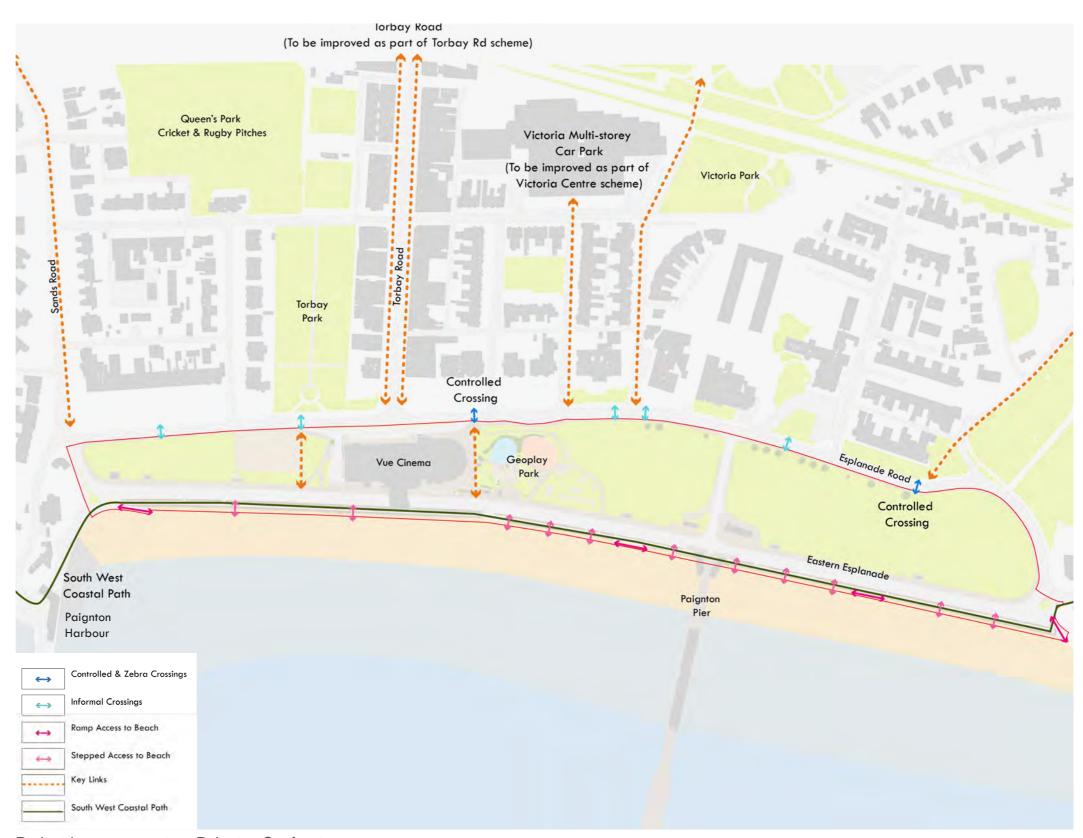
Connectivity

There are several informal crossings along Esplanade Road providing access to the town centre, multi-storey car park and adjacent hotels and businesses. As traffic doesn't need to stop these can be difficult to use during busy periods. At Torbay Road and Lower Polsham Road there are controlled crossings. The connectivity from Torbay Road to the seafront is currently poor with pedestrians being directed along a tight footpath lined with railings to the controlled crossing.

Several of the informal pedestrian crossings only lead to the path adjacent to the Greens which is lined with a low chain railing preventing easy access across the Greens.

Accessibility

Two new pedestrian ramps have been built along the seafront edge to provide better access to the beach. These are located opposite the central and northern Greens with no pedestrian access ramp to the south. There are maintenance access ramps/ slipways to the north and south which can be used by pedestrians however they don't adhere to accessibility guidelines.



Pedestrian movement on Paignton Seafront

Preston

The South West Coastal Path runs along both Paignton and Preston seafronts.

Connectivity

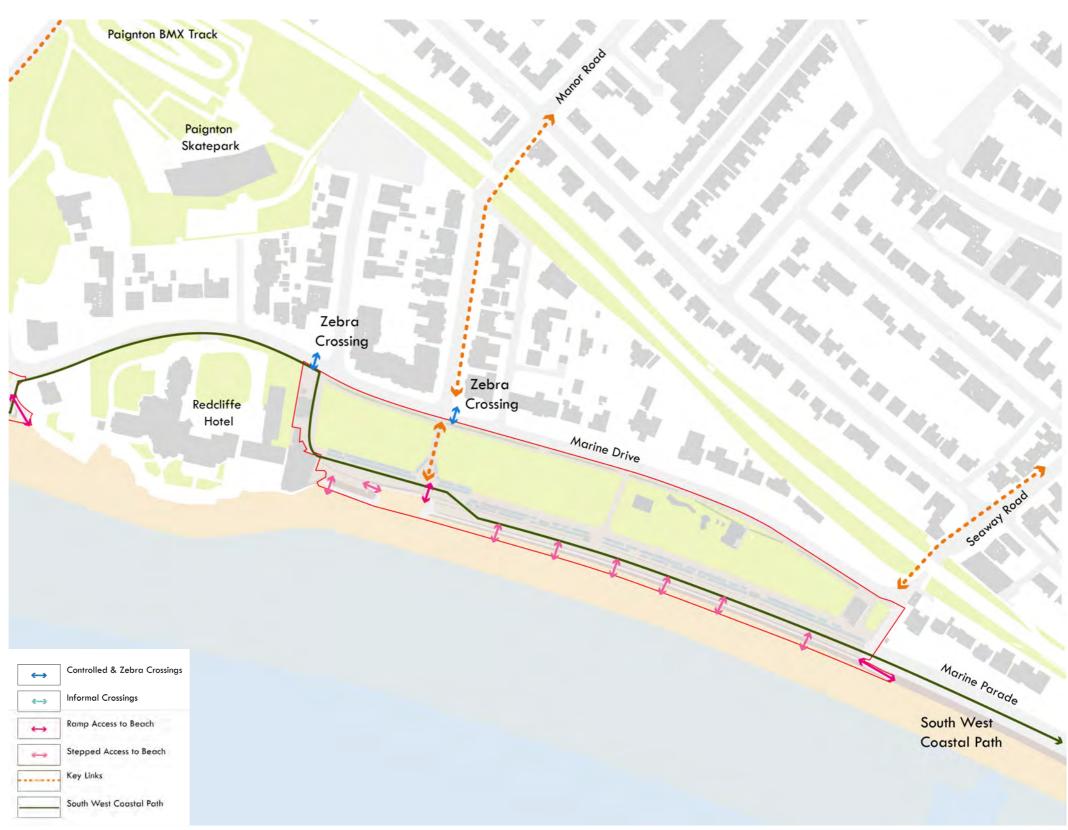
There are two zebra crossings along Marine Drive, these are both located to the southern end to correlate with access along Manor Road and from Colin Road Car Park. There are no crossings to the north of Marine Drive from Seaway Road.

The cycleway to the western edge of Preston Greens is often used by pedestrians causing conflict.

Accessibility

There are no accessible ramps along the seafront with the only ramped access to the beach in the form of maintenance ramps/slipways at the northern and southern ends.

There is poor legibility/ accessibility within the southern portion of the seafront around the existing amphitheatre steps with duplicated walls, and ramps which lead to steps.



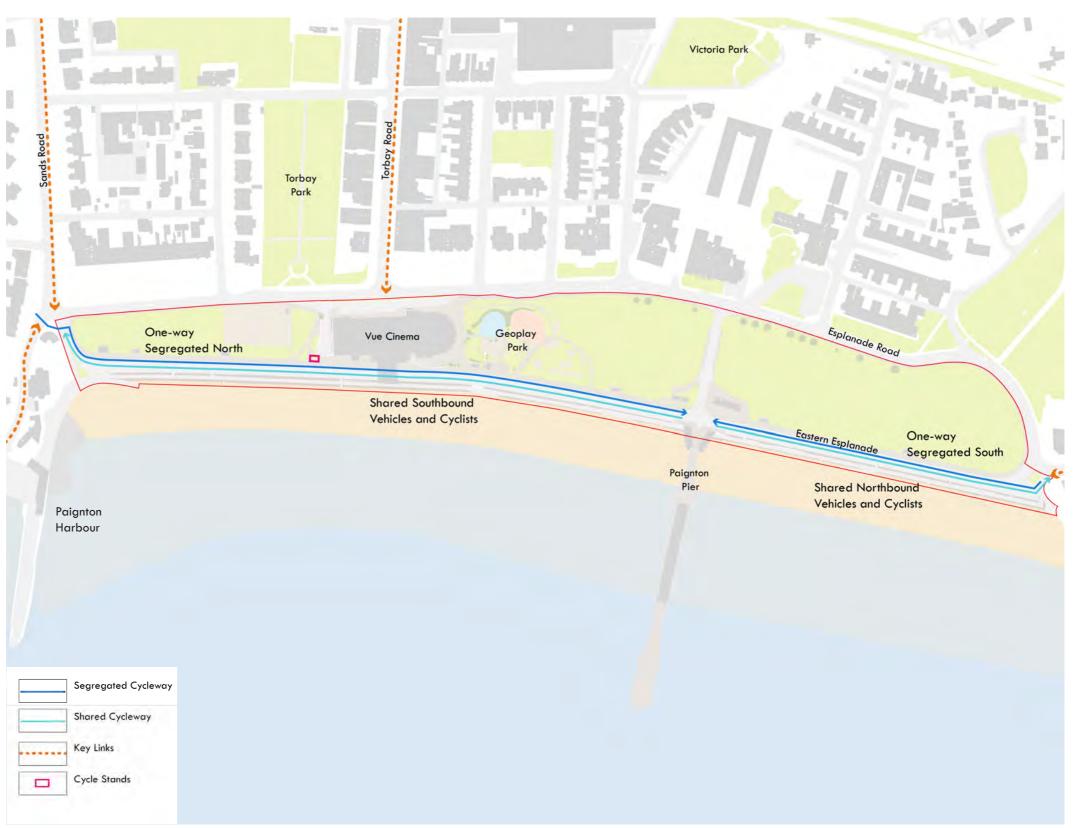
Pedestrian movement on Preston Seafront

2.5 Cycle Movement

Paignton

Cyclists moving along the seafront can currently either use Eastern Road as a road user, however there is no specific delineation. Along Eastern Esplanade the cycle links work with the one system traffic system with contra-flow lanes sitting on the western edge away from the echelon parking.

There is a small number of cycle stands near to the Vue cinema.

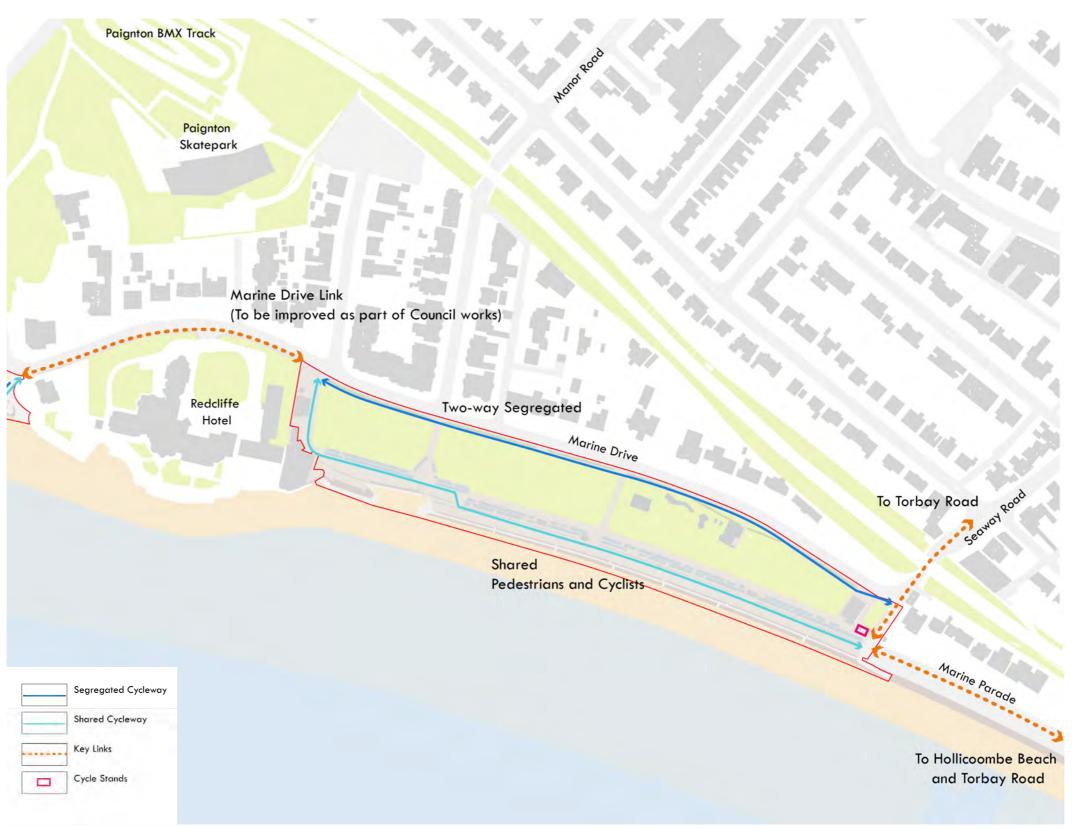


Cyclist movement on Paignton Seafront

Preston

There is a dedicated two-way cycleway to the western edge of Preston Greens which links to the improvement works south along Marine Drive. The cycle link carries on along Marine Parade however the link between the two isn't clear causing cyclists to often cycle along the promenade instead causing conflict with pedestrian and beach hut users.

There is a group of cycle stands adjacent to the old toilet block to the north of the Greens.



Cyclist movement on Preston Seafront

Paignton

Paignton seafront comprises generous areas of open space, including areas of beach and public open space afforded by Paignton South, Central and North Greens. The seafront greens are protected by a covenant prohibiting any form of physical construction (in the form of buildings).

2.6 Open Space and Biodiversity

The Geoplay Park is the only play space on the seafront. It is a popular and cherished resource, comprising play features targeting children aged 5-12 years.

To the west of the Vue cinema is the Pirate's Adventure golf area. This is a pay to play facility, however is a popular attraction with locals and visitors alike.

Surrounding the seafront there are a number of parks and open spaces. Parkfield is a 9-minute walk from the Geoplay Park and has a dedicated skate and BMX park. Victoria Park is a 6-minute walk and provides additional skateboarding and play for older children, alongside tennis courts.

Planting and trees along the seafront is minimal and green space comprises large areas of mown grass, affording flexibility for events, however requiring regular maintenance and providing poor biodiversity.



Open space and Biodiversity on Paignton Seafront

Preston

Preston Green is also blessed with a significant proportion of public open space, comprising areas of green space, promenade and beach. The play area (known locally as Bob's Patch) provides play for a range of ages between 5-12. There is also a publicly accessible mini-basketball court and some exercise equipment located within the fenced area.

Similar to Paignton, planting and trees along the seafront is minimal and green space comprises large areas of mown grass, affording flexibility for events, however requiring regular maintenance and providing poor biodiversity

The seafront is close to the Parkfield skateboard and BMX facilities.



Open space and Biodiversity on Preston Seafront

2.7 Land Use And Activity

Paignton

- Hospitality businesses and hotels are the predominant land use, bordering the open space areas and lying along Esplanade Road to the north
- The Vue Cinema is the dominant building along the seafront, due to the long lease no proposals have been provided for this building within the scope of this project.
- Adventure golf, the cinema, and the Pier are the key leisure uses along the seafront.
- Kiosks comprise year-round and summer season facilities. Permanent kiosks comprise The Proper Coffee Cup and the GeoPark Café.
- Shoreline, Paignton Club, and the Harvester are the only sit-in restaurants directly on the seafront however the Harbour Light further to the south is also a popular draw.



Uses and Activities on Paignton Seafront

Preston

- Residential and hotels are the predominant land uses alongside Marine Drive overlooking the Greens.
- The Redcliffe Hotel is an iconic building between the two seafronts sitting at a high point and enjoying panoramic views of the Bay.
- Food and beverage uses comprise The Boathouse, Sara's Café and a small coffee kiosk located at the entrance to Marine Parade.
- There are a large number of beach huts, there are 325 beach huts along Preston Green and 113 along Marine Parade.



Uses and Activities on Preston Seafront

2.8 Future Development

Proposed development and regeneration projects are outlined below. These evolve all the time; therefore they are accurate at October 2022.

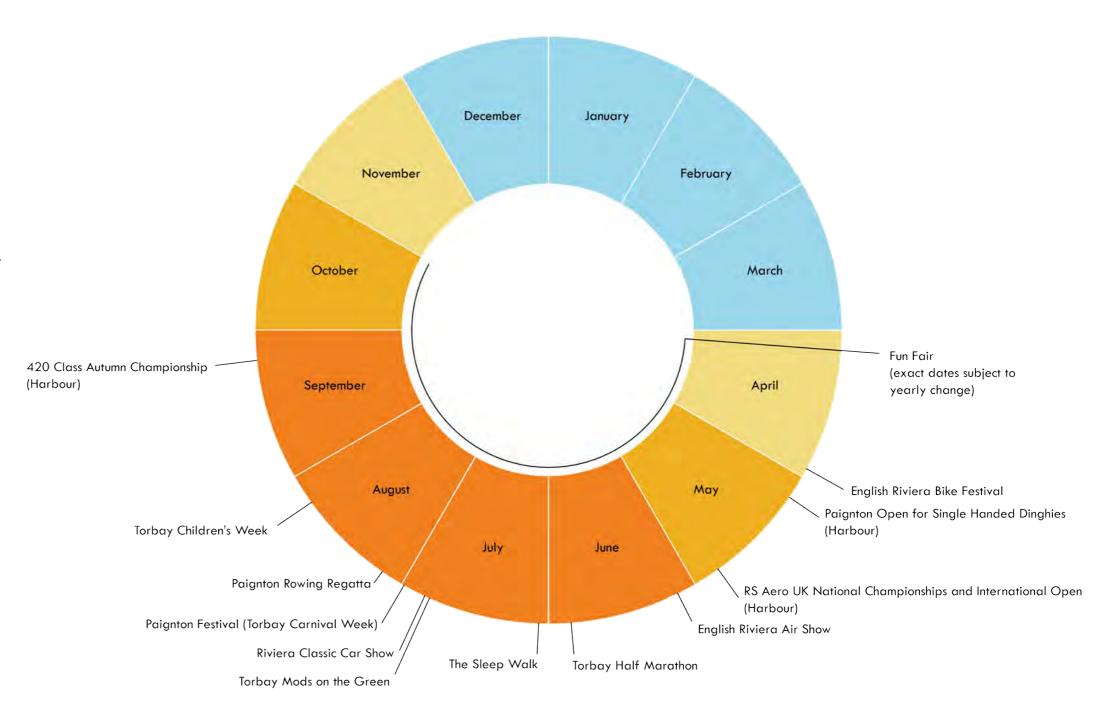
- Torbay Road: Proposals to potentially pedestrianise Torbay Road from Esplanade Road to the area around the rail crossing are due to commence on site in 2023. This will run ahead of the future flood defence works so any changes that impact its relationship with Esplanade Road would need to be assessed in context with the new scheme. During the project, discussions have been held with the designers for this scheme to ensure they are aware of the future aspirations for the seafront and proposals are integrated.
- Victoria Centre: There are plans to re-develop the Victoria centre. This development will have an impact on the parking available within the multi-storey car park. Therefore, any aspirations for the seafront shown in this document should be considered when reviewing plans for the car park.
- Parkfield House: Torbay Council have invited proposals from partners in the Voluntary, Community, and Social Enterprise sector, to take over the running of Parkfield House and grounds on a long-lease basis. Proposals will detail how partners plan to develop the site in a sustainable way, in order to achieve a set of agreed community wellbeing outcomes.
- North Preston Toilet Block: Currently at concept design stage for a new restaurant.
 The flood defence works will need to be considered and integrated, as appropriate.



Future development on the seafronts

2.9 Events Calendar

- Paignton Seafront currently has a busy events schedule between the months of April and September. Most of the large events take place on the Northern Green with the Central Green being used for the Fun Fair. The Southern Green is primarily used for sailing and rowing events. Every Wednesday during the summer is 'Bike Night' when the whole of Eastern Esplanade is closed to normal traffic.
- During the winter months the Green's often require remediation from the summer events.
 There is opportunity to use the promenade for winter events such as a light show.



Events calender for Paignton Seafront (2022)

2.10 Key Strengths And Weaknesses





Weakness: The town centre/ Torbay road are poorly connected to the Seafront.



Strength: The Geoplay park is a much loved family attraction that's looked after by the community.





Weakness: Seafront has weak arrival spaces.



Weakness: Parking along Eastern Esplanade blocks views of the sea from the greens and reduces the safety of the seafront.



Strength: The cherished Beach Huts epitomise Preston Seafront.



Weakness: Shelters in a poor state of repair.



Weakness: Community fear that longer term Preston might lose its identity



Weakness: Existing facilities need to be improved.



Weakness: Poor provision and quantity of seating arrangements along the promenades



Weakness: The lack of biodiversity and mono-use.



228 responses 320/350 took part



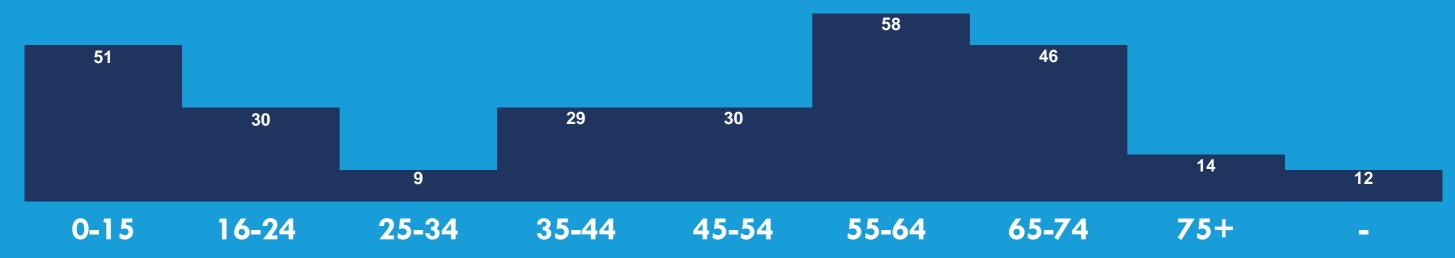
539 views



120 attendees at workshops



Reach of 5632



Respondent Age Ranges

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3.0 Stage 1 Stakeholder and Community Engagement

3.1 Stakeholder Engagement

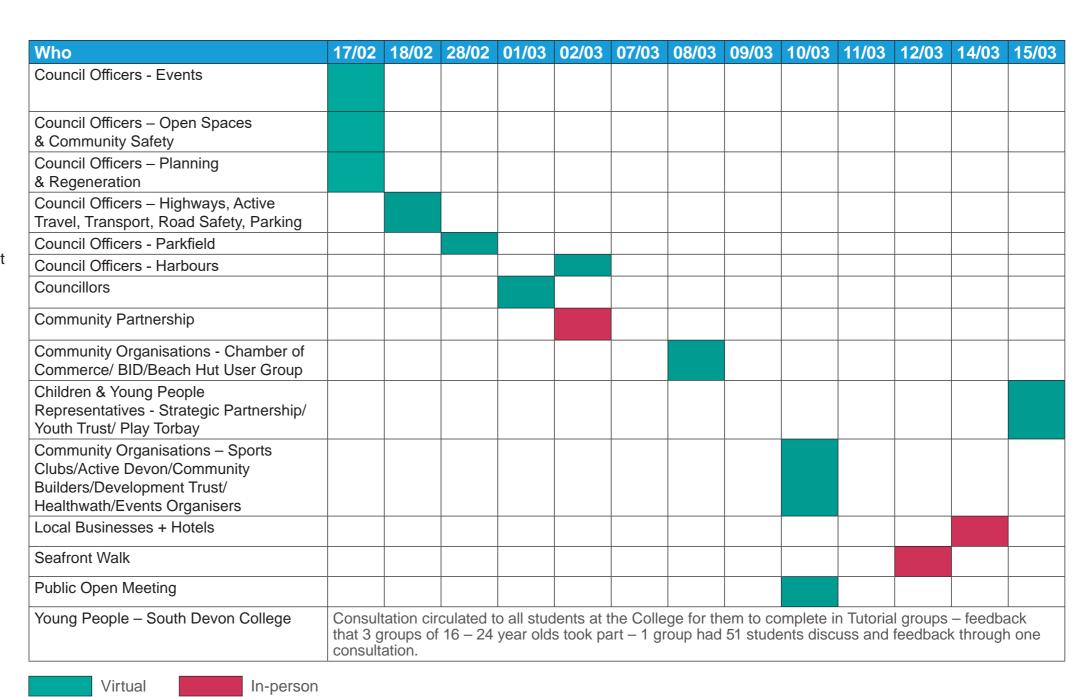
The project Engagement Plan for Stage 1 is included within Appendix B, this sets out the framework for interaction with Torbay Council Officers, Councillors, and Local Interest Groups. Both virtual and in-person workshops were held as fact-finding sessions early-on in the project. All the stakeholders we engaged with are shown opposite.

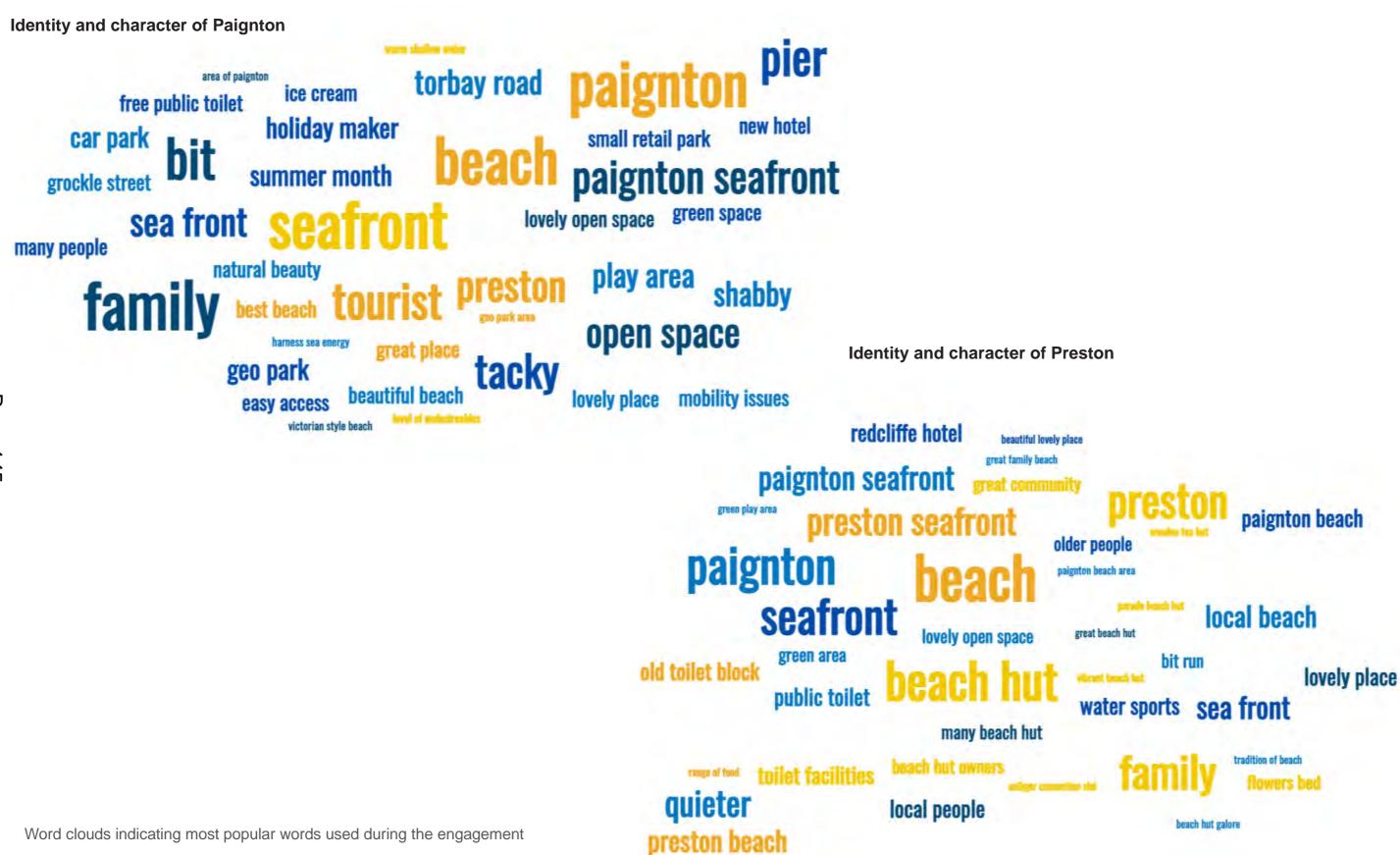
The insights and feedback received at these sessions have fed directly into the development of the proposals. All the meeting minutes from Stage 1 can be found in Appendix A.

3.2 Wider Engagement

Torbay Council's existing webpage for the Flood Defences was used as the base for the wider Public Consultation. At Stage 1 the design team used various methods to engage with the community including:

- In-person meetings,
- Virtual meetings,
- Online questionnaire,
- Property flyers to the residents that live directly on the seafront,
- Online video,
- Social media posts on Torbay Council streams,
- Press release to local news.





As of the 27th March 2022 the engagement had received:

- 539 views of the online video
- 228 responses to the survey (320/350 took park with some being filled out by form groups from South Devon College)
- 120 attendees at workshops
- A reach of 5,632 people over social media

The word clouds on this page were formed from open responses provided to the questions associated with them. The full engagement response can be found in Appendix B.

Word clouds indicating most popular words used during the engagement



We want to protect and enhance the precious open spaces along the seafront, and create a happy, healthy, and vibrant place that celebrates the special qualities of Paignton and Preston.

Paignton and Preston Seafront Vision

4.0 Vision, Principles and Concept Design

4.1 Vision For Paignton And Preston Seafronts

This is a once in a lifetime opportunity to deliver transformational change and secure a long term sustainable future for Paignton and Preston and the people of Torbay. The vision statement opposite was developed following feedback from the community and has been written to guide the seafront masterplan through to delivery.

4.2 Key Matters To Address

The vision and accompanying principles are a response to the community feedback received during the first stage of engagement. This highlighted the following:

- Paignton and Preston are different in use and character and Preston could lose its individuality,
- Vehicular parking compromises the experience of Paignton seafront,
- Pedestrians do not feel completely safe when using the seafront,
- There are conflicts with children and vehicles outside the Geoplay park.
- There is a weak arrival from Paignton town centre to the seafront.
- The seafronts are tired and rundown.
- Public facilities could be improved.
- There are conflicts between pedestrians and cyclists.
- Seafront public spaces and areas for events should be protected, and there is a lack of biodiversity with large expanses of mown grass.

4.3 Overarching Seafront Principles

The emerging design should be underpinned by the following principles, all of which are aimed at providing a multi-functional seafront that responses to the context and insights received in the various Stage 1 engagement sessions:

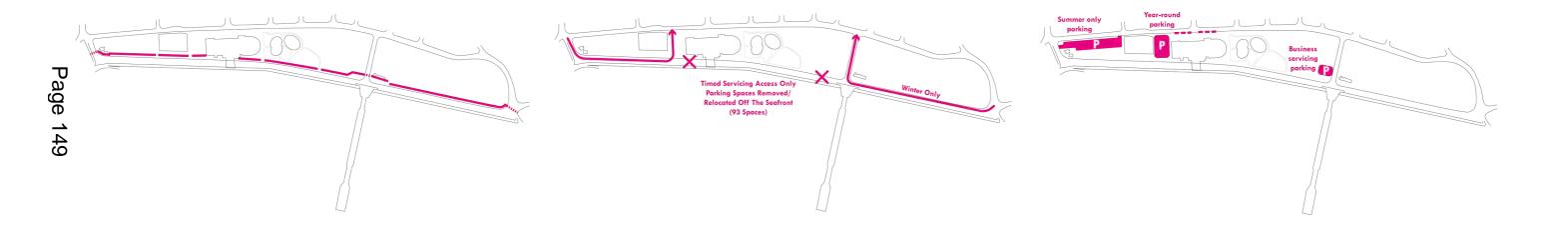
- Put pedestrian movement and safety first
- Ensure the seafront is accessible for all
- Reduce visual impact and severance caused by vehicles on the seafront
- Flood defences should support existing businesses along the seafronts
- Flood defences should support the local character of the seafronts
- The seafront provides space for a range of activities and uses throughout the year
- Views of the sea and beach are retained from the promenade
- Provide space for new planting that supports local flora and fauna

4.4 Paignton Design Options Landward Alignment

Drawing on the principles, '6 big design moves' were developed. To ensure the public were fully informed of all flood defence options and the impact they have on the wider seafront, options were developed for both a landward flood defence alignment and a seaward flood defence alignment.

Detailed flood defence sections were originally developed by Royal Haskoning DHV (RHDHV) for the initial optioneering exercise and have been included in Appendix G. The heights shown for both the landward and seaward options are derived from these Engineering sections.

As a separate design exercise RHDHV also provided technical notes on a recurve wall design option and a beach nourishment option. These are also found within Appendix G.



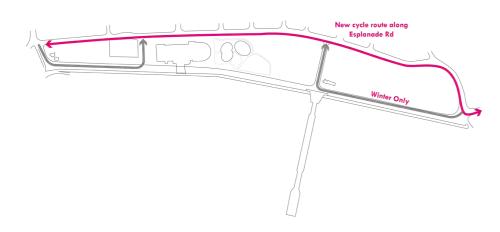
Landward flood defence wall alignment (1.1 to 1.6m high flood defence - 1.2m average)

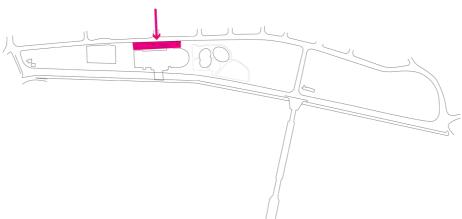
Taking back the seafront for people

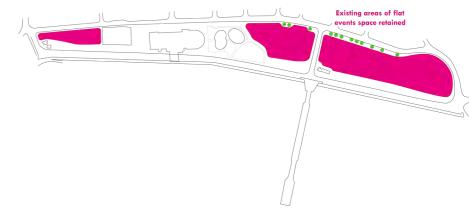
6 Big Moves for Paignton Seafront

Moving parking away from the promenade

- Existing provision: 209 spaces
- Proposed provision (Summer): 184 (-25)
- Proposed provision (Summer, during event on south green): 99 (-110)
- Proposed provision (Winter): 170 (-39)







New cycling route to Esplanade Road

Creating an arrival space from Torbay Road

Future-proofing the events use of the Green's

Sketch Landward Masterplan-Concept Design

The following sketch concept design was developed for the landward flood defence option. The spatial design proposals embed the design principles and feedback from stakeholders and the community.

Put pedestrian movement & safety first

Paignton's seafront should be a place where people feel safe to move freely. The new closed central section of promenade adjacent to the Geoplay Park will provide a safe space for families to cross between the beach and the Green. During the summer the northern section of Eastern Esplanade could also be closed to improve pedestrian priority across a larger section of seafront. → Additional crossings to Esplanade Road have been indicated to improve the access to the seafront from Paignton Town Centre.

A new cycleway to Eastern Esplanade would ensure that there is a safe cycling route along the seafront (to remain open when the seafront is closed during or after a flood event). This route would also take faster moving cyclists away from the promenade, reducing potential cyclist and pedestrian conflict.

Ensure the seafront is accessible for all

Paignton's seafront should be a place that everyone can visit and enjoy, no matter their ability or age. At this stage of design, the plan doesn't show the detail of materials, levels, steps and ramped access points. However, we assume a fully accessible seafront and all developed designs would adhere to British Standard 8300-2:2018 - Design of an accessible and inclusive built environment.

Reduce visual impact and severance caused by vehicles on the seafront

The removal of parking from the central section opens the area to panoramic views across the Bay. This is Torbay's 'raison d'être' and open lines of sight should be preserved wherever possible. If temporary parking to the South Green was implemented, then this would remove the visual impact from the central area, however increase the visual impact of parking to the southern portion of the seafront. This is a trade-off that would need to be considered.

Flood defences should support existing businesses along the seafronts

The design of the flood defences improves the position of the summer kiosks on stilts however does not protect them from flood events. The Vue Cinema building, and Miniature Golf are protected behind the flood defences.

Flood defences should support the local character of the seafronts

The integration of the flood defences with a landward embankment reduces the visual impact of the flood defences and supports the existing character of the Greens. The promenade design would change the character of Eastern Esplanade; however, it would be a positive change from the current tired and run-down seafront. The English Riviera character could be designed into the detailing of the seafront.

The seafront provides space for a range of activities and uses throughout the vear

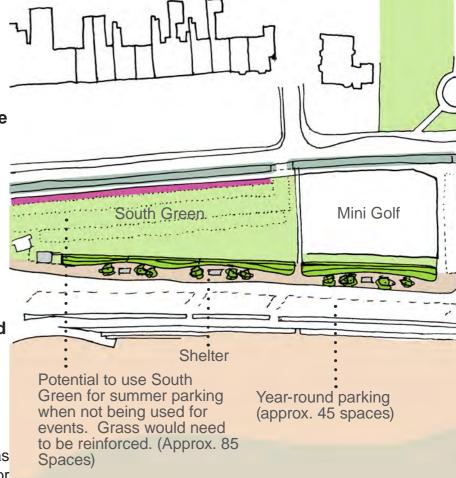
The wider promenade would provide space for additional seating and play opportunities that can be used year-round on the seafront. The closed section of promenade will allow pop-up events to take place on the hard standing during the cooler months when the Greens are being restored.

Views of the sea and beach are retained from the promenade

The landward position of the flood defences retains the existing views across the Bay.

Provide space for new planting that supports local flora and fauna

New planting terraces along the promenade as well as raised planters would provide space for new planting and increased biodiversity along the promenade. There is also potentially an opportunity to have wildflower planting around the outer edges of the Greens.



The proposals would also include the introduction of informal play, lighting columns, litter bins, wayfinding & signage. These are currently not shown on the sketch plan. Option requires flood gates at key vehicular & pedestrian entrances. Also, stepped access will be combined with accessible slopes between upper and lower promenade levels. Exact design of tie-in with existing features will need detailed design. A combination of flood gates and flood boards will likely be required.

Parking:

- Existing parking provision: 209 spaces
- Proposed provision (Summer): 184 (-25)
- Proposed provision (Summer, during event on south green): 99 (-110) Could open up the northern section (71 spaces)
- Proposed provision (Winter): 170 (-39)



Sketch Views

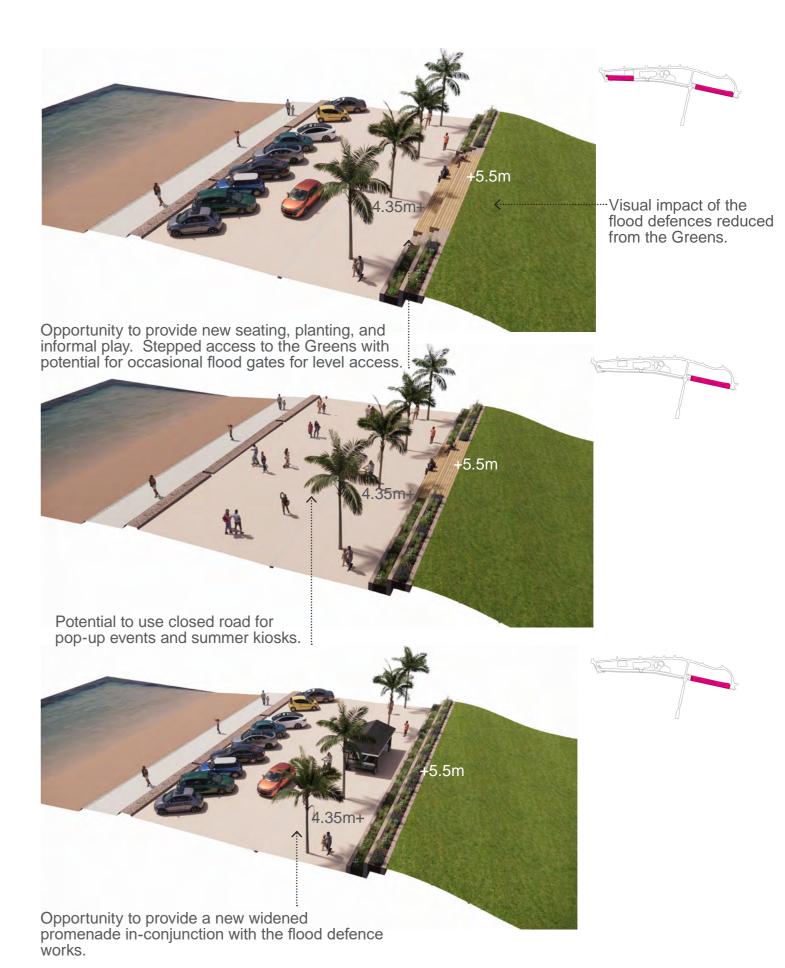
The following axonometric sketch views were produced to provide the general public with a better understanding of the effect of the flood defences at typical areas along the seafront. The areas chosen were, North & South Greens, the central green, and Pier Approach entrance.

The landward flood defence height is shown at +5.5m AOD. This correlates to a defence height of between 1-1.4m above existing footpath levels on average.

Different solutions were explored for the landward defence including, seating terraces, planted terraces, a landward embankment and stepped access. Space for the existing shelters was provided along a wider promenade in front of the flood defences. It is acknowledged that ramps would be required to ensure the Greens are accessible for all.



Existing

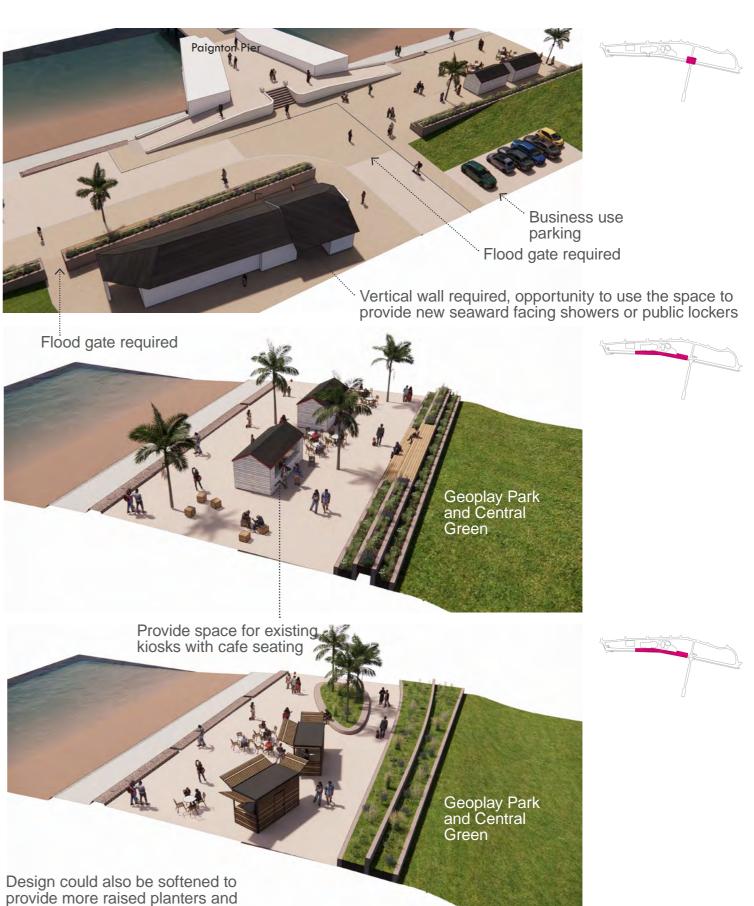


Pier Approach was chosen as a study area due to the varying existing levels creating a higher than standard wall, and the need for a large flood gate to cross the carriageway.

The closed section of promenade was the final study area. The Stage 2 designs showed options for a straight terraced solution and a 'softer' curved solution with central planters. Both solutions indicated the need to reposition the existing kiosks along the promenade. For the avoidance of doubt, the new kiosks shown in the bottom view were intended as buildings for the current kiosk owners, not for additional kiosk provision along the seafront.



Existing

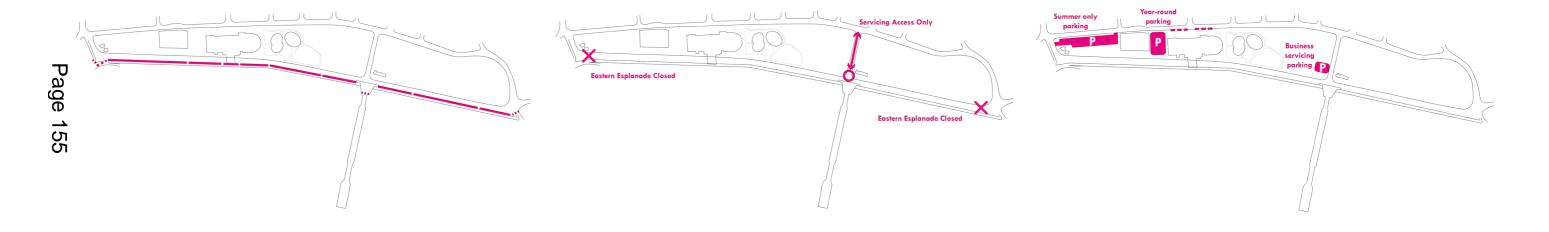


seating edges.

Seaward Alignment

In parallel to the landward and seaward options being developed, the Engineers RHDHV were instructed to provide comment on a recurve seaward wall option. The full set of comments can be provided by TDA. In summary, it was found that whilst a recurve wall could reduce the overall height of the seaward alignment, it would still be at least +2.3m from carriageway level.

Therefore, the overall consensus was that the axonometric studies were still preferred because mitigation would still be required to ensure the seafront wasn't visually cut-off from the beach.



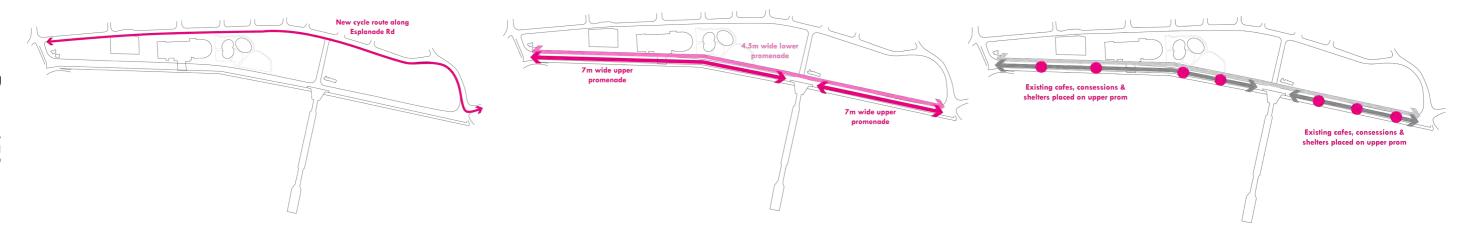
Seaward flood defence wall alignment (2.3 to 3.2m high flood defence - dependant on vertical vs recurve profile)

6 Big Moves for Paignton Seafront

Taking back the seafront for people

Moving parking away from the promenade

- Existing provision: 209 spaces
- Proposed provision (Summer): 140 (-49)
- Proposed provision (Summer, during event on south green): 55 (-154)
- Proposed provision (Winter, south green parking not usable during the winter months): 55 (-154)



New cycling route to Esplanade Road

Improving the pedestrian experience

A promenade that supports existing businesses

Sketch Seaward Masterplan

Put pedestrian movement & safety first

Paignton's seafront should be a place where people feel safe to move freely. The seafront would be completely pedestrianised, rethinking how the seafront currently works. A new upper promenade would be located along the length of the seawall where existing tie-ins allow to mitigate the +2.3-3m high flood wall.

A new cycleway to Eastern Esplanade would ensure that there is a safe cycling route along the seafront (to remain open when the seafront is closed during or after a flood event). This route would also take faster moving cyclists away from the promenade, reducing potential cyclist and pedestrian conflicts.

Ensure the seafront is accessible for all

Paignton's seafront should be a place that everyone can visit and enjoy, no matter their ability or age. At this stage of design, the plan does not show the detail of materials, levels, steps and ramped access points. All developed designs would adhere to British Standard 8300-2:2018 - Design of an accessible and inclusive built environment, however due to the much higher level of the upper promenade this would reduce the accessibility of the seafront overall, due to the increase in the number of and length of ramps required. The requirement for additional steps and ramps would also create negative visual impact, given the extent of blank walls, railings and physical infrastructure likely to be required to support this.

Reduce visual impact and severance caused by vehicles on the seafront
General traffic is removed from the seafront.

Flood defences should support existing businesses along the seafronts

Existing seafront kiosks could be relocated to the upper promenade. As much of their trade comes from people on the beach there is a risk that this would be reduced due to increased distance needing to be travelled for access to the upper promenade from the beach. The Geopark Kiosk would lose it's sea view and would sit behind the promenade if retained in its current location. All businesses apart from the Pier would be protected by the flood defences.

Flood defences should support the local character of the seafronts

The sea wall and upper promenade would dramatically change the character of the seafront when viewed from both the land and sea. The proposals would likely negatively impact the visual appearance of the beach and seafront when viewing Paignton from surrounding areas in Torbay and the sea.

The seafront provides space for a range of activities & uses throughout the year

Pop-up events could take place on the promenade during the cooler months when the Greens are being restored. The design is less flexible for events use than the landward design.

Views of the sea and beach are retained from the promenade

The raised promenade would provide views across the bay and the Greens. However, the lower promenade (existing footway) and seafront properties/areas to the west would no longer have any sea views. This impact would need to be mitigated through planting terraces or sensitive edge treatment.

Provide space for new planting that supports local flora and fauna

New terraces would provide space for new planting and increased biodiversity along the promenade. There is also an opportunity to have butterfly and bee friendly wildflower planting around the outer edges of the Greens, creating an attractive and biodiverse edge and also reducing the maintenance demands of large areas of mown grass.



The proposals would also include the introduction of informal play, lighting columns, litter bins, wayfinding & signage. These are currently not shown on the sketch plan. Option requires flood gates at key vehicular & pedestrian entrances. Also, stepped access will be combined with accessible slopes between upper and lower promenade levels. Exact design of tie-in with existing features will need detailed design. A combination of flood gates and flood boards will likely be required. Emergency vehicle access and servicing access requires detailed design.

Parking:

- Existing provision: 209 spaces
- Proposed provision (Summer): 140 (-49)
- Proposed provision (Summer, during event on south green): 55 (-154)
- Proposed provision (Winter, south green parking not usable during the winter months): 55 (-154)

42



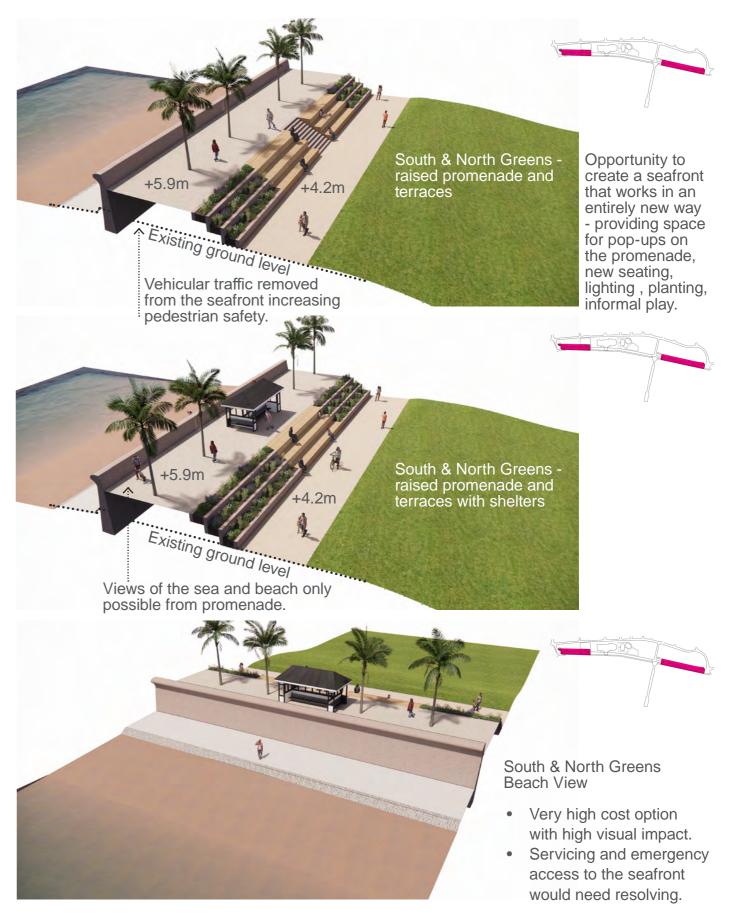
The seaward flood defence height shown was +7.0m AOD. This correlated to a defence height of 3.0m above existing carriageway levels on average.

To mitigate the effect of the 3m high wall a new promenade was shown in front with terraces down to the existing levels.

A 1.1m high primary wall was retained to provide a protected edge. Space for the existing shelters was provided along the upper promenade behind the flood defences. It was acknowledged that additional ramps would be required along the northern and southern sections to ensure the upper promenade is accessible.



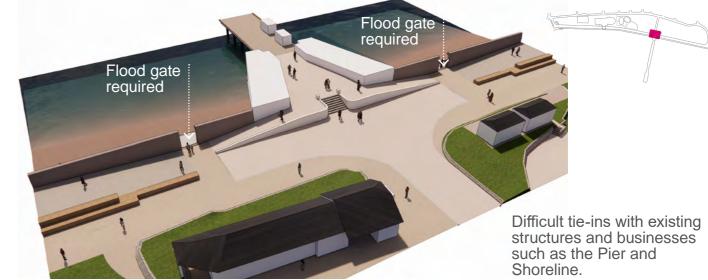
Seaward flood wall - no mitigation



Pier Approach was chosen as a study area to show the effect of the 3.0m high wall when it meets with the Pier buildings. As ramps up to both the Pier and upper promenade are required the view was shown with large flood gates through to the beach with 40m long accessible ramps leading up to the promenade.

Shoreline was also chosen as a study area due to the low height of the existing overhang meaning that a raised promenade wouldn't be able to pass underneath. This view highlighted the potential negative impact of the high wall causing a tunnel effect underneath the building.













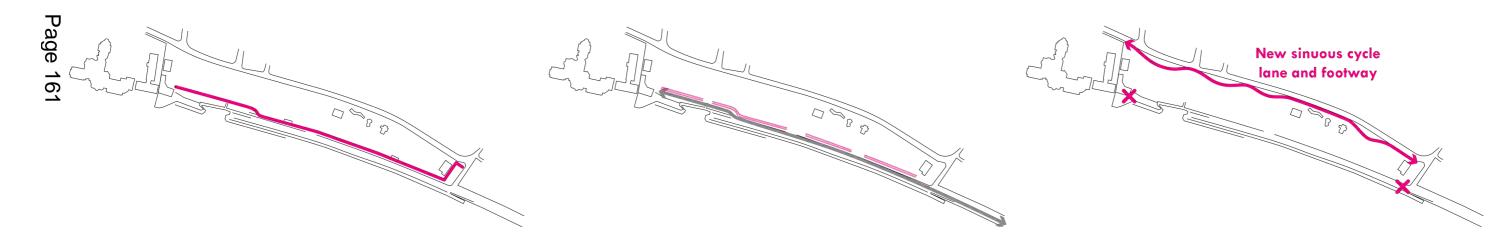
4.5 Preston Design Option

During design development different options for sea defence, including a landward or seaward option, were considered for Preston seafront. A landward (wall option) was explored in response to queries received during the stage one community engagement. This option was discounted early-on for the following reasons:

- A landward flood wall would require substantial redesign of the seafront to get the drainage system to work after a storm event without trapping water.
- The seafront would be entirely flooded for a long period of time after a storm event creating a large area of standing water which could create a health and safety hazard.
- Over time this approach would lead to an overall loss of seafront space as the area is eventually lost to the sea.

 Substantial negative effect on existing businesses along Preston seafront

Therefore, the decision was taken that a seaward alignment, sensitively located in-between the beach huts was the most appropriate for the seafront and was subsequently taken forward for design development during Stage Two.

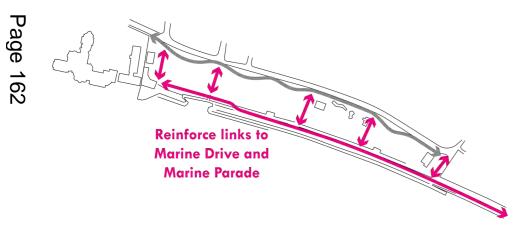


Promenade flood defence alignment

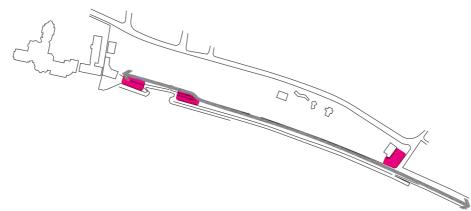
Retaining the cherished beach huts

Taking back the seafront for the people

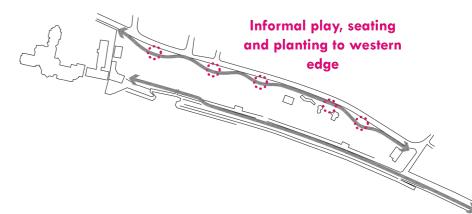
6 Big Moves for Preston Seafront



Improving links to the seafront



Providing spaces that support existing businesses



Introducing new spaces that support the Greens

Sketch Masterplan

Put pedestrian movement & safety first

A new segregated cycleway and footpath to the western edge of Preston Greens removes the conflict between users, creating an improved north/south link.

Ensure the seafront is accessible for all

Preston seafront should be a place that everyone can visit and enjoy, no matter their ability or age. Whilst the plan doesn't show the detail of materials, levels, steps and ramped access, it would be intended that all designs adhere to BS 8300-2:2018 Design of an accessible and inclusive built environment. A new pedestrian access ramp to the beach would ensure the beach is accessible for all.

Flood defences should support existing

Flood defences should support existing businesses along the seafronts

Sara's café could be relocated to the improved amphitheatre space where pedestrians would be coming from the beach to the promenade. This could provide increased spill-out space on the promenade. In this scenario the Café would not be protected by the flood defences.

The northern toilet block could be arranged carefully in the context of flood defence to ensure it is protected. Space for seating and a reformed public realm to the entrance of Marine Parade will improve the relationship of this building with the seafront.

Flood defences should support the local character of the seafronts

The community feel that Preston is the local's beach; and therefore the identity of the area, including the flood defences should seek to retain a slightly different look and feel to Paignton.

All the existing beach huts will be retained in the scheme with the seaward huts still being relocated during the winter. There is the opportunity to clad the wall on the seaward side in natural stone to match the existing sea walls and sensitively integrate the scheme with its surroundings.

The seafront provides space for a range of activities and uses throughout the

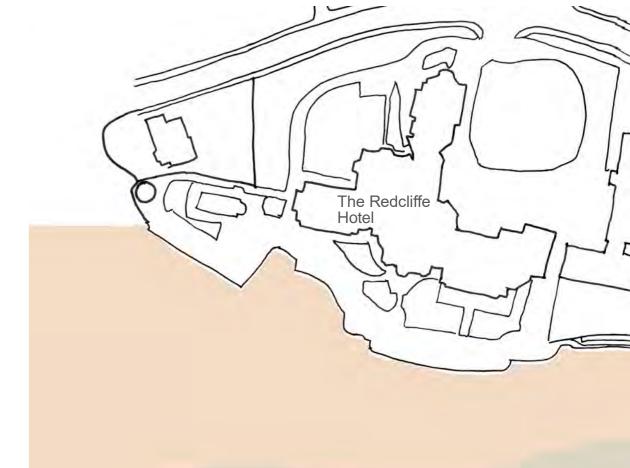
Preston Green is currently used for a variety of local uses. Space for these should be retained whilst also bringing in new opportunities for seating and additional play opportunities. Along the seafront the shelters should be retained either in their current form (refurbished) or as new shelters to ensure the seafront can be used all year-round.

Views of the sea and beach are retained from the promenade

As the flood defences are located between the beach huts there would be no impact on views from the promenade.

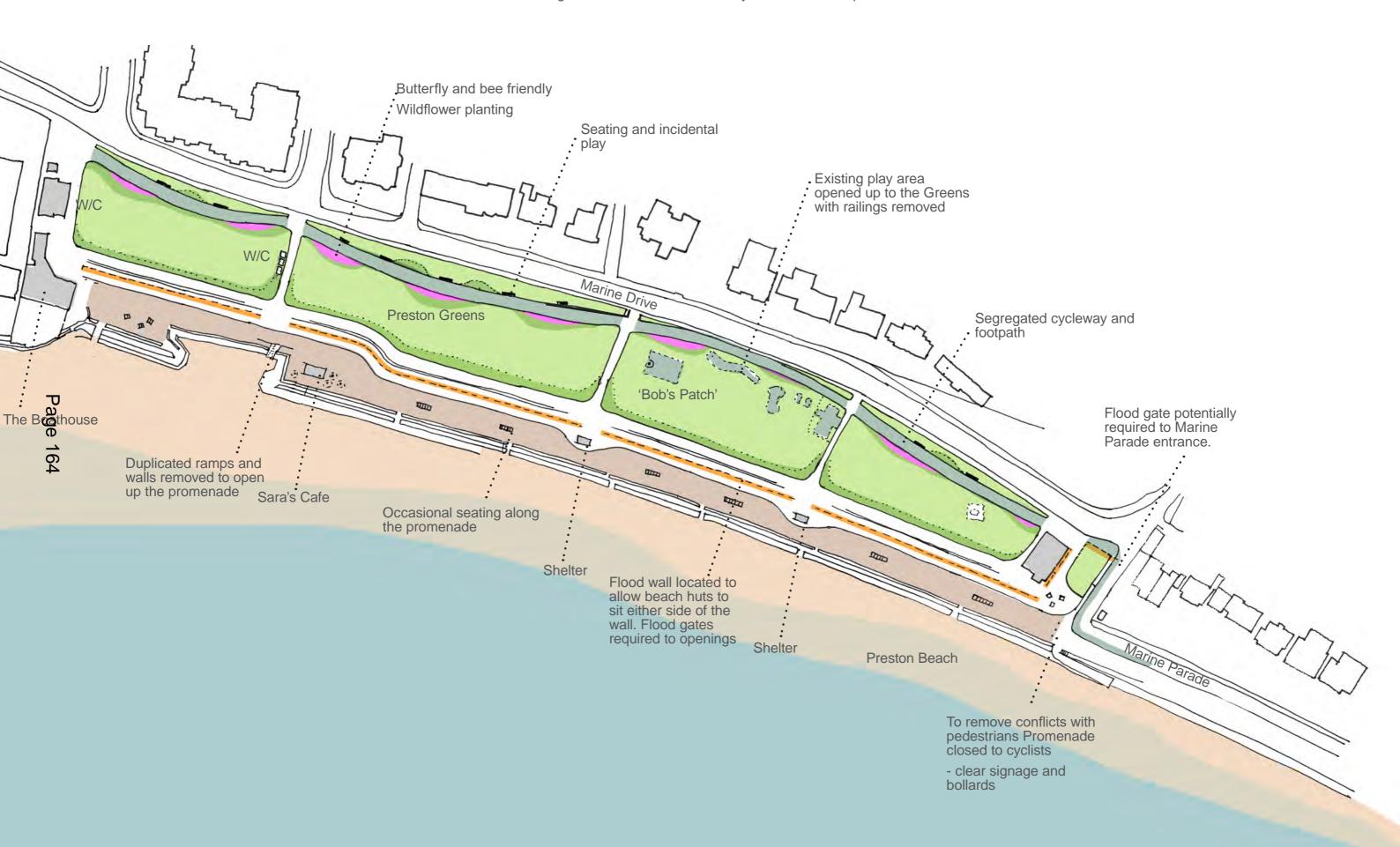
Provide space for new planting that supports local flora and fauna

There is also an opportunity to have butterfly and bee friendly wildflower planting around the outer edges of the Green, creating an attractive and biodiverse edge and also reducing the maintenance demands of large areas of mown grass.



The proposals would also include the introduction of informal play, lighting columns, litter bins, wayfinding & signage. These are currently not shown on the sketch plan. Option requires flood gates at key vehicular & pedestrian entrances. Exact design of tiein with existing features will need detailed design. A combination of flood gates and flood boards will likely be required.

Beach huts currently not shown on plan due to scale and clarity.



Emerging Views

The following axonometric views were produced to provide the public with a better understanding of the effect of the flood defences on the seafront.

The flood defence height shown is +5.9m AOD. This correlates with a defence height of between 1.2 to 1.8m above existing footpath levels (on average). To mitigate the effect of the wall between the beach huts it is proposed that the land is raised to both sides of the flood wall, reducing the height of the wall to 1.4m to either side. The beach huts would be placed on raised plinths either side of the flood wall.

During the winter, the seaward beach huts would be removed to protect them from storm damage. The landward beach huts would remain. There is an opportunity to provide seating attached to the flood wall for use during the winter, this would provide welcome additional seating and potentially reduce the visual impact of the wall.



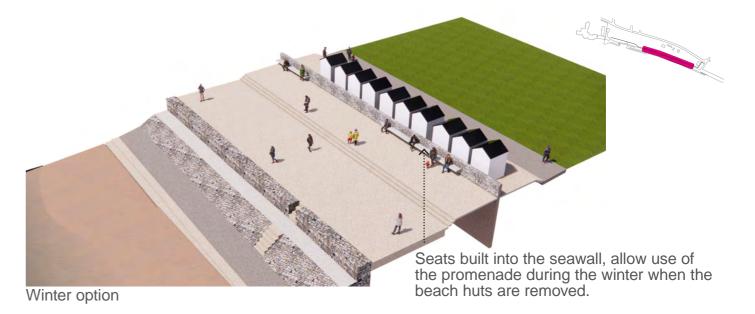
Existing



Alternative summer option



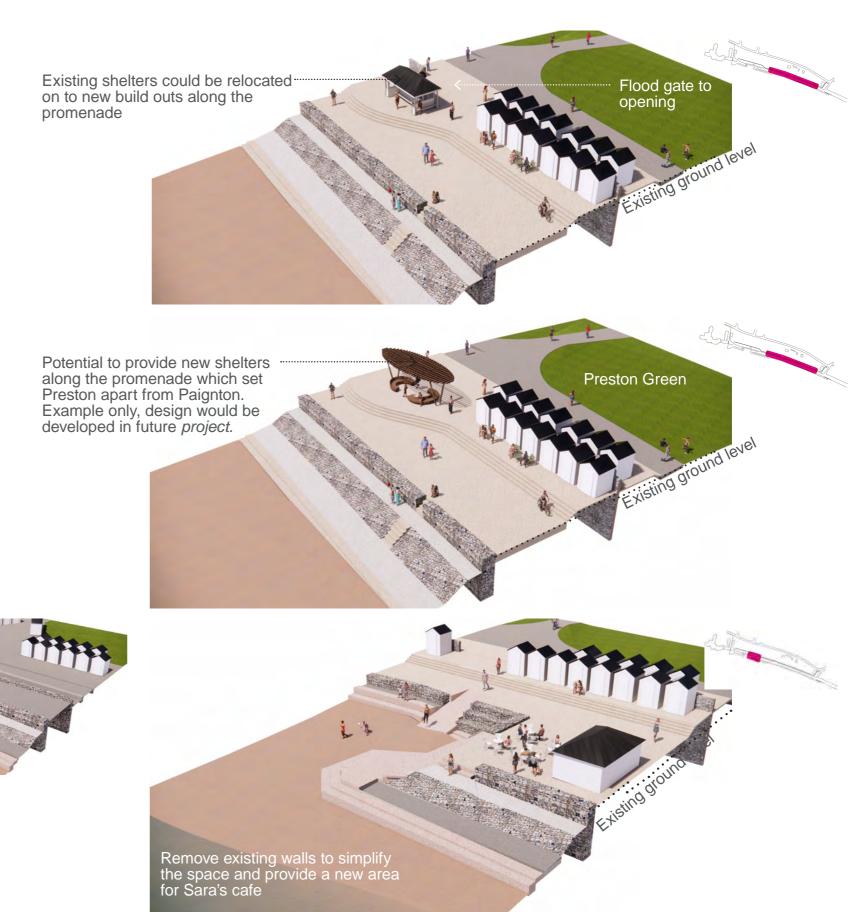




The existing shelters would be placed on buildouts along the raised plinth to simplify the alignment of the flood wall. The existing shelters could be refurbished, or new shelters provided. Ramped access would need to incorporated to ensure that they are available for everyone.

The area surrounding the amphitheatre terraces would be simplified through the removal of duplicate walls and ramps and filling in the levels to create a consistent promenade. The existing slipway would be retained and integrated into the new design.

Existing



Southern Terraces - simplified ramps and steps to create a new space for Sara's cafe







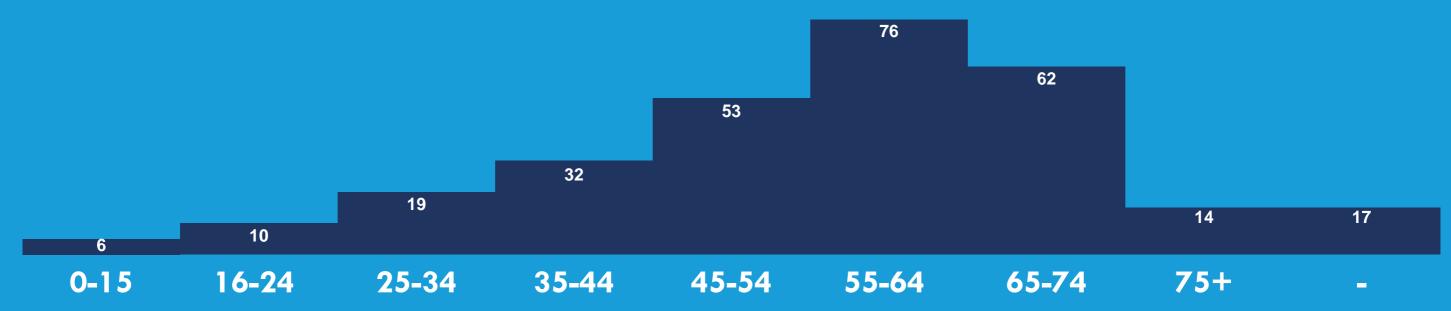
1146 views



426 attendees at workshops



Reach of 7198



5.0 Stage 2 Stakeholder and Community Engagement

5.1 Stakeholder Engagement

The project Engagement Plan for Stage 2 is included within Appendix D, this sets out the framework for interaction with Torbay Council Officers, Councillors, and Local Interest Groups. Both virtual and in-person workshops were held, these were aimed at deciding on the flood defence option for Paignton to take forward and gaining comments on the emerging design of Preston seafront. All the stakeholders we engaged with are shown in the table opposite:

The insights and feedback received at these sessions have fed directly into the development of the proposals. All the meeting minutes from Stage 2 can be found in Appendix C.

5.2 Wider Engagement

Following on from Stage 1, the Torbay Council webpage was updated for the Stage 2 engagement. For Stage 2 the design team used the following methods to engage with the community:

- In-person meetings,
- Virtual meetings,
- Online questionnaires (one for each seafront),
- Online videos (one for each seafront),
- Social media posts on Torbay Council streams,
- Press release to local news.

Who	24/05	25/05	26/05	27/05	04/06	06/06	08/06	09/06	10/06	
Council Officers - Events										
Council Officers – Open Spaces & Community Safety	no show									
Council Officers – Planning & Regeneration										
Council Officers – Parking										
Council Officers - Harbours										
SWISCo SLT - Highways, Open Spaces										
Councillors										
Community Partnership										
Community Organisations - Chamber of Commerce/ BID/Beach Hut User Group/ ERBID Board	Emailed									
Children & Young People Representatives - Strategic Partnership/ Youth Trust/ Play Torbay	Emailed									
Community Organisations – Sports Clubs/ Active Devon/Community Builders/Development Trust/Healthwath/Events Organisers	Emailed									
Local Businesses + Hotels										
Public stand - Airshow										
Public Facebook Live										
Young People – South Devon College & Paignton Academy	Couldn't organise an in-person meeting due to exams but college circulated to students – info sent 25th May									
Adults with learning difficulties		Emailed - Devon Link Up, Hollacombe, MENCAP & asked to go in Adult Social Care Newsletter								
Over 50's Forum	Emailed -	Emailed - Details circulated to their members on 25th May								



As of the 5th June 2022 the engagement had received:

- 1146 views of the online videos
- 453 responses to the surveys
- 426 attendees at workshops
- A reach of 7,198 people over social media

5.3 Key Outcomes

At the end of the Stage 2 engagement period there were several key outcomes to be taken forward into the next stage of design:

Paignton Seafront

- Landward defence alignment to be taken forward as the preferred approach. (Public Feedback)
- Temporary parking on South Green not supported. (Public Feedback)
- Plans need to go further to protect existing businesses and the existing shelters. (Community Partnership & Local Businesses)
- Raised planters within the promenade not supported due to future maintenance issues. (SWISCo & Community Partnership)
- Divided opinion on whether the seafront should be closed to traffic or whether all existing parking should be retained. (Public Feedback)



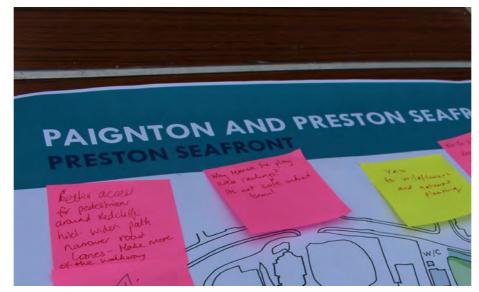








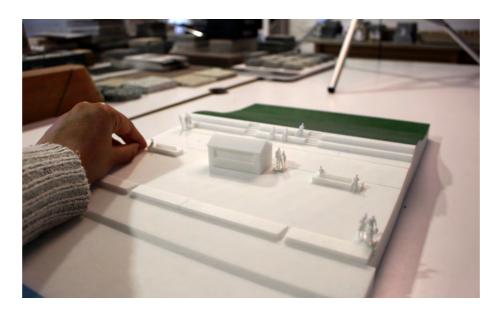


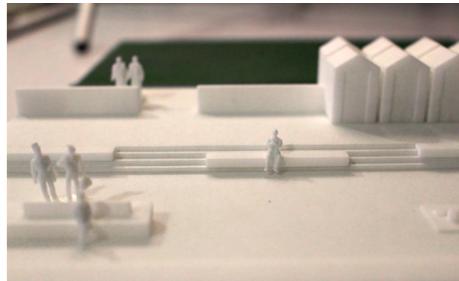
Photo from Air Show engagement day

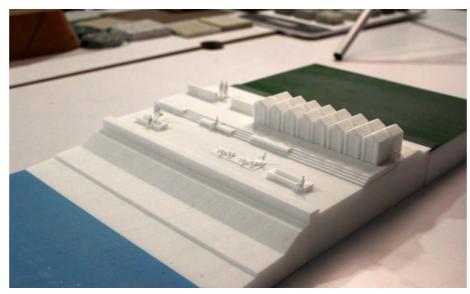
- Idea of a central pedestrianised area largely supported. (Public Feedback)
- New arrival space in front of the Vue cinema supported. (Public Feedback)

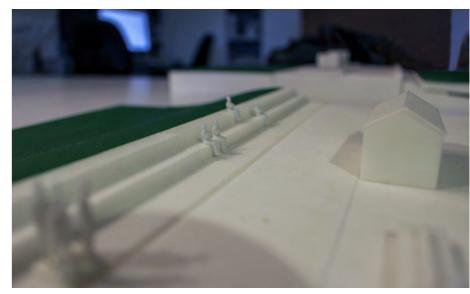
Preston Seafront

- Western footpath and cycleway design to be simplified to ensure Preston Greens overall size is retained and the existing cycleway is reused. (Public Feedback)
- Landward raised plinth needs to be lower to ensure the beach huts can remain yearround whilst also being protected from storm damage. (SWISCo & Harbours)
- Bob's Patch (play area) to remain fenced off to provide a dog free zone. (Beach Hut Association & Public Feedback)
- Consensus that shelters are needed along the seafront, however divided opinion on whether they should be refurbished or replaced with new. (Public Feedback)
- Additional informal play and seating desired to western edge of Preston Greens. (Public Feedback).









A physical model with movable parts was created to help people understand and explore different options for coastal flood defence.



6.0 Final Seafront Masterplan

6.1 Combined Seafront Masterplan

To ensure the masterplan is viewed as a cohesive piece of design, the two plans have been combined to create one singular seafront masterplan for Paignton and Preston, as shown on the plan opposite. The outcomes from the stage 3 engagement have been incorporated into the latest plans and proposals as an iterative process and are expressed on the following pages.

6.2 Paignton Seafront Masterplan

It is envisaged that the following interventions would be implemented as part of the new coastal flood defence works.

Coastal Scheme Delivery (0-4 years)

- Primary flood defence line (+5.5m AOD). Comprising of landform, terraces, and short stretches of natural stone clad wall where flood gates/ boards are required.
- 2. Flood defence gate/ boards.
- 3. Resurfaced lower promenade to northern and southern sections.
- 4. New upper promenade to northern and southern sections with new planting terraces, seating terraces and accessible slopes.
- New showers and beachside lockers provided adjacent to existing toilet block.
- Existing shelters relocated to top of flood defences embankments, ensuring ongoing protection from storm events and panoramic views.
- 7. New bound gravel pedestrian footpaths provided over the Greens following historic path locations. These ensure the Greens are usable for all abilities year-round and increase permeability from Esplanade Road.
- 8. New turning head for disabled and servicing vehicles.
- 11 disabled spaces located at the centre of the seafront providing easy access to the mobility toilet, and nearby seafront amenities.
- 10. Loading spaces.
- 11. Informal pedestrian crossings to seafront access steps and slopes.
- 12. GeoPark Cafe relocated behind the flood defences with space for outdoor seating and year-round access remain open when flood defences are closed.
- 13. Existing 'Proper Coffee Shop' relocated behind the flood defences to allow use year-round.

- 14. Space provided for existing summer kiosks.
- 15.Landward side of flood defences integrated into the Geoplay Park with opportunity for new adventure-filled play set within the 1.2m level change.
- 16. New seating opportunities provided along the length of the closed promenade.
- 17. New cycle parking spaces and facilities (such as repair and e- charging)
- 18. Realigned southern entrance road improving access to The Paignton Club and opening up sightlines of the seafront.
- 19. New vehicular access adjacent to the Adventure Golf to allow central section to be closed.
- 20. Portion of roadway in front of Vue cinema to be closed and accessible parking spaces moved on-street. Space for loading & taxi pick-up/drop-off moved to on-street. Space connects with closure of Torbay Road and provides a new entrance to the seafront.
- 21. Contra-flow cycleways retained to north and south Eastern Esplanade. Lanes resurfaced to provide clear distinction from adjacent carriageway.
 - In order for Eastern Esplanade to be partclosed as shown the road will need to be de-classified as a highway.
 - New lighting columns and festoon lighting along the length of the promenade to ensure it complies with existing best practice and to remove any dark spots.
 - New litter bins, CCTV columns, beach front lockers & outdoor showers also included within the coastal scheme.

Short Term Projects (0-8 years) Projects outside of coastal scheme scope

- 22. Pedestrian priority crossings to Esplanade Road.
- 23. Opportunity for more tree planting to the western edge of the central and northern Greens (using species specifically chosen for local microclimate and the appropriate tree anchoring system)
- 24. New wildflower planting located within the Greens in carefully chosen locations.

Long Term Projects (8-20 years) Projects outside of coastal scheme scope

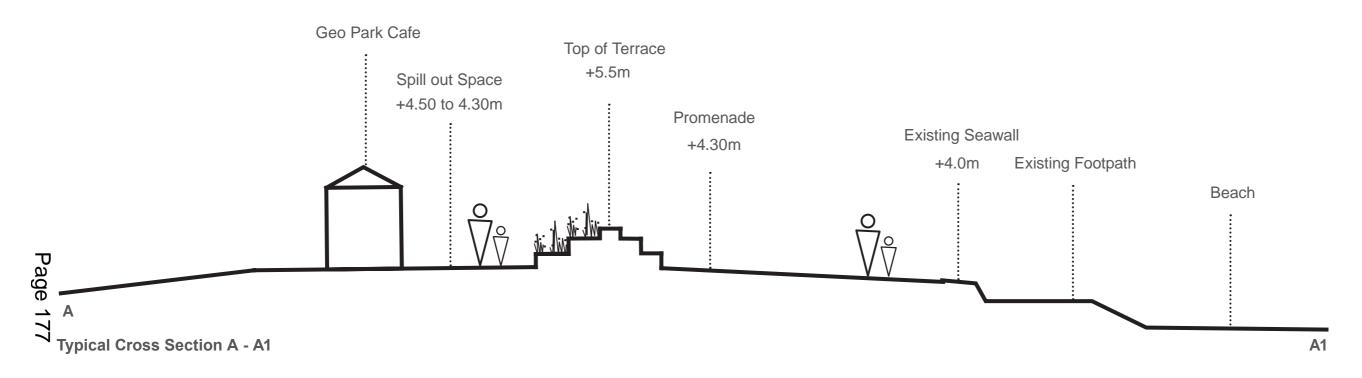
- 25. Future opportunity for the Geoplay Park to be upgraded when the current park's life-span comes to an end. Current location to be retained.
- 26. Two-way cycleway located adjacent to Esplanade Road. This provides a fast cycling route and future proofs the scheme for future active travel needs
- 27. Future opportunity when funding allows to implement a small toilet block near to the southern green to support events and use of this end of the seafront.

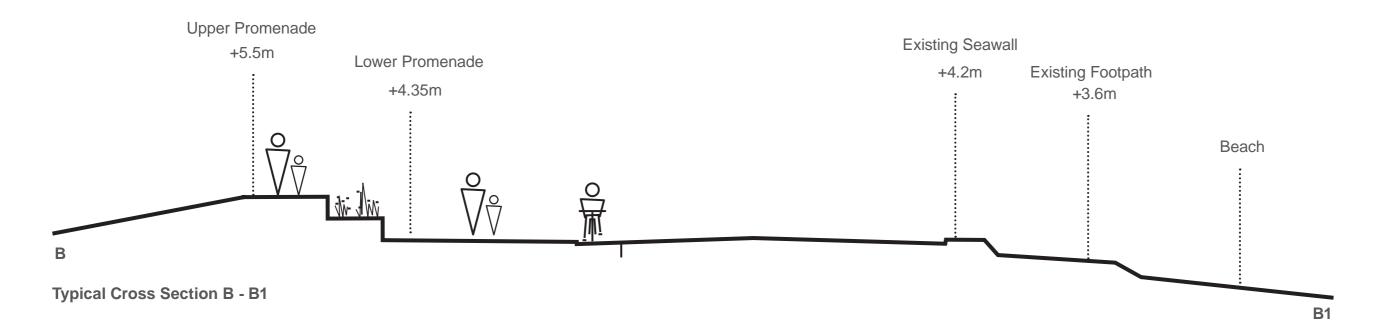


Existing seafront



Seafront Typical Sections
The following typical sections illustrate the relationship between the flood defences and surrounding features.





3D Model Renders

These views are included to provide further information on example accessible slopes and flood gate access points. The views have been taken from the model raw meaning some road markings and details are not present.



Opportunity to integrate flood defences into Geoplay Park edge



Accessible slope to upper promenade leading from Pier Approach



Flood gates required at pedestrian entrances



Accessible slope and pedestrian access path across North Green to upper promenade



Existing (2022)

6.3 Paignton Seafront - Visualisations

Eastern Esplanade (Closed Section)

Paignton seafront will be rejuvenated as the place to visit along the English Riviera. The newly closed central section provides the opportunity for several enhancements that will greatly improve the seafront offer.

- New protected spaces for the GeoPark Cafe and The Proper Coffee Shop.
- Space provided for the summer kiosks that can turn into informal play during the quieter season when the kiosks aren't in place.
- Integration of the defences with the Geoplay Park providing a new 'geological' play edge.
- New seating and lighting along the length of the seafront.
- Flexible use space along the closed section allowing for events to spill on to the promenade.
- Opportunity for new wayfinding and interpretation features along the length of the seafront (subject to separate funding).
- Further features are identified on the masterplan.

Proposed View - Eastern Esplanade by the Geopark looking east towards the Pier





Existing (2022)

Eastern Esplanade (Open Section)

Following feedback received from the first two stages of engagement, whilst the overall masterplan promotes a transition to more active travel, such as walking, cycling and scootering, it is understood that cars are still required for a number of people that use the seafront, such as the elderly. Therefore, the northern and southern sections of the seafront will remain open to traffic. Longer term, when travel habits or technology changes, there is the potential to close these sections to traffic.

- New pedestrian footway located along the top of the embankment, providing panoramic views of the bay.
- The reconditioned shelters will be located along the top of the embankment, protecting them from storm events and allowing year-round use.
- The edge of the embankment will be terraced, providing new colourful planting and seating along the seafront edge.
 There is the opportunity for public art to be integrated into the terraces such as via a poetry trail or sandblasted patterns reflecting local character.

Proposed View - Eastern Esplanade by the North Green looking west



6.4 Preston Seafront Masterplan

It is envisaged that the following interventions would be implemented as part of the new coastal flood defence works.

Coastal Scheme Delivery (0-4 years)

- Primary flood defence wall (+5.9m AOD / 1.2 to 1.8m in height). Seaward side of flood defence wall clad in local natural stone.
- 2. Flood defence gate/ boards
- 3. Resurfaced lower promenade with new public seating.
- 4. New upper promenade with stepped front edge to ensure easy access to beach huts.
- 5. Accessible pedestrian slopes.
- 6. Existing beach huts retained on seaward and landward sides of flood defence wall. Landward beach huts retained in place throughout the year. Seaward beach huts removed over winter as per existing arrangement. Definitive locations to be agreed as detail designs develop in subsequent work stages.
- 7. Spaces along the upper promenade provided for either the existing shelters to be reconditioned and replaced, or for new shelters to be installed following further public consultation.
- 8. Space provided behind flood defences for Sara's cafe on upper promenade, along with cafe seating/ spill out space.
- Edge to Seaway Road/ Marine Parade entrance re-profiled to provide new cycleway link and accessible pedestrian slope.
- 10. New seating to lower promenade
- 11. Existing duplicate walls and ramps removed to simplify amphitheatre space. Existing ramp to beach widened to improve maintenance access.
- 12. New cycle parking adjacent to The Boathouse and northern toilet block.

- New lighting columns and festoon lighting along the length of the promenade to ensure it complies with existing best practice and to remove any dark spots.
- New litter bins, CCTV columns, beach front lockers & outdoor showers also included within the coastal scheme.

Short Term Projects (0-8 years) Projects outside of coastal scheme scope

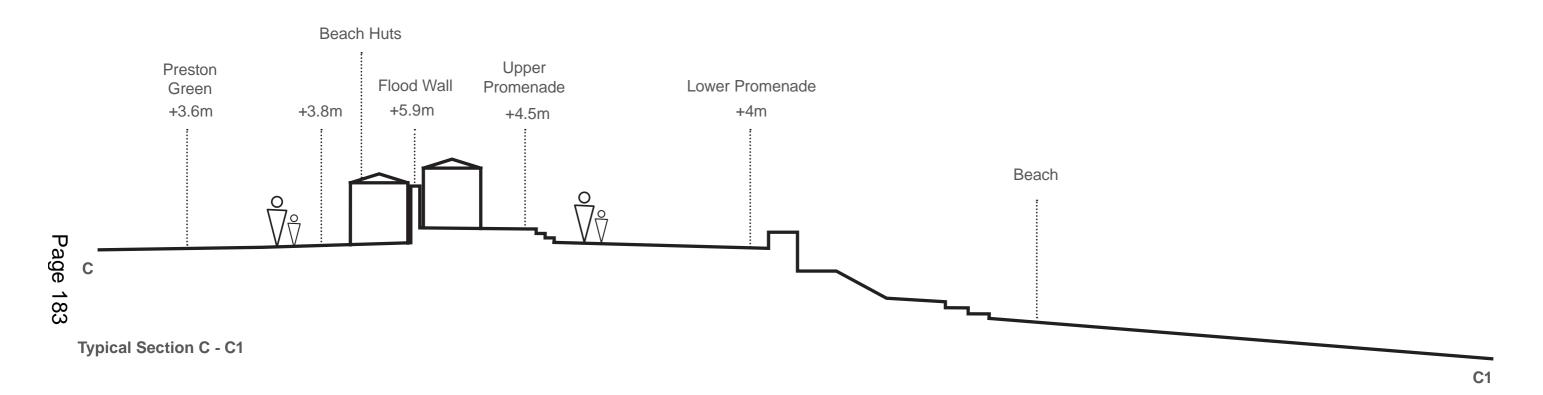
- 13. New accessible slope to beach
- 14. Future development opportunity for existing toilet block (already being progressed). Key features to be picked up by the design of the building are:
 - Continuing the cycleway from Marine Parade to connect with the Preston Greens.
 - Providing adequate cycle parking & potentially lockers for SUP's and kayaks.
 - Integrate flood defences into facade of building.
 - Retain existing number of beach huts.
- 15. Existing Basketball court increased in size by 2-3m all around.
- 16. New exercise equipment located out of children's play zone to allow use by a wider demographic.
- 17. New picnic benches provided within northern green.
- 18. New wildflower planting located within the Greens in carefully chosen locations.
- 19. Southern toilet block and central toilet blocks retained for public use throughout the year. Potential for existing payment access to be reconsidered/ reconfigured in the future.
- 20. Additional pedestrian footpath provided

- adjacent to existing cycleway. New seating and planting zone created in between the two routes.
- 21. New pedestrian crossing to northern end of Marine Drive.
- 22. Disabled parking spaces.
- 23. Marine Parade parking rationalised and introduced along the carriageway. Crossing points put in for South West Coastal Path access. Potential for a further traffic study to be undertaken to provide further improvements to the traffic movement along Marine Parade.
- 24. Turning head reconfigured to provide additional parking space at the northern end of Marine Parade.





Seafront Typical Section
The following typical section illustrates the relationship between the flood defences and surrounding features.



3D Model Renders

These views are included to provide further information on example accessible slopes and flood gate access points. The views have been taken from the model raw meaning some road markings and details are not present.



Initial design for Sara's cafe (not finalised) - further discussions to be had during detailed design to ensure new defences provide (at least) the existing spill out and circulation space.



Flood gates required at pedestrian entrances



Simplified amphitheatre area with beach access slipway



Existing (2022)

6.5 Preston Seafront - Visualisations

Preston Promenade

As indicated by the community Preston will remain the 'Locals Beach' and whilst a holistic approach is taken, its character will be intentionally slightly different to Paignton. The design of the seafront integrates the flood defences into the existing features wherever possible.

- existing features wherever possible.

 The cherished beach huts that provide so much character to the seafront are retained.

 Sara's cafe is protected behind the flood
 - Sara's cafe is protected behind the flood defences with a seating area that spills out in front of the wall. Views are retained.
 - Space is provided along the upper promenade for the existing shelters or new shelters will be re-provided along the seaward edge.
 - Accessible slopes provide access onto the upper promenade at every access point to the seafront from the Green behind.
 - A reconfigured amphitheatre area will provide new seating opportunities and a central focus to the beach.
 - Further features are identified on the masterplan.

Proposed View - Promenade by the looking west towards the Pier





Existing (2022)

Preston Green

Behind the flood defences there's opportunity to improve the access and use of Preston Green through some relatively modest changes. A lot of the feedback mentioned the varied and constant use of the green space, therefore the proposals support, rather than change this.

- New pedestrian footpath is proposed adjacent to the existing cycleway. This will be separated by planting which also allows comfortable seating to be placed along its western edge overlooking the Green.
- Enlarged basketball court is proposed to support its use by local sports clubs.
- Existing fencing surrounding the play area is retained to continue its use as a safe zone for parents and carers.
- Existing exercise equipment is moved out of the fenced area to the northern green to open up its use to more people using the footway/cycleway and increase free space within the fenced zone.
- New picnic tables are provided to the northern Green along its western edge.
- Wildflower planting introduced in small pockets along the seafront to increase biodiversity.

Proposed View - Footpath and cycleway adjacent to Marine Drive looking west



6.6 Frequently Asked Questions

The following information was provided during the final stage of engagement, to ensure there is full transparency on what is being proposed and respond to common areas of interest.

What is the project timeline?

After the consultation on the seafront masterplan has ended the masterplan has ended, the masterplan will be submitted to Cabinet for approval in November When approved the project will move into the detailed design stage ahead of the planning application being submitted. At this stage the drawings will again go out for consultation with the public, local councillors, and stakeholders. The project aims to commence construction towards the end of 2023.

How is the coastal project being funded? With the new designs won't it cost more than originally thought?

The original flood defence project secured £3.142 million from the Environment Agency (EA). The Council have already been able to apply for further funding from the EA to increase this figure to £3.98 million, and they will know whether this has been approved in January/ February 2023. The project is also being funded by Section 106 funding and Future High Streets funding. This brings the funding hopefully secured to a total of £4.6 million. More funding is

likely to be required and a detailed cost exercise is going to be done in October.

Will everything be constructed at the same time, or will it be phased?

Some of the ideas shown on the plans do not fall under the current funding that has already been secured as this is just for flood defences. You can see on the masterplan what won't be supported with the current funding, as they are listed as short term or long-term projects. Torbay Council will be looking to secure additional funding to fund these projects and support the wider seafront.

How do we stay up to date with the latest information going forward?

The Council website will continue to be updated. As we have done for the seafront masterplan project, social media and local newspapers will also be used to keep everyone up to date with the project.

What if we have additional ideas for the seafront?

This isn't the final plan for the seafront. The scheme will move into a detailed design stage where there will still be opportunities to include other appropriate ideas. Please provide any additional ideas using the comment's section on the website or on social media. You can

also contact your Local Councillor or your Local Community Partnership representative who can then get in touch with the Council.

Are there any new concessions being planned?

The plans show the same number of kiosks that already exist along both seafronts. All kiosks have been provided space that suits their current yearly usage, for example - whether or not they are on the seafront all year-round, in which case they're either protected by the flood defences, or are moved during the winter.

How does this support the GeoPark Cafe?

The GeoPark Cafe is roughly in its current location but will be behind the flood defences. A new space has been created with planted terraces, seating terraces and level access behind the flood defences allowing the cafe to be used even if the flood gates are closed. We expect through careful detailed design we can achieve 1 metre high flood defences at this point, below the average seated eye level of 1.1 metres.

How do these plans support active travel along the seafront?

A new two-way cycle lane is shown on Esplanade Road to provide a new fast

route past the seafront and to future proof the carriageway. This will also ensure there is a safe cycling route if the seafront flood barriers ever need to be closed. The existing contra-flow cycle lanes will be retained to the north and south of Eastern Esplanade with shared cycling through the central closed section. The central area has an average width of 8-10 metres allowing plenty of free-space for pedestrians and cyclists.

How will parking be affected?

Parking will be kept on the north and south of the seafront (115 spaces). 16 disabled spaces will be provided, increasing the current provision, which is only one space. Loading space is also shown by the Vue Cinema (both sides), and outside the Pier. This does mean there will be a loss of 93 parking spaces on Paignton seafront.

What are we doing about the public toilet facilities?

All existing public toilets are to be retained. The plans show where potential future toilets could be located.

It is recommended that any new toilets also include new Changing Places toilets to ensure the seafront can continue to be used by all, and to increase the current level of provision.

What will happen to Paignton's shelters?

The shelters along Paignton's seafront will be relocated to the top of the embankment. This will provide panoramic views of the Bay and access during over-topping events.

What happens during a storm event? Will I still be able to access the seafront?

During the worst storm events, or when there is likely to be a lot of over-topping the flood gates will need to be closed. Access to the seaward side of the flood defences will not be allowed due to safety. New paths have been provided behind the flood defences to allow access along the seafront in these scenarios.

Will I still have enough space outside of my beach hut?

We have ensured that there will be the same amount of space outside of the beach huts. The plans show new steps down to the lower promenade on the seaward side and accessible slopes to ensure the beach huts can be accessed by all.

Will this project protect the seafront properties from surface water flooding?

This project is to only protect the seafront from coastal water flooding (high tides and overtopping waves). The Council is working on other separate projects which are looking at the issues of surface water flooding in some of the areas of the seafront.

If the Marine Parade wall is ever breached, serious damage could happen to the South West sewer system which sits below the promenade underneath the beach huts.

The risk of a breach failure is the same for any coastal defence wall and should a breach occur, there is likely to be damage to any critical infrastructure located behind the sea wall. Torbay Council inspect their sea walls on a regular basis and, if damage is identified, repairs are undertaken when funding is available. Torbay Council are not responsible for the critical infrastructure located behind this sea wall. This is the responsibility of the asset owner which, in the case of the sewers, is South West Water. The proposed scheme will have no effect on the existing sea wall or the critical infrastructure located along Marine Parade.

Placing a flood gate to the entrance of Marine Parade will only push volumes of water down our Parade as the water will have no where to go resulting in us being under water?

This question was raised back in April 2021 and we asked Royal Haskoning to respond. It was identified that there is no increased risk

of flooding to properties along Marine Parade as a result of the secondary set back wall.

Who will be responsible for notifying the residents of Marine Parade when the gate is to be closed so our vehicles can be moved?

It is too early in the process to say how this will work. A discussion between the Council, SWISCo and the residents will take place when the flood gates are close to being installed to find the best way forward with this.

2,837 people engaged with over the 3 week consultation







1800 aware

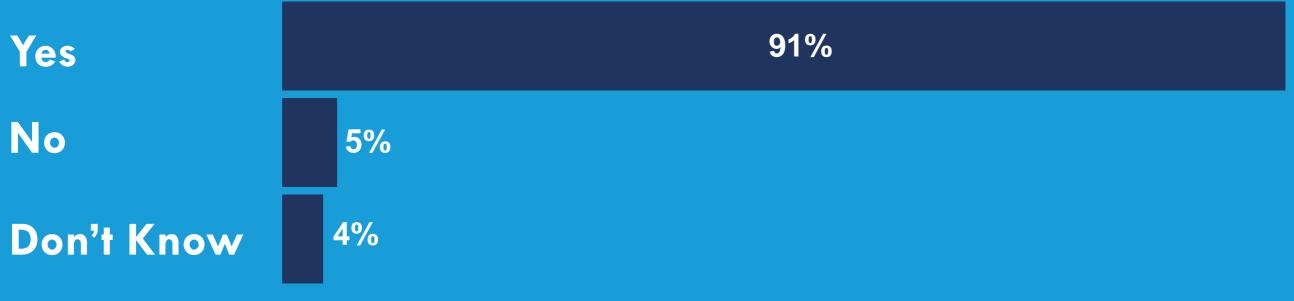


932 informed



105 engaged

Are these plans a positive step forward for Paignton & Preston seafronts?



Percentages include Children's Week in person responses

7.0 Stage 3 Stakeholder and Community Engagement

7.1 Stakeholder Engagement

The project Engagement Plan for Stage 3 is included within Appendix F, this sets out the framework for interaction with Torbay Council Officers, Councillors, and Local Interest Groups. Both virtual and in-person workshops were held, these were aimed at ensuring the designs were readily accessible to people and to provide confirmation that the landward flood defence option shown was supported for detailed design development prior to planning. All the stakeholders that were engaged with are shown opposite.

The insights and feedback received at these sessions have fed directly into the development of the proposals. All the meeting minutes from Stage 2 can be found in Appendix E.

Who	20/08	25/08	30/08	05/09	07/09	08/09
Council Officers - Events	Emailed					
Council Officers – Open Spaces & Community Safety						
Council Officers – Active Travel, Planning & Transport						
Council Officers – Parking						
Council Officers - Harbours						
SWISCo SLT - Highways, Open Spaces	Emailed					
Councillors						
Community Partnership						
Community Organisations - Beach Hut User Group						
ERBID Board						
Children & Young People Representatives - Strategic Partnership/ Youth Trust/ Play Torbay	Emailed					
Community Organisations – Sports Clubs/ Active Devon/Community Builders/Development Trust/Healthwatch/Events Organisers	Emailed					
Local Businesses + Hotels						
Public stand - Children's Week						
Young People – South Devon College & Paignton Academy	Couldn't organise an in-person meeting due to school holidays.					
Adults with learning difficulties	Emailed - Devon Link Up, Hollacombe, MENCAP & asked to go in Adult Social Care Newsletter					
Over 50's Forum	Emailed					

Photograph taken at the engagement event of Paignton & Preston Masterplan Local Business Workshop on 08th September 2022 at Boathouse Marine Drive, Paignton.

7.2 Wider Engagement

Aware

For Stage 3 the design team used the following methods to engage with the community:

- In-person meetings,
- Virtual meetings,
- Online quick poll,
- Social media posts on Torbay Council streams,
- · Press releases to local news.

For the Stage 3 engagement phase 'Engagement HQ' was used to host the online public consultation, this marked a change from the previous stages where the Torbay webpage was used. This platform allowed better analytics, including insight into the amount and depth of engagement the project was receiving. The following describes the three types of visitors the platform recorded:

Aware

A visitor that we consider to be 'aware', has made at least one single visit to the project. The EngagementHQ methodology suggests that a visitor who has not taken any further action, therefore they have not clicked on anything, so are considered to be 'aware' that the project is happening.

Informed

An 'informed' visitor has taken the next step from being 'aware' and clicked on something on the website. It is now considered that the visitor is better 'informed' about the project. Any of the actions below need to be applied for EnagagementHQ to consider the visitor 'informed':

- Viewed a video
- Viewed a photo
- Downloaded a document
- Visited the Key Dates page
- Visited a FAQ list page
- Visited multiple project pages (that means clicking from one project into the next or clicking on pages within the project, for example into a forum discussion).

Engaged

Every visitor that contributes to an interactive tool is considered 'engaged'. This means that the participant performed one or several of the following actions:

- Participated in Quick Polls
- Posted a comment on the guestbook
- Asked Questions

As of the 11th September 2022 the engagement had received:

- 220 responses to the poll
- 1800 people aware of the project
- 932 people informed about the project
- 105 people engaged in discussion about the project
- 781 of the visitors downloaded the PDF of the plans 869 times, with 27 looking at the results from phase 2 and 9 looking at the phase 1 results

7.3 Key Outcomes

Following the Stage 3 consultation period the designs continued to evolve, taking on board comments and consensus.

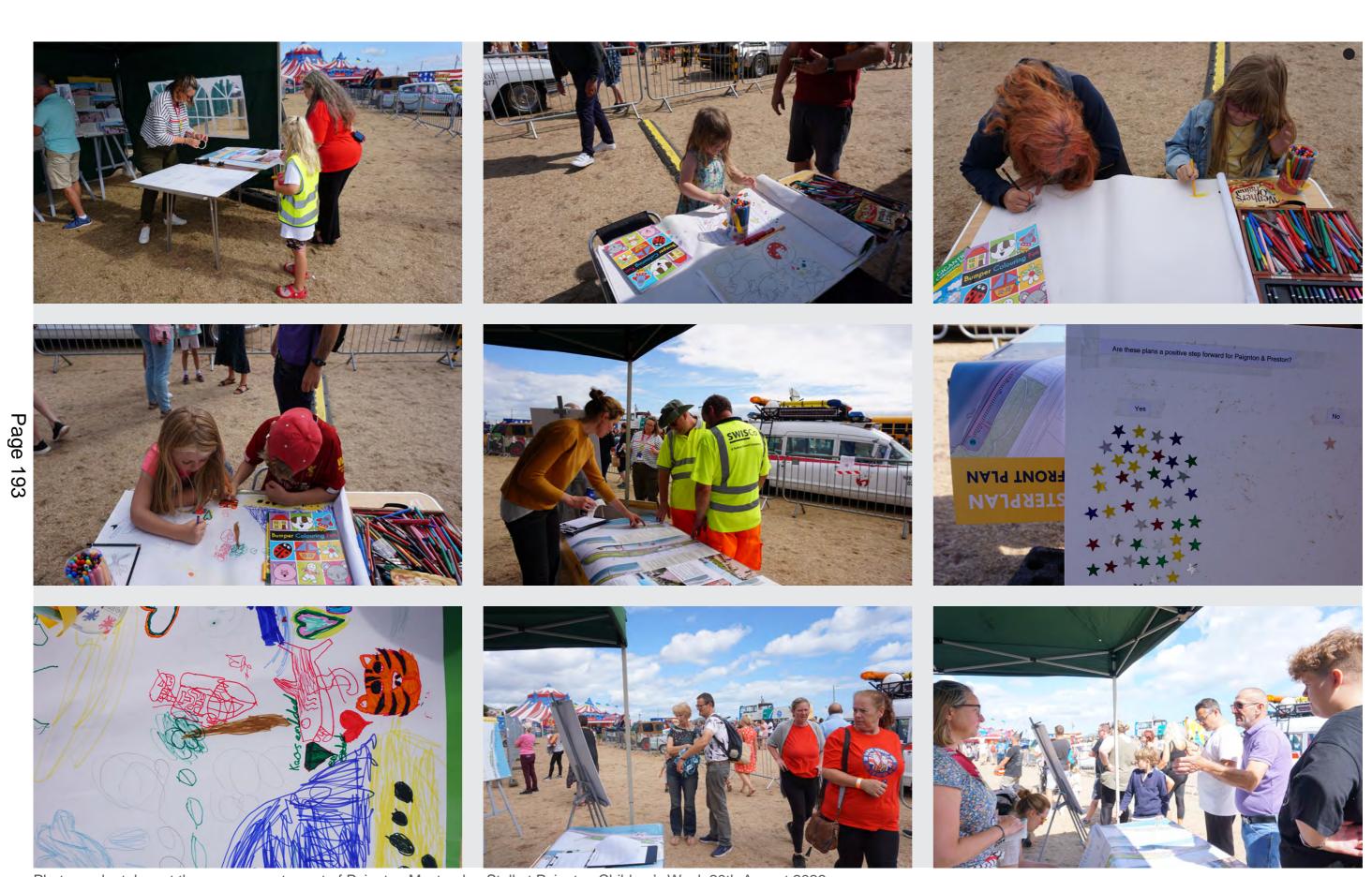
Notable amendments are listed below:

Paignton Seafront

- Kiosks to be relocated closer to key pedestrian entrances to ensure they are clearly visible and easily accessible. (Kiosk Owners).
- Visual showing large format seats to the closed promenade to be updated to ensure there is clear access for large scale events such as the Half Marathon. (Event Organisers)
- Low cycleway kerb to be shown to edge of contra-flow cycleway to increase drivers' awareness and cyclist safety. (Public Feedback)

Preston Seafront

- Location of access ramps to raised plinth to be rationalised to ensure they provide access to the shelters, Sara's café, and the northern toilet block. (Public Feedback & Beach Hut Association).
- Beach huts relocated from between the ramps and the shelters to ensure free access. (Public Feedback).
- Sara's café retained in its existing position with existing outdoor space retained. (Sara's Café owner feedback).
- Basketball court size increased by a couple of metres all around rather than to a full-sized court. (Beach Hut Association and Councillor feedback).



Photographs taken at the engagement event of Paignton Masterplan Stall at Paignton Children's Week 20th August 2022.



Photograph taken at the engagement event of Paignton & Preston Masterplan Local Business Workshop on 08th September 2022 at Boathouse Marine Drive, Paignton.



8.0 Next Steps

8.1 Design Items To Carry Through To The Next Stages Of The Project

Through the design process and engagement exercise several matters were raised that are beyond the scope of the master plan or require detailed design and engagement in subsequent stages. For the avoidance of doubt, and as a record, these are as follows:

- Geopark Café is due to be rebuilt before the commencement of the flood defence scheme. The location and size of the new building will need to be cognisant of future flood defence proposals so an appropriate and integrated solution can be developed.
- The owners of Sara's café have provided additional comments on the plan relating to the size of their outdoor space. As designs progress discussions need to be held to ensure any detailed comments are picked up and the location of the flood walls does not negatively impact their business.
- It is currently unknown whether there
 is a requirement for a flood gate at the
 entrance to Marine Parade due to the
 masterplan moving it closer to Marine Drive.
 Hydrological (flood water and drainage
 water) calculations will be required to
 determine the outcome in this location.
- Further discussions will need to be held with the Architect's working on the northern toilet block redesign on Preston Greens to ensure the design is integrated with the flood defences.

8.2 Cost And Phasing

The Community Seafront Masterplan for Paignton and Preston reflects an ambitious vision to deliver long term transformational change. It aims to protect and enhance what makes the area special and celebrate its rich character and personality, whilst repairing and improving areas that aren't currently working or have become degraded over time.

Delivering the level of transformation proposed requires intense collaboration, creativity, technical rigour and often multi-layered public and private funding. And whilst an integrated approach to public realm and flood defence has been adopted, and enhancements sought, the flood defence grant in aid funding from the Environment Agency (EA) will only go so far to achieving the long-term vision. Additional monies will need to be sought.

The original flood defence project secured £3.142 million from the EA. The Council have already been able to apply for further funding from the EA to increase this figure to £3.98 million, and they will know whether this has been approved in January/ February 2023. The project is also being funded by Section 106 funding and Future High Streets funding. This would bring the funding secured to a total of £4.6 million.

To achieve all the proposals shown, more funding will be required. A cost exercise is currently underway, this will determine the level of additional investment needed.

It is likely that a project of this nature will require central government funding, coupled with ongoing funding received through planning, such as Section 106 and Community Infrastructure Levy (CIL). It may also require partnerships with private sector parties to work alongside Torbay Council.

The Covid-19 pandemic, alongside current economic uncertainty has placed greater pressure on both public and private funding, and there is much uncertainty across the country right now. However, there is also an appetite by the government to invest to secure long-term economic prosperity in places like Paignton and Preston, and there will also be new opportunities arising. For example, there is a new statutory government body called Active Travel England, this body is responsible for promoting walking and cycling and the government has already pledged additional funding for projects of this nature.

Torbay Council will be monitoring funding opportunities as they arise. Organisations like Sport England, Art Council, National Lottery, Historic England, Coastal Communities and Sustrans all typically invest in projects of this nature, as well as local and private organisations, including charitable foundations. It is envisaged that this report and the 'before' and 'after' visuals that share potential of please will be used to aid initial discussions to communicate the long term vision and commitment to change. It is also acknowledged that a phased approach will likely be required. Section 6.0, Illustrative Masterplan highlights proposals that are likely to sit within the flood defence grant in aid funding (including estimated timescale for delivery) and those that are likely to sit outside and are subject to additional funding requirements. Once

the costing exercise is complete, a review of phasing will be carried out. This will review phasing in the context of timescale and also geographic extent and scope.

Flood modelling has shown that the proposed secondary set back defence at Paignton provides the most benefit from coastal flooding to residents, businesses and critical infrastructure. Due to current constraints on funding, it is likely that the scheme will need to be phased and, should this be the case, the works at Paignton will be prioritised.

8.3 What Next?

It is assumed that the following steps will need to be taken in the next nine months to progress the project:

- Cost estimate to be prepared covering the overall seafront masterplan, as well as the coastal defence proposals,
- Confirmation from the Environment Agency in response to the additional monies sought for flood defence,
- Funding and phasing review, including ongoing research, networking and applications to potentially attract multi-layered funding,
- Further technical flood defence and public realm design development,
- Targeted community and stakeholder engagement as required,
- Preparation and submission of a planning application, including consultation with the local community as part of that process, and
- Regular updates on the Torbay Council project website and social media streams.

TORBAY COUNCIL

London

209 – 215 Blackfriars Road London SE1 8NL United Kingdom +44 (0) 20 7467 1470

Bristol

Hanover House Queen Charlotte Street Bristol BS1 4EX United Kingdom +44 (0) 117 203 3628

Cambridge

The Courtyard 17A Sturton Street Cambridge CB1 2SN +44 (0) 1223 949054

Exeter

Kings Wharf The Quay Exeter EX2 4AN United Kingdom +44 (0) 1392 260 430

Glasgow

Sovereign House 158 West Regent Street Glasgow G2 4RL United Kingdom +44 (0) 1412 229 780

Manchester

Unit 209 Ducie House 37 Ducie Street Manchester M1 2JW United Kingdom +44 (0)161 359 5684

Oxford

Worton Rectory Park Oxford OX29 4SX United Kingdom +44 (0) 1865 887050

Peterborough

17 Minster Precincts
Peterborough PE1 1XX
United Kingdom
+44 (0) 1733 310 471

www.lda-design.co.uk

LDA Design Consulting Ltd Registered No: 09312403 17 Minster Precincts, Peterborough PE1 1XX



Paignton & Preston Community Seafront Masterplan

Appendices

October 2022



Appendix A Stage 1 Engagement Minutes

Minutes of Community Organisations Workshop for Paignton & Preston Seafronts Masterplan Confirmation

Held on: 10th March 2022 10:00 - 11:00

At:

Zoom Meeting

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Matthew Dart	MD	•	
Neil Smythe	NS		
Soniya Stephen	SS		LDA
Apologies Name			
•••	••••		
Item			Action

1.0 Introductions (JP & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Open Discussions (MD, NS&KB,JP)

- 2.1 NS- Questions were raised regarding Vue cinema area and what were the restrictions and design constraints that had to be followed?!
- 2.2 NS- Design strategies for protecting the existing green and biodiversity.
- 2.3 KB-Clarified the thoughts on redevelopment for Vue cinema.
- 2.4 KB- Are the car parking facilities sound and feasible?
- 2.5 MD- Preston beach has better moving traffic and parking facilities in comparison with Paignton. Paignton has all year-round car parking. Contributed thoughts on Road closures, Time restrictions ideas, safety of circulation particularly for children between beach and the green area. Vital car parking facility is Victoria car park and there was an issue for camper vans parking on the sea front. Requirement for more Disabled car parking facilities. Crossing facility to be improved between Middle green and North green, with boundary meshes etc. car parking to be improved in the north green.
- 2.6 NS-lessening the traffic along promenade and safety of cyclist and cycle routes.
- 2.7 KB-Does Torbay Road require better connection and improvement on the existing pedestrian conditions?
- 2.8 MD-The pedestrian is in good condition but there is no indication of signage towards the beach and Torbay Road is a business improvement district and funnelling public down the road improves local sales for the existing establishments. More number of signage lookouts should be implemented along with the improvement of the junctions with the flower bed on the medians/islands protected as it faces the issue of public crossing over them due to poor crossing facilities.
- 2.9 KB-Questions raised on the conditions of geo play park and beach huts?
- 2.10 MD-Existing planting on geo pay park needs to be improved and the commercial ride equipment's on the park are ruining the green.
- 2.11 NS-Traditional Rides to be retained.
- 2.12 KB-Questions were raised on management of waste and bin facilities.
- 2.13 MD-Event bins are brought in, and garbage is recycled. Provision for barbeque activity and waste facility to be proposed.

- 2.14 KB- Suggested ideas for single use.
- 2.15 NS-Harbour to south green, seating and shelters need to be improved.
- 2.16 Overall improvement of the North, south and middle green spaces for the activities of fairs events and circus etc.
- 2.17 NS-More toilet facilities to be executed in south green along with the development of Showers and locker services.
- 2.18 MD-Paignton's history needs to be observed and there is general lack of knowledge of the same. Incorporating mediums, displays for showcasing and to better understand the historical timeline and the change over the years is vital. Linking tourism and history
- 2.19 KB-Ideas of historical board walk were welcomed.
- 2.20 Sump pumps on Torbay Road floods from ground below when there is incoming tide, due to claimed marsh lands.
- 2.21 JP-For next phase agenda: Schematic wall options

Minutes of Council Officer Meeting, Harbours

Held on: 1st March 2022 15:00 - 15:30

At:

Teams Meeting

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Rob Parsons	RP	Harbour Master	
Simon Pinder	SP	Torbay Council - Manager of Beaches and	
		Coastline	
Apologies Name			
•••	••••		
Item			Action

1.0 Introductions (JP & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Discussion (SP)

- 2.1 Summer Kiosks sit the wrong side of the flood defences. Very popular when the leases come up but I wouldn't add any more to the seafront due to the future risks of the sea level rises.
- 2.2 Eastern Esplanade is a designated highway previously part-closed during the summer but now open year-round. Parking and road separate the beach and the greens. Beach used to be more popular before the parking was put in.
- 2.3 We should get the publics views on the parking is it safe for children?
- 2.4 No plans on the beach for any development.
- 2.5 Beach levels vary a lot throughout the year. Northern slipway on Preston had a 3ft drop after a storm, a week later the sands levels had returned to normal. The slipway is now regularly checked.
- 2.6 Preston some beach huts could potentially remain behind the flood wall once it's in place. Northern toilet block is identified for development.
- 2.7 Previously showed plans for new beach huts north of the Pier however these weren't supported by the public (they would sit next to the lower prom).
- 2.8 Marine Parade free parking over winter. Don't advise adding it into the project as could open up a can of worms.
- 2.9 Some money available for upgrades on the seafront recently put in new stainless-steel railing along Preston. Potentially more outdoor gym equipment could be provided.
- 2.10 The seafronts used to have two beach friendly wheelchairs available for the public to sue but they were never used.
- 2.11 Never had anyone raise any issues regarding access onto the beaches.
- 2.12 Dingy club use the southern green for events.
- 2.13 RP Keen to make sure the seafront remains aesthetically pleasing. It is the front of house for Paignton and Preston.
- 2.14 SP The construction programme should co-inside with the movement of beach huts if possible.
- 2.15 RP Happy to help with future in-person consultation if useful

Minutes of Council Officer Meeting, Parkfield

Held on: 28th February 2022 16:00

At:

Teams Meeting

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Becky Morgan	BM	Torbay Council	TC
Apologies			
Name			
•••	••••		•••
Item			Action

1.0 Introductions (JP & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Parkfield Building (BM)

- 2.1 Council organising an asset transfer to ensure building is retained for community use.
- 2.2 Awaiting asset transfer to be agreed by Councillors should have been agreed in December.
- 2.3 Likely to have a 12-month programme for invitation of tenders, assessing the business plans and awarding the lease (if the Tenders meet the requirements).
- 2.4 BM to be in role until end of secondment in August.
- 2.5 Tender will be looking for community uses that work towards increasing wellbeing, intergenerational activity, and sustainability.
- 2.6 Potential uses include:
 - Community woodland
 - Apprenticeship programme with in-house accommodation
 - School's accommodation for weekly learning trips
 - Potential to have commercial elements such as summer café.
- 2.7 Parkfield Torbay building not included in the Tender. Only old Parkfield building, gardens, BMX park and skate park included.
- 2.8 Parkfield is a listed building which limits future changes. Currently in need of a lot of upkeep after being left unused for the past few years.
- 2.9 Gardens are currently under the responsibility of the Council to upkeep and ensure the public right of way is kept open for the public to use.

Minutes of Focus Group Meeting, Beach Hut Users

Held on: 9th March 2022 10:00-11:00

At:

Zoom Meeting

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	
Jennie Davies	JD	Chair of Beach Hut User Group	
Apologies			
Name			
	••••		•••
Item			Action

1.0 Beach Hut User Group Background (JD)

- 1.1 Formed in 2004 by 4 or 5 of the beach hut users.
- 1.2 Chair taken over by Councillor Vic Ellery however Jennie took over the Chair role a few years ago.
- 1.3 Facebook page has over 1300 users and there's around 1200 beach huts throughout Torbay who are represented by the group.
- 1.4 Recently got defibrillators installed on the seafronts by raising funds through a £5 joining fee.
- 1.5 The beach huts bring communities together important for families with multiple generations using the beach huts.

2.0 Open Discussion (All)

- 2.1 Spacing children run in between the beach huts if they're spaced too far apart so best to keep them at current approx. 200mm spacing. Never had any complaints by current owners.
- 2.2 Cyclists are the main complaint on the seafront with issues around the shared promenade. Need better signage to encourage cyclists to dismount or use the segregated path on the western edge of the greens.
- 2.3 Dogs should also be on leads along the promenade.
- 2.4 More BBQ areas could be included on the greens as the current one near to the bridge is popular.
- 2.5 More picnic tables away from the beach huts would also be welcomed.
- 2.6 New swing being installed in the play area.
- 2.7 Play area is known as 'Bob's patch' after Jennie's dad who got it installed on the Greens.
- 2.8 Not much available for older children but they do use the basketball court and the area around it for football.
- 2.9 Greens are used for outdoor keep fit, yoga and tai chi. Volleyball nets are put up in the summer.
- 2.10 Shelters are really degraded but they are welcomed during bad weather.
- 2.11 More seating should be available on the green side. Not much seating needed on prom as the wall provides a place to sit.
- 2.12 Not enough toilets on the seafront. Southern toilets have issues with damage and as such aren't open enough. More disabled toilets with a hoist could be included on Preston.
- 2.13 Lockers and showers would be good on the seafront.
- 2.14 Lighting new festoons on Paignton look good. Preston has a string of lights but could do with an upgrade to match Paignton. New lighting could also reduce ASB.

- 2.15 Issues over the summer with ASB. Potential to have more CCTV included along prom currently some cameras on Sara's and Boathouse.
- 2.16 Maddie's kiosk is popular on Marine Parade entrance.
- 2.17 Could leave beach huts on landward side year-round once defences are installed.
- 2.18 Colin Rd car park is used for storage over the winter -1st April to end of September.
- 2.19 If plants are introduced, then these need to be looked after. Paignton would look good with more planting.
- 2.20 Network rail have an access point to the railway near to the bridge.

Minutes of Focus Group Meeting, Community Partnership

Held on: 2nd March 2022 18:00-20:00

At:

Baptist Church, Winner Street, Paignton

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Christine Carter	CC	Roundham with Hyde/ Cabinet Member for	
		Corporate and Community Services	
Darren Cowell	DC	Shiphay/ Deputy Leader of the Council and	
		Cabinet Member for Finance	
Chris Lewis	CL	Preston	
Barbara Lewis	BL	Roundham with Hyde	
David Thomas	DT	Preston	
Colin Hurst	CH	Co-chair Community Partnership	
Louise Gibson	LG	Co-chair Community Partnership	
Community Partnership	CPM	, ,	
Members			
Apologies Name			
Item			Action

1.0 Seafront Masterplan Focus Group Presentation (KB)

1.1 LDA ran through the focus group presentation.

2.0 Open Discussion (All)

- 2.1 CH Does this piece of work include the flood defences?
- 2.2 KB Yes, it's aimed at guiding the flood defences through the public realm design rather than the other way around. We will provide options for the defences during the next phase of consultation.
- 2.3 CL Mentioned in last night meeting but Marine Parade should be included in the designs.
- 2.4 DT Discuss the parking on the seafront?
- 2.5 CPM Shut the seafront during the summer through to September like it used to be.
- 2.6 CPM This should apply to cyclists as well due to their speeds along the seafront. Seen a lot of near-misses.
- 2.7 CPM The parking makes it dangerous along the seafront can't see children behind the cars.
- 2.8 CPM Might there be the opportunity to have echelon parking on Preston as well to increase parking numbers along there?
- 2.9 CPM The bike trail on the carriageway is dangerous.
- 2.10 CPM Pedestrians should have right of way on the seafronts.
- 2.11 CPM Previously looked at using south of Vue cinema for route through and parking?
- 2.12 CPM Preston Lots of cycling conflicts on the shared use area. Public don't use the segregated cycle lanes and carry on along the seafront from Marine Parade.
- 2.13 CPM What about winter access less mobile locals use cars for the views so need to account for them.
- 2.14 CPM Winter and summer should be treated differently positive vote for this.
- 2.15 CPM Should there be a park & ride during the summer?

- 2.16 DL Will chase up parking strategy to see when the results from this will be available.
- 2.17 CPM Will the seafront masterplan take into account the other plans in the area?
- 2.18 CL The masterplan will focus on the seafront.
- 2.19 DL Once we get the preferred masterplan proposal back then the Council will need to go away and look at how we can make the parking requirements work.
- 2.20 KB In terms of the beach huts do they have enough space; do they need anything else?
- 2.21 CPM Space is ok for the beach huts at present.
- 2.22 CPM The beach huts shouldn't be there year-round. Not suitable during storm events as they get damaged.
- 2.23 CPM Need to either be there or not not how they are at the moment where there's some there and some that have been put in storage.
- 2.24 CPM Cars also shouldn't be allowed to stay of Preston greens after 1st of May there should be no cars.
- 2.25 KB What about the Geopark is there anything we can do to support that more?
- 2.26 CPM working well. Any additional lighting would need to be provided and maintained by the Council, but we would support it.
- 2.27 CPM Would that risk anti-social behaviour?
- 2.28 KB the uplift of the seafront should reduce anti-social behaviour. The shelters have likely continued to be vandalised as they have been improved in isolation.

Minutes of Masterplan Workshop for Businesses - Phase 2

Held on: 8th June 2022 17:30 – 19:00 BST

At:

The Boathouse, Marine Drive, Paignton

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Apologies			
Name			
•••	••••		
Item			Action

1.0 Introductions (JP & KB)

1.1 Detailed Presentation of seafront masterplan project including project boundary, Proposals, and discussions had to date.

2.0 Open Discussion (Paignton Seafront)

- 2.1 Proposal to park on the south green in summer was seen as a problem due to seasonal/summer yacht parking and loss of greenery, Covenant Protecting Paignton Green Against Development
- 2.2 Winter parking and proposal next to Vue cinema and business parking spaces were well supported
- 2.3 Questions were asked about inland surface water runoff and explanations were given about the prioritization of the project scope for coastal defences.
- 2.4 Space to the seaward side of the public toilets providing showers and locker facility were well supported
- 2.5 Concerns were raised regarding central pedestrianization of Esplanade Road and re-arranged parking affecting revenue/existing businesses.
- 2.6 Concerns have been raised about easy access for elderly people to the seafront with limited parking spaces
- 2.7 Suggestions were given for rearranging/extending parking towards/adjacent to mini golf
- 2.8 Space for seating, informal play, and planting along the promenade was well supported
- 2.9 Concerns raised about the proposed flood defense of the green slope that extends into the common effect of the possibility of parking along the edge during summer fairs
- 2.10 Concerns raised about the proposed pedestrian pathway that extends into the common (Covenant Protecting Paignton Green Against Development)
- 2.11 Concerns were raised regarding combining the pedestrian pathway and two-way cycle route along esplanade road for safety
- 2.12 Concerns were raised regarding the Stability of Planting palm trees along the promenade
- 2.13 Coastal Planting palette/typologies for raised planters
- 2.14 Concerns raised regarding raised promenade + terraces budgets.
- 2.15 Revitalising space under the pathway adjacent t to Vue cinema (shoreline)
- 2.16 The Landward option was the preferred option of the two Paignton seafront proposals.
- 2.17 Questions were raised regarding the execution of the project timeline/budgets/phasing of construction

- 2.18 Potential to have beer garden on shoreline
- 3.0 Open Discussion (Preston Seafront)
- 3.1 Overall proposal for Preston was well supported
- 3.2 Concerns were raised regarding the combined cycleway and pedestrian route for safety.
- 3.3 More number of toilet facilities to be provided and improving existing wcs.
- 3.4 Potential to provide new shelters along the promenade was well supported

Minutes of Focus Group Meeting, Councillors

Held on: 1st March 2022 17:00 - 18:30

At:

Teams Meeting

LDĀDESIGN

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Christine Carter	CC	Roundham with Hyde/ Cabinet Member for	
		Corporate and Community Services	
Mike Morey	MM	Furzeham with Summercombe/ Cabinet	
		Member for Infrastructure, Environment	
		and Culture	
Jackie Stockman	JS	Furzeham with Summercombe/ Cabinet	
		Member for Adults and Public Health	
Chris Lewis	CL	Preston	
Barbara Lewis	BL	Roundham with Hyde	
David Thomas	DT	Preston	
Darren Cowell	DC	Shiphay/ Deputy Leader of the Council and	
		Cabinet Member for Finance	
Apologies			
Name			
Lynn Sykes	LS	Preston	
Item			Action

1.0 Seafront Masterplan Focus Group Presentation (KB)

1.1 LDA ran through the focus group presentation.

2.0 Open Discussion (All)

- 2.1 MM Would welcome the views of local Councillors before commenting.
- 2.2 CC Enough parking on the seafront. Seafront used to be closed during the summer.
- 2.3 BL Should the area in front of the Geopark be closed as well. The area gathers crowds. Also shut during Easter perhaps.
- 2.4 JS Should the neighbourhood forum be included in consultation?
- 2.5 JP Yes. Will add them to the consultee list.
- 2.6 JS Loved the planting that used to be around the edge of the green. Paignton is mainly family orientated but needs enhancement. Parking needs to be looked at in the round with the rest of Paignton.
- 2.7 CL Marine Parade should be included in the project. Need to be careful with the redevelopment of the toilets on Preston to ensure they don't detract from the seafront/ negatively affect the beach hut users.
- 2.8 CL Victoria Centre development could result in less parking in Paignton which should be considered.
- 2.9 CL The wall could be made into a feature along the seafront.
- 2.10 DT Before discussing parking too much it's important that we consider that people enjoy the open space along the seafront. What do we want the seafront to look like if we had no limitations? Public realm makes or breaks an area. What would you aspire to have on the seafront? Could we have a wide promenade on the seafront for example, instead of the carriageway and parking?
- 2.11 CL Preston is different it's in some ways easier than Paignton due to the beach huts.

LDĀDESIGN

- 2.12 CL Need seating, views and to support the Geopark.
- 2.13 DT We need to show what's possible wall to the front?
- 2.14 KB If the wall was to the front it would need to be approx. 3m
- 2.15 DL The hotels would have an obscured view. How do we ensure the seafront is regenerated, need to switch the emphasis away from the wall to the public realm?
- 2.16 MM Need new input from what we've had before ensure that youth clubs and organisations are involved.
- 2.17 CL Are the sea scouts being contacted?
- 2.18 JP Yes, they are being invited to the sports club workshop.
- 2.19 CL What happens at the end of the project? Timeline and process?
- 2.20 KB This project is only up until the seafront masterplan stage not detailed design. It will feed into and guide the detailed design.
- 2.21 CL What extra money is available to ensure we don't promise too much?
- 2.22 DL Can't agree to allocate money until we know the likely cost which this project will provide. Need it to be deliverable though. We will assess other pots of money available to us.
- 2.23 JS Have other options been considered? Coral Reef further out to sea possible?
- 2.24 JP There were 13 options assessed during the previous design stage.
- 2.25 KB Likely that any off-shore features would not be agreed to due to the MCZ. Will bring up during project board meeting to ensure this option was considered.
- 2.26 DL This project will be a catalyst for future investment int eh seafront.

Paignton & Preston Masterplan – Events Focus Group

Present

- Joanne Penhaligon (JP)
- Phil, Black (PB)
- Kirsty Barker (KB)
- PB main role working for the council is to do with events, he also thinks that he will become involved with the adventure golf space. The site is described as southern green, middle green and northern green. The Faire is on middle green, and the north green is where most of the events are hosted. The Aire show is hosted on the northern green and the Esplanade are from there, keen to maintain sight lines from there.

Wouldn't have put the geo play park there as it limits event space. Would be lovely to relocate to south green, not much big event space at the green. As it stands they currently have about half the space that is needed and a quarter of that is taken up by the geo park.

- KB Do you use the south park?
- PB Military stands are out there during the air show. Also, they use the south green for sailing events, e.g. they put trailers here and this is where they launch from.

The fair would like to be near the geo park, the fair takes up a lot of spaces, I don't want to lose any more space.

Travellers often camp of the green and need to be moved.

Pier approach road is a highway, have to be careful with children running across it, we can't put a gate on the highway because of the fact it is a highway. Also traders need supplies every morning.

Would like people to access the beach more, wash facilities, disabled access, lockers and hiring of SUP boards

A colleague Kevin is keen to keep parking on the road, this is mainly due to the income generated from parking. However (according to Phil), the road doesn't work in terms of events.

Would like to make north green a better event space, better water facilities and hardier grass, need more water points on the esplanade road. Electric is temperamental and would like more green energy. Currently for events they bring in diesel generators, however these can't be replied upon. Can't rely on the power there.

Standard of the green has dropped in the last 6 years. Summer very dry, a bit of a dust bowl soil is worn away.

- KB would the middle green benefit with reseeding?
- PB Yes
- KB in terms of Preston what are the opportunities / issues here?

- PB Too many beach huts put in the council, and as a result there isn't much we can do with the space.
 - Keen to improve access in the area, especially access between Preston and Paignton along marine drive. At the moment they can't do anything like the air show here (Preston) because of viewing access.
- JP Preston is where people come to access the sea, in my opinion more that Paignton.
- PB People like the boat house.
 - SUP type facilities, shower points may be better suited here
- KB In terms of geo play park, can it be improved.
- PB It seems to be growing, e.g., another ice-cream unit and inflatable rides, not a good relationship between the green spaces officers (council) and the people that run it. I don't want it to keep growing.
- JP Should ask the community later today, what are your plans with the geo park?
- PB Can't put anything heavy on south green, avoid it as useable space as they do not know the weight limit.
- KB Improvements to access to Paignton?
- PB Would like access to from the south, to take out access from pier approach. Due to the one-way system, tricky roundabout on the south green side, might limit access. Places do close off at certain events.

Would be great if there was more places to put bikes, somewhere on north green would be ideal. Right down the far end of the esplanade by the hotel, they put the flight directors box, need to keep infrastructure and comms etc. English riviera events collective – everyone who uses Paignton green. Keen to find storage, would love ideally to store things like head barriers. On the geo park, when the previous designs for the sea wall happened the geopark wasn't consulted. Would like them to be involved.

Paignton & Preston Masterplan - Open Space/Community Safety focus group

Nicholas, James (JN): Swiscp – manage the parks, gardens and lights, work with community partners and focus groups

Tucker-Last, Jamie (JTL): Antisocial and vulnerable lead officer

Worthington, Hannah (HW): Green spaces engagement office

Penhaligon, Joanne (JP)

Kirsty Barker (KB)

JN – Currently do work with traveller prevention, ordering 120 boulders to be installed before easter around the green to prevent travellers accessing the site. Potentially looking to do some work along pier approach such as putting in hard standing.

Geo play is geo lined and has dog wood, but it is very salty. Planters have been used before but things need to be robust here.

Lighting wise there are new festoons along the sea front.

- KB Plan of the hardstanding?
- JN Will send over
- KB Phil mentioned the south green area about the loading?
- JN Could find out, heavy machinery is used on the area, but will have to ask south west water and the EA. Shelter have been smashed in, memorial benches will need to be considered i.e. family.

Swisco (I am not too sure what they were meaning here sorry) manage the geo park, community run the café, money goes back into the geo park. Thinks that the solar panels are redundant. Access wise, Preston is busy access with vehicle access. Beach hut owns can drive along the front to load and unload the beach hut at the start and end of the season. Most of the must are stored off site from November to March.

- KB Is the lighting ok? Are there any dark spots?
- JN Think its ok , this time last year there was defects, however they are getting around to fixing it, thinks its adequate now.
- H The gym is used a lot by families. Torbay town partnership, two or three volunteers, strong sense of ownership of the Geoplay, they are there daily, cleaning. Very proud of the area, its free to access. Geo play is very important to visitors and local. Where planters have been installed, the community have been very involved.
 - Local sports centre is nearby, the green poses as a a good circuit, so many laps gives a 5k run, very flat. No park run, this is because it needs income from parking and café, might be something in future that they look at. The nearest one is Exeter.
- JN There are measure posts to mark out miles. Are you engaging with highways?

- JP Yes meeting highways tomorrow.
- HW Other activities, dog walking in the winter, when they were redoing the shelters, they got the local college involved with apprenticeship. Big buy-in from tourists from outside, especially those who visited the area in 1950s, 1960s onwards, keen to contribute.
- JTL Not much antisocial along Paignton or Preston, travellers on Paignton this is the most time consuming and significant issue and resources. Other than that, they have rough sleepers, they sleep in shelters, under vue cinema, on top of toilet block and on the green. Covered from a CTTV point of view. Proximity to park field, lots of youth antisocial behaviour, potential for it to spread to the green. Increased police presence during events. Access points seems to be the main issue.
- JP Break ins for the beach huts
- JLT Never comes to us, goes to the police.
- KB Is there a problem with graffiti?
- JN Not really, there is mainly a problem with break ins from a low number of people doing it regularly.
- HW Parkfields has been signed over as community asset, at the moment they are litter picking. It is an important community space and a strong link to Preston green. The swimmers, mental health groups, health groups all would be good to get on board. Having some seating tucked out of the way so that they can leave towels, car keys.
- KB Disabled access to the sea, there are different options like creating bays for disabled access
- HW Having been talking about disabled permits, but nothing specifically
- JN At Preston access on to the beach is not good. Inclusive toilet, water attenuation tank on the Preston green.
- HW One other thing, number of residential and care homes. Need to keep in mind access to access for disabled and elderly.

Paignton & Preston Masterplan - Planning & Regen Focus Group

Luscombe, Adam (AL): Strategic planning officer

Elm, Mike (ME): Sustains liveable towns lead for Torbay

Denby, Alan (AD)

Kirsty Barker (KB)

Sophie Thompson (ST)

Penhaligon, Joanne (JP)

- KB Potential to connect the area through Marianne drive?
- AD has funding from future high street fund, it will be key to link it with the seafront as the new flood defence area will be protecting everything proposed in the future high street fund.
- SP Catalyst is coastal defence, looking at a much wider remit, some are future opportunities in terms of levelling up.
- AL Paignton master plan, Paignton neighbourhood plan will be also key to tie into this. A lot of work has been done with the master plan. Looking at the transport side, a concern with parking on the Eastern Esplanade parking is when the sea overtops and also cars parking here can cause problems when there are events. Not been an easy process, tried to distinguish as a public highway. No one wants it from a council point of view, not an easy process to change it. Doing parking studies for Paignton, will give a good indication of usage and need. Will share the document. Have transport data for work they have done on marine drive and Eastern Esplanade, e.g. counts of vehicles and cyclists.
- ME: Community is keen on Eastern Esplanade being less of a car park. Torbay road is proposed to become pedestrianised.
- SP: Historically has there been any been any feasibility study on moving the car parks out of where they currently are?
- AD: Been discussion about the bus car park, and Victoria centre. The community reps want to keep car parking in the area (not representative of other people's view).
 - Regeneration in a place like this is not quick and linear.
- ME: Main piece of work is being involved with the connecting marine drive and Holcomb, 20 miles an hour limit and improving for cycling. Strong agreement on reducing vehicle numbers and improving walking and cycling. Would like to see walkway along the front of the hotel if the sea wall is built here.
- KB Lack of cycling came out this morning, cycling hub in the area. In terms of Preston what the ideas here?
- ME: People cycling on the front causes an issue for people who own the beach huts. Lots of people walk on the cycle path.

- AL: Looking to widen the pavement from May. Warden councillors say that cyclist are on pavements and walkers on cycling paths.
- ME: This issue came up a lot in face to face meetings not at all online.
- KB: Events team mentioned about the pier approach, concerning the closure and the effects it would have?
- AL: Not had direct involvement, owner of the pier gets agitated. Message of no cars no business is hard to change. Has been talk about creating alternative access between the golf course and vue cinema
- KB Looking to consolidate sea front parking to the South Green
- AD: Not as far as I know.
 - Timely to put the idea through, car park or hard standing there.
- AL: Eastern Esplanade traffic arrangement causes confusion (cycle lanes and cars). This comes with safety risks.
- ST: Vue cinema gets raised a lot, any discussion around the future of that?
- AD: Investment fund that owns it has decades left on the lease 40/50 year + wondered if they could relocate to the Victoria part. Would need to find a lucrative grand programme to get it moved.
- AL: Master plan also shows its removal

Appendix B Stage 1 Engagement Feedback

Paignton & Preston Masterplan

Phase One Engagement

ACTIONS

What	Who / Update	Deadline
Flyer	Design team and LDA to firm up	During w/c 21st February
Webpage	Jo to update existing pages	On Monday 28 th February
Questionnaire	Jo to convert to MS Forms	On Monday 28 th February
	Oli to top and tail for printed version	By Monday 28 th February
Focus Groups & Workshops	Jo to arrange	ASAP

P ည ကြွငus Groups

Myho 6	17 th Feb	18 th Feb	28 th Feb	1 st Mar	2 nd Mar	7 th Mar	8 th Mar	9 th Mar	10 th Mar	11 th Mar	12 th Mar	14 th Mar	15 th Mar
Council - Events	Online												
Council – Open Spaces & Community Safety	Online												
Council – Planning & Regen	Online												
Council – Highways, Active Travel, Transport, Road Safety, Parking		Online											
Council - Parkfield			Online										
Council - Harbours					Online								

Councillors				Online									
Who	17 th Feb	18 th Feb	28 th Feb	1 st Mar	2 nd Mar	7 th Mar	8 th Mar	9 th Mar	10 th Mar	11 th Mar	12 th Mar	14 th Mar	15th Mar
Community Partnership	No show				LDA attending their meeting								
Community Organisations - Chamber of Commerce/ BID/Beach Hut User Group							10 am Online						
Children & Young People Representatives - Strategic Partnership/ Youth Trust/ Play													11 am Online
Poung People – South Devon College		Consultation circulated to all students at the College for them to complete in Tutorial groups – feedback that 3 groups of 16 – 24 year olds took part – 1 group had 51 students discuss and feedback through one consultation											
Children/Young people – Paignton Academy	No respo	onse – will try	y for Phase	2									
Adults with learning difficulties													
Older population – Over 50's Forum	Circulate	ed to their ne	twork – will	try to get	a group in F	Phase 2							

Workshops

Who	17 th Feb	18 th Feb	28 th Feb	1 st Mar	2 nd Mar	7 th Mar	8 th Mar	9 th Mar	10 th Mar	11 th Mar	12 th Mar	14 th Mar	15 th Mar
Community Organisations – Sports Clubs/Active Devon/Community Builders/Development Trust/Healthwath/Events Organisers									10 am Online				
Local Businesses + Hotels – in person												5 pm Shoreline	
Seafront Walk											9.30 am to 11 am		
Public Open Meeting									6 pm Online				



Social media posts

Social media ad

Press Release

250 flyers delivered to properties and businesses on Paignton & Preston Seafront

Torbay over 50's Forum circulated info to network

Paper copies of questionnaire left at Paignton Library

Emails to Youth Trust, South Devon College and Paignton Academy

1:1 meeting with Pier owners (TBC)

Evaluation of Phase 1

What	Result	Notes
Online Survey response	220 completed forms To note - South Devon College had tutor groups look at this and they submitted over 3 responses. Feedback is that about 100 students from 3 tutor groups took part. Updated total: 320 – 350 people took part in total	Council staff only: To view the results in Excel - Paignton & Preston Seafront Masterplan Your Views - Phase One Engagement (1-228).xlsx To view the results in graphs - Phase 1 Engagement Survey Results Mar 2022.pdf
Paper Survey response	8	Surveys were available at Paignton Library for about 10 days. They have been entered onto Forms
Focus/Workshop Groups – no.s attended a G e 22 9	Virtual sessions: 21 people attended the various council & invited sessions mentioned above. 17 registered & 11 attended the Public online event In-person Community Partnership = 20 to 25 people inc. Cllr's attended Businesses – 28 attendees from Guesthouses, B&B's, seafront kisoks etc.– held at The Shoreline Walk & talk – 30 approx. attendess	
Webpage visits	From beginning of March 2022 the webpage was viewed 388 time by 336 unique users	https://www.torbay.gov.uk/asb-environment-and- nuisance/paignton-and-preston-seafront-masterplan/
Views of video	539 views	https://www.youtube.com/watch?v=cUcJPaawBiw&t=22s
Social media posts	7 March Facebook: 58 reactions 76 comments	

	40 shares 248 link clicks to webpage Twitter: LinkedIn:
	18th March Facebook: 5 reactions 1 comment 3 shares 10 link clicks to webpage
Social media ad Page 230	£50 spent for a 7 day ad Reached 5,632 accounts across Facebook 35 accounts visited the webpage Cost per webpage click = £1.43 Audience This ad reached 5,632 people in your audience. People Placements Locations 20% 10% 13-17 18-24 25-34 35-44 45-54 55-64 65+
One Torbay link clicks to webpage	7 th March – 176 clicks by 139 unique visitors 10 th March – 41 clicks by 36 unique visitors

Staff News link	10 th March – 10 clicks	
clicks to		
webpage		

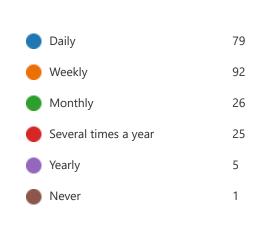
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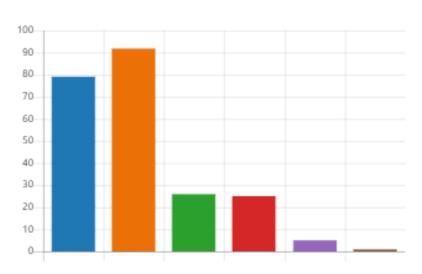
Paignton & Preston Seafront Masterplan

Your Views - Phase One Engagement

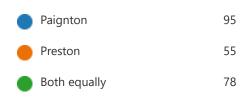
228 17:01 Active
Responses Average time to complete Status

1. How often do you use Preston and Paignton seafronts?





2. Which seafront do you use the most?





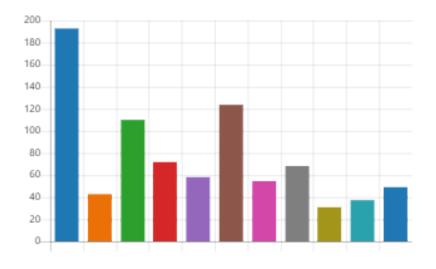
3. How do you get to the seafronts?

Walk	108
Bicycle	6
Car	93
Public transport	7
Other	14



4. Why do you visit the seafronts? (Select all that apply)

To walk along the promenade	193
To visit local attractions	43
To visit local restaurants/cafes	110
Dog walking	72
To go swimming	58
To use the beach	124
To use the local play parks	55
To use the greens	68
To use the beach huts	31
For water sports	37
Other	49



23/03/2022, 14:37 Microsoft Forms

5. What do you like most about the seafronts?

228

Responses

Latest Responses

"Open space, view"

"Lovely social area for the community to use"

"Safe fun areas for children "

53 respondents (25%) answered beach for this question.

beach and greens areas along the beach

walk by the beach sea air Access to the beach

beach and swimming beach huts

open space

beach view views across the bay

safe beach Sandy beach Beach and sea easy access

sea views

green or the beachlong beaches Paignton pier

views and sea

6. What do you like least about the seafronts?

227

Responses

Latest Responses

"In many places needs painting and refurbing, such as shelters, seats a...

"Having to pay for toilets and parking / tatty looking shelters"

"Paying for parking "

32 respondents (15%) answered **dogs** for this question.

dog pooPreston

area

beach huts car parking lack of toilet

green lack dogs toilets Paignton beach

Lack of seating

Dog mess

summer

Lack of Bins

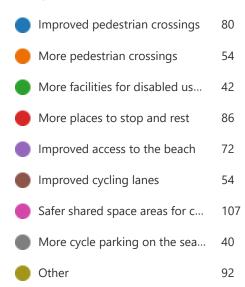
need

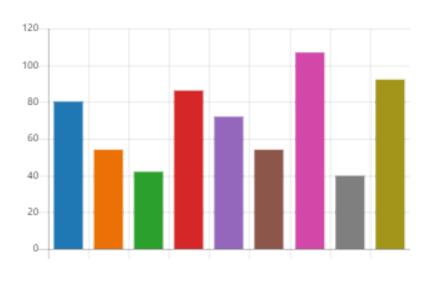
public toilets

beach car parks

Paignton seafront

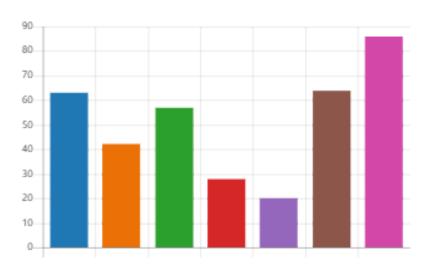
7. We want to hear your views on walking and cycling around both seafronts. What changes would you like to see? (Select all that apply. Please add specific locations as appropriate in the 'other' box).





8. We want to hear your views on car movement and parking on Paignton seafront. What changes (if any) would you like to see? (Select all that apply)

Less car parking 63 More car parking Part of Eastern Esplanade clos... All parking relocated nearby, b... Some parking relocated nearb... No change needed, there's jus... Other 86



9. We want to hear your views on car parking on Preston seafront. What changes (if any) would you like to see? (Select all that apply)

Less car parking More car parking 67 No change needed, there's jus... 105

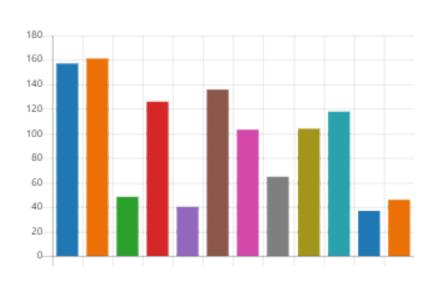
48

Other



10. There may be opportunity for new outdoor furniture along the seafronts. What sort of furniture would you like to see more of? (Select all that apply)





11. We'd like to hear your views on the festoon lighting along the seafronts (the string lights). What changes (if any) would you like to see? (Select all that apply)

No festoon lighting
Festoon lighting on Paignton ...
Festoon lighting on Preston o...
No change needed, there's jus...
Other
41



12. We'd like to hear your views on the play provision along the seafronts. What changes (if any) would you like to see? (Select all that apply)

More play space provided in g... 44

More play space for 0-5 year ... 20

More play space for 6-11 year ... 21

More play space for 12 years ... 22

More seating around play spa... 62

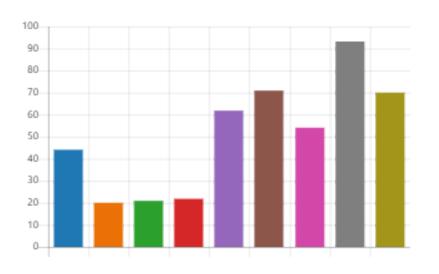
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More lighting around play spa... 7

More informal play along the ...

No change needed, there's jus...

Other 70



13. We'd like to hear your views on art, and wayfinding signage along the seafronts. What changes (if any) would you like to see? (Select all that apply)

More wayfinding signage alon... 78

More opportunities for public ... 99

No change needed, there's jus... 77

Less wayfinding signage 15

Other 26



14. We'd like to hear your views on the open space and biodiversity along the seafronts. What changes (if any) would you like to see? (Select all that apply)

More planting on the seafront 134

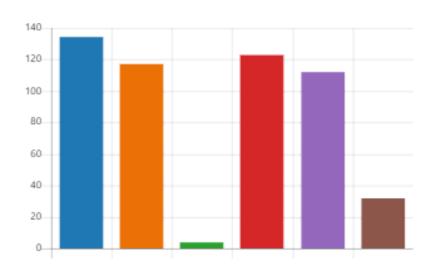
More trees on the seafront 117

Less planting on the seafront

Wildflower planting on the se... 123

Raised planters on the seafront 112

Other 32



23/03/2022, 14:37 Microsoft Forms

15. We'd like to hear your views on the identity and character of the seafronts. How would you describe Paignton Seafront?

Latest Responses

"Family orientated, "

"Traditional, family and tourist orientated"

228

Responses

31 respondents (**15**%) answered **family** for this question.

best beaches

seaside

Family friendly beautiful beach

open space beach family needs

green space

car park

people

cinema place

good

area

pier

Paignton seafront

16. We'd like to hear your views on the identity and character of the seafronts. How would you describe Preston Seafront?

Latest Responses

228

Responses

"Quieter and more for adults"

"Traditional, community, local orientated"

31 respondents (**15**%) answered **beach huts** for this question.

Access to the beach

good

beach in Torbay better than Paignton

Paignton Beach

beach than paignton

community beach Locals beach beach huts needs great beach hut families

Beach is quieter Preston Beach

Paignton seafront

toilets

beach area people on a beach

friendly beach beach and green

17. We'd love to hear any other views you have regarding how you feel about the seafronts, any existing issues or future opportunities?

Latest Responses

227

Responses

"The seafronts are beautiful and need to remain so. They need to have...

"More toilets on preston seafront - free of charge Re tarmacing of the ...

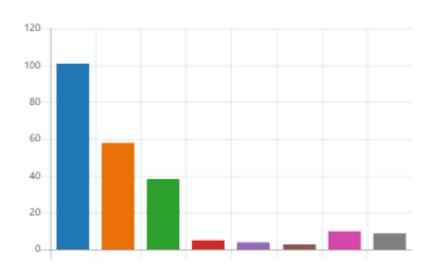
"."

50 respondents (**23**%) answered **need** for this question.

Road and the seafront Paignton Green beach access **Definitely needs** beach huts good people year beach area sea wall parking greens **Free toilets** toilets space Paignton seafront greens need

18. How would you describe yourself?

Paignton resident	101
Preston resident	58
Torquay resident	38
Brixham resident	5
Preston Beach hut owner	4
Tourist	3
Local visitor	10
Business owner	9



19. Who are you responding for/on behalf of

Myself, as an individual 215On behalf of a group or organ... 11

Other 14



Page 239

20. Please tell us your postcode

228

Responses

Latest Responses

"TQ4 7ES"

"TQ31EU "

"Tq3 1dp"

69 respondents (32%) answered TQ3 for this question.

TQ3 2RH TQ3 1BL

TQ3 2HY TQ4 6AX TQ3 1ER TQ3 1DH

TQ3 2HS

tq3 1rx TQ3 2LR **TQ4 7EJ TQ3 1LH**

TQ3 2NR TQ4 7FN TQ3 2BN

TQ3 1DP

TQ3 2PQ

TQ3 2RE

21. Please tick the box that best describes your gender:

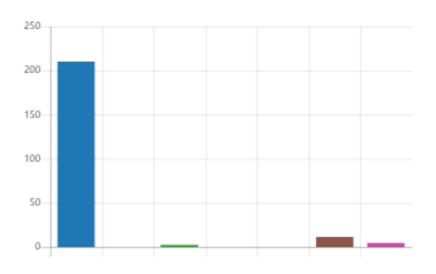
Woman	11
Man	94
Non-binary	0
Prefer not to say	8
Other	8



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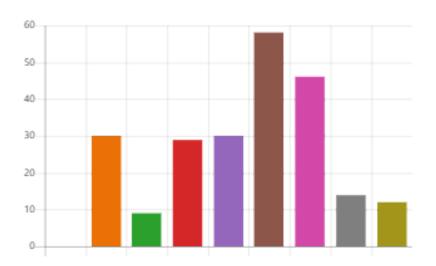
22. Please tick the box that best describes your ethnicty:





23. Which of the following age groups applies to you?

0 -15	0
16-24	30
25-34	9
35-44	29
45-54	30
55-64	58
65-74	46
75+	14
Prefer not to say	12



						We want to hear you	r	There may be	We'd like to hear you												
How often do you use Preston and Which seafront Paignton do you use the		u Why do you visit the seafronts? (Select all	What do you like mo	st What do you like leas	that apply. Please ad specific locations as	parking on Paignton d seafront. What changes (if any) woul	views on car parking on Preston seafront. d What changes (if any	ur outdoor furniture along the seafronts. What sort of furniture would you like to see	seafronts (the string lights). What changes (if any) would you like	views on the play provision along the seafronts. What changes (if any) would	views on art, and wayfinding signage along the seafronts. d What changes (if any)	views on the open space and biodiversit along the seafronts. What changes (if any)	We'd like to hear your y views on the identity and character of the seafronts. How would	views on the identity and character of the seafronts. How would	regarding how you feel about the seafronts,	l How would you	ı Who are you responding for/o		Please tick the box that best describes your	box that bes	t age groups
seafronts? most?	seafronts?	Dog walking;To use the		about the seafronts?	'other' box).	all that apply)	(Select all that apply)	Litter bins;Picnic tables;cycle stands;Recycling	apply)	all that apply)	(Select all that apply)	(Select all that apply)			future opportunities?	yourself?	behalf of	postcode	gender:	ethnicty:	you?
Daily Proston	Walk	beach huts;To walk along the promenade;To visit local restaurants/cafes;To	in the weather and see, the beautiful	The shelters at Presto	~ '	Loss car parking	Poduce parking foor		No change needed, n there's just the right	No change needed, there's just the right	·	be maintained if things are not maintained it is bette	•	however let down by the shelters and the constant drinking of alcohol in the middle		Droston residen	Myself, as an	TO2 2US	Woman	White	EE 64
Daily Preston	Walk	go swimming;	view.	are a mess.	pedestrian crossings;	Less car parking;	Reduce parking fees.	; g;	amount;	More seating around play spaces; More informal play along the whole seafront,	signage;	not to have them.;	dangerous.	shelter.	please.	Preston residen	it individual;	TQ3 2HS	Woman	White	55-64
										not just in play areas;I'd like to see it more enclosed, i feel the kids are not terribly safe here											
		To walk along the			More pedestrian crossings;Improved access to the					because of the openness, size and proximity to road. So tend to go with one		Na sa alautina an tha									
			The mix of things, we	e or Paying to park, which	beach;More places ot stop and rest;More separate space for cyclists and pedestrians. Sharing i not good when kids		No change needed, there's just the right amount;Bring back	Seating;Loungers;Picn tables;Recycling bins;Litter bins;Shelters;Seafront lockers;Water		kid at a time unless m partner is with us. The older one wants to be in the older part and the younger in the other part, I can't	e	More planting on the seafront; I'd like to see more to encourage bi diversity and also re wilding to encourage what would have	е								
Monthly Both equally			_	with small children is often necessary.		there's just the right amount; Less car parking;Part	free parking at preston;	fountains/refill stations;Showers;	amount;I like the festoon lighting;	watch them together	for public art along th seafront;		Typical seaside resort	Family friendly space	Free toilets.	Preston residen	Myself, as an it individual;	TQ3 1DP	Woman	White	35-44
						Eastern Esplanade closed to traffic permanently;All parking relocated nearly, but away fron						More planting on the									
					Improved pedestrian crossings;More	Eastern Esplanade (except disabled parking);Some parkin	g	Litter		No change needed,	No change needed, there's just the right	seafront;More trees on the seafront;Wildflower planting on the		Too downmarket, but							
Weekly Paignton	Walk	To walk along the promenade; To walk along the	The sea air	Too many Grockles.	pedestrian crossings;Less traffic.; Safer shared space areas for cyclists and	Esplanade (ecept disabled parking);	Less car parking;	bins;Seating;Picnic tables;		there's just the right amount; No change needed, there's just the right	amount of wayfinding signage; No change needed,	planters on the seafront; Less planting on the	Too downmarket.	better than Paignton seafront.	Less traffic please. No shabby shacks, ex	Paignton resident	Myself, as an individual; Myself, as an	TQ4 5JT	Man	White	55-64
Daily Preston	Walk	promenade;	The view and car less	The state of them. All shelters need urgent attention. They are a	pedestrians;	No camping vans;	Less car parking;	Litter bins;	amount;	amount;	signage; No change needed,	management a waste	; Beirut	Beirut		Preston residen	•	TQ32RT	Man	White	65-74
Daily Preston	Car	To walk along the promenade;To use th beach huts;	The open space. Coul e do with sprucing up for locals & visitors	ld disgrace for everyone			More car parking;	Recycling bins;Shelter Litter bins;Loungers;Picnic	Festoon lighting on s; Preston only;	No change needed, there's just the right amount;	there's just the right	Wildflower planting o	n More commercial than Preston	Good but needs urgent attention	dangerous. More signage needed to stop this	Torquay resider	Myself, as an nt individual;	TQ2 6SU	Woman	White	55-64
		Dog walking;To visit local restaurants/cafes;To walk along the	Peace and quiet in		Improved pedestrian	No change needed,	No change needed,	tables;Seafront lockers;Showers;Wate fountains/refill stations;Shelters;Recy ling bins;cycle			More opportunities	Wildflower planting o	n	A locals beach - always	s Never take away the						
Weekly Preston	Walk	promenade;To use th greens;	•	r Litter,	crossings;A kayak store;	there's just the right amount;	•	stands;Seating;All of the above;	there's just the right amount;	More play for 12 year plus;	s for public art along th seafront;	•	Green open space	•	greens or try to develop them Dustbins , should have closures on them like	Preston residen	Myself, as an it individual;	Tq3 2nr	Woman	White	65-74
Daily Paignton	Walk	To walk along the promenade;	Cleanliness, peaceful in the morning	II Seaweed on the path		No change needed, te there's just the right amount;	More car parking;	Litter bins;Recycling bins;Seafront lockers;Showers;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	More opportunities for public art along th seafront;	e Wildflower planting o the seafront;	n Victorian family sea front A bit of a mess. Cars	Family sea front	Dartmouth, stops the seagulls emptying the bins		Myself, as an individual;	Tq4 6be	Man	White	55-64
		To walk along the promenade;To visit							No change needed,	No change needed,	No change needed, there's just the right		and rubbish. That nice open green cheese as left to the people of Paignton but every year it seems that								
Daily Paignton	Walk	local restaurants/cafes;	opinion as it is still just a beach with som	The rubbish and all the parked cars	Improved pedestrian crossings;	Less car parking;	Less car parking;	Litter bins;Recycling bins;	there's just the right amount;	there's just the right amount;	amount of wayfinding signage;	Fine as it is;	there is something else taking up space.	Same as wbove	Fix all the problems I have identified above		Myself, as an individual;	TQ46BP	Woman	White	Prefer not to say
			kiosks. Paignton seafront has been allowed to become too much of an 'attraction' rather tha	an																	
				of That you have allowe	ed									More traditional beach area, far more							
			go to the beach, you want to hear the	become far too u commercialised with the cafe and the noise levels from it. If you	e	Paignton seafront should go back to no parking in the seasonal months as it is quite dangerous.								calmer than Paignton, good mix of locals/tourists. Less of	You don't always have to change something just because you have the money to spend.						
		To walk along the promenade;To use th beach;To go	beach sounds, not Elvis blasting out at every opportunity. Please don't ruin re Preston beach with the same	had a group of teenagers on the green in the evenings playing music that loud, I am sure you being trying to do	Paignton now cars are allowed year round,	is quite dangerous especially as some drivers go at an inappropriate speed along there. I know the council did it for		Litter	oh goodness please don't change the light	c		open spaces/greens		suited to more types of beach users rather	the two beaches as separate and understand the different types of						
Daily Preston	Walk	swimming;for peace and quiet, exercise and mental health care;	infastructure. Tourists/locals have the opportunity to go	some kind of order or them but yet allow th	n along the road to kee ne cars at the correct speed especially in th	p revenue but the decision should be	ng there's just the right amount;	bins;Seating;Water fountains/refill stations;Recycling bins;Seafront lockers;	on Preston for the disco ones elsewhere, not good for some		No change needed, there's just the right amount of wayfinding signage;	need to be left as the are so more creative	y Flashy lights and music, busy, noisy and an attraction for tourists	of a relaxing calming	beaches before you go changing Preston to look like a mini	Preston residen	Myself, as an	TQ3 2PQ	Woman	White	45-54
		To walk along the promenade;To visit	Easy access for all age and abilities as they		More places ot stop and rest;Improved access to the	Eastern Esplanade closed to traffic permanently;All parking relocated nearly, but away from					No change needed,		A really nice open place to walk, spoilt by	Unlike Paignton	Paignton Green being used by the traveller						
Daily Both equally	Walk	local restaurants/cafes;To use the beach;	are flat. They haven't		beach;Safer shared	Eastern Esplanade	No change needed, there's just the right amount;	Seating;Water fountains/refill stations;Showers;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	there's just the right	Raised planters on th seafront;	a line of parked cars e obscuring the view of	spoilt by beachside	summer, not a good advert for tourism is it?	Paignton resident	Myself, as an individual;	TQ4 6HD	Man	White	75+
		To use the beach huts;To use the	The ability to walk		More places ot stop and rest;Improved			Litter bins;Seating;Loungers Picnic tables;Recycling bins;Shelters;Seafront lockers;Showers;Wate	,		More wayfinding signage along the seafronts;More	More planting on the seafront; More trees on the seafront; Wildflower planting on the									
Daily Preston	Walk	beach;Dog walking;To walk along the promenade;	•	Cyclists.	access to the beach;Improved pedestrian crossings;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	fountains/refill stations;All of the above;	No change needed, there's just the right amount;	More seating around play spaces;	opportunities for public art along the seafront;	seafront;Raised planters on the seafront;	Boring and untidy.	Untidy.	Update/replace shelters, and provide more of them.	Preston residen	Myself, as an it individual;	TQ3 2RE	Woman	White	65-74
Daily Preston	Walk	To use the beach huts;To walk along th promenade;	ne open space lovely to walk there	not enough toilets/do not like cyclists using promenade	•	No change needed,	More car parking;	Litter bins;Seating;Recycling bins;Shelters;Showers Water fountains/refill stations;Loungers;		No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	Raised planters on th seafront;	e lovely for walks	shelters need desperate refurb/ more toilets/ more refreshments	needs sprucing up to make it a perfectnplace	Preston residen	Myself, as an	tq3 2nq	Woman	White	65-74
		promote the second seco		Ignorant cyclists who speed in both directions and ride towards pedestrians		,					0.8.1.18.67		,		F 0.10001 F 1010		,	140 2.14			
				high speed and if someone says anything to them, the get verbal and physical	еу																
			There is plenty of parking and this is important to us as we	not be allowed to cycle in both directions, they do no slow down at crossing	crossings;More facilities for disabled ot users (please specify g below);Cycling should be banned on								At present, its a filthy mess with seats covered by seagull								
		To walk along the	are both disabled, my wife has a 3 wheeled walker and like many other Disabled people	junction with the pier and there is no enforcement, nor will	r Paignton seafront to protect pedestrians I and other road users. They cycle where they			Seating;Shelters;Re open the main toilet block near the cinema as the block near the			No change needed,		poo. The shelters are a mess and the seasonal beach kiosks should be closed, they are an eyesore and the rip								
Daily Paignton	Car	promenade;To visit local restaurants/cafes;	seafront if parking wa not available. we could not	as cyclists use Paignton seafront as a racetrack. inconsiderate scooter	at high speed.;	for disabled people & more parking spaces are needed overall.; No change needed, there's just the right	there's just the right amount; No change needed,	demand.;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	there's just the right amount of wayfinding signage;	More planting on the seafront; More planting on the seafront;Raised	food.	ОК	A permanent fun fair would be good like Mablethorpe has. a bandstand on one of	resident	Myself, as an individual;& my wife;	TQ3 2BN	Man	White	65-74
Several times a year Both equally	Car	To walk along the promenade;To visit local attractinos;	the views, and the opportunity to walk along the seafront	riders/ cyclists . to be honest mostly the younger generation are at fault		amount; when works are undertaken - a speedier removal of the disruptions;	amount;when works are undertaken - a	•	No change needed, there's just the right amount;	More seating around play spaces; More lighting around play spaces;	No change needed, there's just the right amount of wayfinding signage;	planters on the seafront; Wildflower	has a lovely seaside feel	has a lovely seaside feel	the seafronts where performances by local brass bands etc can take place	Torquay resider	Myself, as an nt individual;	TQ1 1RP	Woman	White	55-64
		To walk along the promenade;To visit local attractinos;To		Dirty shelters where	Improved pedestrian crossings;More facilities for disabled	parking relocated				More seating around	More wayfinding signage along the seafronts;More	More planting on the seafront; Wildflower planting on the									
Weekly Paignton	Walk	use the greens;To visi local restaurants/cafes;	The openness	homeless stay overnight and use as toilets	users (please specify	Eastern Esplanade	More car parking;	Litter bins;Seating;Shelters;	No change needed, there's just the right amount;	play spaces;More lighting around play spaces;	opportunities for public art along the seafront;	seafront;Raised planters on the seafront;	a bit boring	Not enough access	Please do not build a sea wall	Paignton resident	Myself, as an individual;	TQ4 5HX	Woman	White	65-74
					Improved cycling	Part of Eastern Esplanade closed to traffic permanently;A parking relocated															
		To walk along the promenade;Dog			lanes; More cycle parking on the seafront; More pedestrian crossings; More	nearly, but away from Eastern Esplanade (except disabled parking);Some parking relocated nearly, but	g	Litter bins;Seating;cycle stands;Recycling bins;Shelters;Seafront		NI= - ¹	No change needed,				leer!						
Daily Both equally	Walk	walking;To use the beach;To use the greens;	to see the sea	vandalism and grafiti	facilities for disabled users (please specify below);	Esplanade (ecept disabled parking); Part of Eastern	No change needed, there's just the right amount;		No change needed, there's just the right amount;	No change needed, there's just the right amount;		Wildflower planting o	on shabby			Paignton resident	Myself, as an individual;	tq45er	Man	White	65-74
		Towalls		Too many beach huts	•	Esplanade closed to traffic permanently;A parking relocated nearly, but away from Eastern Esplanade	n No change needed,	Litter bins;Picnic	Festoon lighting on Paignton only;Festoon		there's just the right	More planting on the seafront; More trees on the seafront; Wildflower					Mussle				
Weekly Both equally	Car	To walk along the promenade;	No loud music	many not particularly well maintained	y areas for cyclists and pedestrians;	(except disabled parking);	there's just the right amount;	tables;Recycling bins;Shelters;	lighting on Preston only;	lighting around play spaces;	amount of wayfinding signage;	g planting on the seafront;	Pretty old fashioned not a lot of identity	Very stayed	I like many locals love	Preston residen	Myself, as an it individual;	TQ3 1DH	Man	White	65-74
		To walk along the promenade;To visit local restaurants/cafes:To			More cycle parking or the seafront;Improve	d No change needed,		Litter bins;Seating;Recycling bins;Water fountains/refill stations;Showers;cycle	No change needed,	More lighting	More opportunities	Raised planters on th seafront;More e planting on the	e	Traditional but a liv	to visit the seafront mainly for a lovely walk, unfortunately it's too far for me to walk. Reduced parking cost or some incentive for	5	Muself as -				
Weekly Both equally	Car	restaurants/cafes;To use the beach;	Scenery	Price of parking	pedestrian crossings; Improved pedestrian	d there's just the right amount;	Cheaper parking;	stations;Showers;cycle stands;	e there's just the right amount;	More lighting around play spaces;	for public art along th seafront;	e planting on the seafront;	Traditional	Traditional but a bit more contemporary	or some incentive for locals would be good	Preston residen	Myself, as an it individual;	TQ3 1BL	Woman	White	55-64
					crossings;More pedestrian crossings;More facilities for disabled users (please specify	†															
		To walk along the promenade;To visit local attractinos;To visit local			below);More places o stop and rest;Improved access to the beach;Cyclists to use the designated			Litter hins:Seating:Picnic							Bring the beach managers back! More dog wardens to enforce no dogs in summer, fed up of						
Modelin	\A/a !!		e Calming space by the	the prom on Paigntor	prom as a race track. Cyclists should also go the same way as the traffic on the Paignton	nearly, but aware from Eastern Esplanade n (ecept disabled	m	bins;Seating;Picnic tables;Recycling bins;Shelters;Seafront lockers;Showers;Wate fountains/refill	r No change needed, there's just the right		there's just the right amount of wayfinding	• •		Family fair	summer, fed up of possessions being wee'd on! More council staff on hand with any issues. More	Drost	Myself, as an	TO2 2511	Mon	\A/b : t	25 44
Weekly Both equally	Walk	beach huts;	sea	beach in peak season	Sactor of 10d0;	parking);	More car parking;	stations;	amount;	around play spaces;	_گ انمهای	seafront;	Family friendly beach	y menuty	bins	Preston residen	a.viuudi;	TQ3 2RH	Woman	White	35-44

						Improved cycling lanes;Safer shared	Less car parking;Part of Eastern Esplanade closed to traffic	of														
						space areas for cyclists and pedestrians; More cycle parking on the seafront; Improved access to the	s permanently;All	า	Recycling bins;Showers;All of th above;Water fountains/refill	e		More wayfinding signage along the										
Week	kly Both equally	Bicycle	To use the beach;For water sports;Cycling;	Easy access	The car parking makes it dangerous for users	beach;More pedestrian crossings;Improved	parking);Remove all parking. There are cal parks nearby and on street parking;		stations;Seafront lockers;Shelters;cycle stands;Litter bins;Seating;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	seafronts;More opportunities for public art along the seafront;	More trees on the seafront; More planting on the seafront;	A car park that is dangerous for users.	It's fine.	The slipway access is not good.	Preston residen	Myself, as an it individual;	TQ3	Man	White 3	35-44
			To walk along the promenade;To visit local attractinos;To visit local						Litter bins;Picnic		the whole seafront,	More opportunities for public art along th	•			Would be great to see Paignton seafront						
Sever times year		Public transport	restaurants/cafes;To use the local play parks;	Open spaces, long beaches	"Run down" appearance	Improved access to th beach;More pedestrian crossings;	e More care parking;	More car parking;	tables;Recycling bins;Seating;cycle stands;	No change needed, there's just the right amount;	not just in play areas;More seating around play spaces;	seafront;More wayfinding signage along the seafronts;	seafront;Wildflower planting on the seafront;	A bit dated, shabby feel the cinema is the	Cheerful	updated, and much more planting around the greens to the bay and Prestor	Torquay resider า	Myself, as an nt individual;	TQ2 7SH	Woman	White 3	35-44
														worst thing about it it ruins the view and creates a barrier from the town to the front it should be relocated		and paignton Have the 2 best beaches available buy with a lack of facilities and activities they are not	2					
														to out of town there is no need for it. It's a nice place to go the sea front but lacks modern feel, the	there any need for so many they look trashy	need to get with the	r					
						Safer shared space								parking works but would be better switched to the other side of the road so	section the beach huts into rows running across the green improbebthe lighting	future of the bay we have a real opportunity to invest as from covid the	-					
						areas for cyclists and pedestrians;More facilities for disabled users (please specify below);Improved							More planting on the	traveller issues as it will block the access,	-	set a generational change and people will continue to return. We						
				Clean and open space:	s	pedestrian crossings;More pedestrian crossings;More places ot stop and	No change needed,	No change needed,	Loungers;Picnic tables;cycle stands;Recycling bins;Showers;Water		More lighting around play spaces; More seating around play spaces; More informal play along the whole	seafronts;More	seafront;More trees on the seafront;Wildflower planting on the seafront;Raised	time for the cafes on	the space back up. Insist on a colour pallet for all the beach							
Daily	Both equally	' Car	Dog walking; To walk along the promenade;To visit	easy access with good parking		rest;Improved access	there's just the right amount;	there's just the right amount;	fountains/refill stations;	Festoon lighting on Paignton only;	seafront, not just in play areas;	public art along the seafront;	planters on the seafront; More planting on the seafront;More trees	should be the focal point also need better	standards they are		Paignton resident	Myself, as an individual;	Тq33jx	Man	White 3	35-44
Week	kly Both equally	walk	local restaurants/cafes;To use the beach;To use the greens;	accessibility	excessive car parking	More pedestrian crossings;	Less car parking;Part of Eastern Esplanade closed to traffic permanently;	No change needed, there's just the right amount;	Seating;Shelters;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	on the seafront;Wildflower planting on the seafront;	spoilt by car parking	perfect apart from lack of free toilets	provide toilets!!	Torquay resider	Myself, as an nt individual;	TQ1 2AL	Man	White 6	55-74
																Cannot take away parking, all torbay road proposals cut off						
			To well along the										Maya tugan an tha			access to the seafront, not always clean, electric charging point needed, transport	•					
			To walk along the promenade; To use the beach; To use the local play parks; To use the greens; To visit local		Seagulls,	Safer shared space			Seafront lockers;Wate fountains/refill		More lighting around play spaces;More play	for public art along th	More trees on the seafront; A few grass hillocks maybe to offe amphitheatre space e plus offer family play	Family, fun, active,		conflicts, public open space, a destination space, climbing walls opportunity, more family restaurants.						
Week	kly Paignton	Car	attractinos;To visit local restaurants/cafes;	Openness, life, views,	an conflicts, parking	areas for cyclists and pedestrians;Improved pedestrian crossings;		No change needed, there's just the right amount;	stations;Showers;Recy ling bins;Picnic tables;Litter bins; Litter	More festoon lighting	space provided in general;More seating; around play spaces;		and natural seating but not to prevent attractions obviously.	circus and fair space, exhibition show space, air show,		Spaces must be protected from regula traveller intrusions	r Business owner	Myself, as an individual;	Tq3 3hb	Man	White 4	45-54
			To walk along the promenade;To use the beach;To use the	2		Improved pedestrian crossings;More places	All parking relocated nearly, but away from Eastern Esplanade	1	bins;Seating;Picnic tables;Recycling bins;Shelters;Seafront lockers;Showers;Wate fountains/refill		No change needed, there's just the right	No change needed, there's just the right	; Wildflower planting o	n			Paignton	Myself, as an		Prefer not to	Prefer not to P	Profer not
Week	kly Paignton	Walk	greens;	The sea	Cars Spoilt by tacky pier,	ot stop and rest;	parking);	Less car parking;	stations;	amount;	amount;	signage;	the seafront;	Ok	Ok	Get rid of the trafic	resident	individual;	TQ4 6BP	say		co say
					cars on prom, mad (racing) cyclists mowing down pedestrians, dogs over-running the area and careering																	
					into pedestrians such that you can't walk there, jet skis and other boats in shallow	1																
					especially in summer(-	All parking relocated		Seating;Litter							Ive heard theres a plan	n					
Daily	Both equally	Car	To walk along the promenade;To go swimming;To use the beach;		lack of a warden!)and noise from fairground etc makes it a 'no go area in August.	cycles if theres cars		Less car parking;Its dangerous to beach and prom users;	bins;Picnic tables;Water fountains/refill stations;	Irrelevant;	,	No change needed, there's just the right amount of wayfinding signage;	More trees on the seafront; Wildflower planting on the seafront;	Im not a poet!	Im not a poet!	concrete as it will be covered in graffiti and make the area look terrible	Paignton resident	Myself, as an individual;	Tq3 2qa	Prefer not to say	Prefer not to P	Prefer not so say
			To walk along the promenade;To visit local restaurants/cafes;To			More places ot stop	Eastern Esplanade closed to traffic permanently;All parking relocated nearly, but away from	1	Litter bins;Seating;Picnic tables;Seafront		More play for 0-5 year olds;More play for 12 years plus;More			I think Paignton has always been a traditional "bucket and spade" town I		I like Teignmouth sea						
Week	dy Paignton	Car	use the local play parks;To visit local	It's open space and flat and play park and coffee stops	Cars ,litter	and rest;Safer shared space areas for cyclists and pedestrians;	Eastern Esplanade	No change needed, there's just the right amount;	lockers;Showers;Wate fountains/refill stations;	r No change needed, there's just the right amount;	seating around play	there's just the right amount of wayfinding	More planting on the seafront;	would like to see it keep the same character	The same as Paignton but a better play park	front there seems something for	Paignton resident	Myself, as an individual;	Tq4 7BY	Woman	White 6	55-74
									Litter bins;Seating;Seafront				More planting on the seafront; Wildflower planting on the seafront; Raised planters on the			More needs to be done to stop Travellers from						
					All day parking charges, closing the road when there's	Improved cycling lanes;More places ot stop and rest;Improved access to the beach;More		Charge for parking or	lockers;Water fountains/refill stations;All of the above;Showers;Shelte n s;Recycling bins;cycle			e No change needed, n there's just the right	seafront; More toilets, the number of toilets over the last few years has greatly reduced in number yet our visitor	It's a public space for		holidaying on the green. Also camper vans parking overnight, some mornings there's over						
Daily	Both equally	Walk	Dog walking;For work ; To go swimming;To use the beach;To walk along the		e events. Overnight campers.	cycle parking on the seafront;	Free parking in the evenings; Less car parking;All parking relocated	Marine parade like everywhere else;	stands;Picnic tables;Loungers; Litter bins;Seating;Picnic	there's just the right amount;	volleyball, table tenni etc adult gym; More play for 0-5 year olds;More lighting	s signage;More toilet facilities;	numbers has greatly increased; More planting on the	best beaches in the bay	Child friendly	30 campers, so no	Paignton resident	Myself, as an individual;	Tq12ez	Woman	White 5	55-64
			promenade;To visit local restaurants/cafes;To use the local play			Improved pedestrian crossings;More pedestrian crossings;Safer shared	nearly, but away from Eastern Esplanade (except disabled parking);Part of		tables;Recycling bins;cycle stands;Seafront lockers;Showers;Wate		around play spaces;More informal play along the whole seafront, not just in		seafront;More trees on the seafront;Wildflower planting on the									
Week	dy Both equally	walk	parks;To use the greens;For water sports;	The open expanse		space areas for cyclists and pedestrians;More toilets;		No change needed, there's just the right amount;	fountains/refill stations;All of the above;	No change needed, there's just the right amount;	play areas;More play space provided in general;	More opportunities for public art along th seafront;	seafront;Raised e planters on the seafront;	Essential to Paignton Plain, not as well	More localised area	Essential- tourist haven	Preston residen	Myself, as an it individual;	Tq3 2hh	Woman	White 3	35-44
														looked after as it used to be and neglected with no interest in improvement for thirty	,							
														detrimental, parents bring their children to	to be and neglected							
					Traveler vans and having to pay for toile	t								the beach and the children need toilets nearby which the council seems to have forgotten, hundreds of	improvement for thirty years. Also the lack of toilet facilities is							
			To walk along the promenade;To visit local attractinos;To		facilities, my rates are nearly £3,000 per year and frankly I get very little back for that. There used to be		Lower charges, improve Victoria car			somethinmg a little			seafront;Raised planters on the seafront;More trees	•	bring their children to the beach and the children need toilets	Do not block the view with monstrous						
			visit local restaurants/cafes;Dog walking;To go swimming;To use the	The view from the green across the sea	beautiful gardens which the council removed to make it all green for cheapness	a non existent cycle I culture and better car of the promenades	park and open all of i for use but do not e take any of the green for car parking	Remove the parking meters. There is no	estore the shelters trhat the incompeten	nicer than just the R cheap strings of lights that you have just t installed, they are dul	l, No change needed,	seafront, the idea is to inspire people and make them want to come back and not to	e along the border with Esplanade Road would be a good idea but no the other side as salt	problem, hundreds of tourists and yet only t toilet under the car park always seems to	council seems to have forgotten, hundreds of people on a beach need sufficient toilets	concrete walls from fimagined dangers, if necessary lower the level of the sand on						
Week	dy Paignton	Car	beach;To use the greens;	and the beaches themselves.	which was a detrimental factor.	including under the pier.nd ;	including the popular mini golf park.;	more room for parking.;	council has left to rac	k uninteresting and forgettable.;	there's just the right amount;	a cheap and tatty area.;	water from storms would be detrimental	·	and too many are closed.	the beach which has risen over the years.	•	My family;	TQ3 2LR	Man	White 6	65-74
			To walk along the promenade;To visit local attractinos;To	The ability to walk on			Less camper vans parked overnight and cheaper parking	Reduced car parking		Festoon lighting on Paignton only;Festoon	More play for 0-5 year	No change needed, there's just the right	Wildflower planting of the seafront;Raised planters on the	front with the cinema and brewers fair. It	Preston seafront is nothing but beach huts again this could							
Week	dy Paignton	Car	use the local play parks;	the beach and view the promenade	The dog poo bags that are often left "hidden"	•	charges off peak season for locals; More care parking;No	charges off peak seasons for locals;	Litter bins;Picnic tables;Recycling bins;	lighting on Preston	olds;More seating around play spaces; More play space	amount of wayfinding signage; More wayfinding	•	where Las Iganos and	do with more seating, and nicer eatery's		Paignton resident	Myself, as an individual;	Tq4 7lt	Woman	White 5	55-64
Week	kly Both equally	. Car	To use the beach;	The space and air but only go to walk out of season		Improved access to th beach;Safer shared space areas for cyclists and pedestrians;	amount;Please mark		g bins;Showers;Water	No festoon lighting;	provided in general; More play for 0-5 year olds; More seating around play spaces;	signage along the seafronts;More opportunities for public art along the seafront;	Wildflower planting o	n Tacky	ОК	It would be good to make the seafronts more up market	Torquay resider	Myself, as an nt individual;	TQ2 6JE	Man	White 7	75+
			To walk along the promenade; To visit local restaurants/cafes; Dog walking; To visit local		and in need of	•	parking;Item two s should say car parking		Litter bins;Seating;Recycling bins;Shelters;Water fountains/refill	No change needed, there's just the right	No change needed, there's just the right	More wayfinding signage along the	Raised planters on the seafront;More planting on the			, ,	Paignton	Myself, as an				
Daily	Both equally	Car	attractinos; To walk along the promenade;Dog walking;To use the	The beach Open space. Lack of	revamping	and pedestrians; Less lighting. It's too	not care parking;	More car parking;	stations; Seating;Picnic tables;Recycling bins;Water fountains/refill	amount;	amount; More informal play along the whole seafront, not just in	seafronts; No change needed,	seafront; More planting on the	Very tired	Not as nice as Torquay		resident	individual; Myself, as an	TQ3 2LD	Man	White 5	55-64
Daily	Preston	Walk	beach;	clutter	Organised events	bright; Improved pedestrian crossings;More pedestrian	Less car parking;	Less car parking;	stations;	No festoon lighting;	play areas; More play space provided in	signage;	on the seafront;	Cheap and noisy	Locals beach	night and winter	Preston residen		TQ3 2NS	Woman	White 5	55-64
			To walk along the promenade;To visit			users (please specify below);More places of stop and	permanently;Some				general;More play for 0-5 year olds;More play for 6-11 year olds;More play for 12 years plus;More	More wayfinding	More planting on the seafront; More trees on the									
Week	dy Paignton	Walk	local restaurants/cafes;To visit local attractinos;To use the beach;	atmosphere, the	The crowds and lack o	·	parking relocated nearly, but aware from Eastern Esplanade (ecept disabled parking);	m Less car parking;	Litter bins;Seating;Loungers Picnic tables;Recycling bins;Shelters;Seafront lockers;Showers;		seating around play spaces; More informal play along the whole seafront, not just in play areas;		seafront;Wildflower planting on the seafront;Raised planters on the seafront;	Quite nice but s bit rundown, would benefit from modernising and more facilities	Ok, but quite dated, lacking real appeal too crowded at peak times with cars and people	modernising and generally tidying up	Paignton resident	Myself, as an individual;	TQ4 6NB	Woman	White 6	55-74
Sever times year	al	Walk	To walk along the promenade; Take grandchildren to the play area;		cars parked on the seafront	More places ot stop	Less car parking;	No change needed, there's just the right amount;	Water fountains/refil stations;Seating;	No change needed,	More seating around play spaces;	No change needed, there's just the right	·	A nice grassy area n largely unspolit by too many facilities	No comment	No comment	Paignton resident	Myself, as an individual;	TQ4 7NU	Man		65-74
					Poor maintenance, muddy grass, large puddles, tatty shelters	5,						More opportunities for public art along th seafront;No change	to answer this? You should treat the e answers given here	Great family seafront		There is a need for a seasonal kiosk						
Week	kly Paignton	Walk	To visit local restaurants/cafes;To walk to Town Centre; To walk along the		rusty iron work, rough sleepers, "traveller" encampments.	Safer shared space areas for cyclists and pedestrians;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Recycling bins;Seating;Litter bins;	No change needed, there's just the right amount;	More seating around play spaces;	needed, there's just the right amount of wayfinding signage;	you are forcing respondents to put something.;	in summer, old people's parking in winter.	Beach for locals and beach hut owners.	somewhere between the pier and Paignton Club. Preston does now not	resident	Myself, as an individual;	TQ4 6DE	Man	Prefer not to say 6	55-74
			promenade;To visit local attractinos;To visit local restaurants/cafes;To go swimming;To use		infrastructure is tired;	Safer shared space areas for cyclists and pedestrians;Improved access to the		cheaper parking for	Litter bins;Seating;Picnic tables;Recycling bins;Shelters;Showers	:		More opportunities		Run down, but with	Locals beach, great community, very friendly; a bit run	have enough toilets; we have existing businesses - do we need another one by the north toilets? If						
Daily	Preston	Walk	go swimming; To use the beach; To use the greens; To use the beach huts; For water sports;	easy access, lovely spaces, beautiful beaches	not enough upkeep,	beach;More places ot stop and rest;Improved	Less car parking;Part of Eastern Esplanade closed to traffic permanently;	of beach hut users (I walk);No change needed, there's just the right amount;	Water fountains/refil stations;Seafront lockers;cycle stands;Loungers;	•	play spaces;No change needed, there's just	for public art along th	e Wildflower planting or the seafront;Raised planters on the seafront;	n potential to be lovely	down, council should enforce beach hut maintenance	you develop the north toilets - we don't want to lose parts of the green;		Myself, as an individual;	TQ3 2EN	Woman	White 5	55-64
					Having to walk round			It's a nightmare to trans and park when the beach huts are there as people park behin them and it's hardly	d Litter bins;Seating;Picnic	No change needed, there's just the right		No change needed, there's just the right amount of wayfinding	•	Has potential but		Love the shelters that have been						
Week	sly Both equally	. Car	To walk along the promenade;To visit local restaurants/cafes;	Flat, easy walking on prom or beach	road section when tide is in. Inconsiderate dog owners not cleaning up after dogs	More places ot stop	Part of Eastern Esplanade closed to traffic permanently;	passable when cars are parked on road behind. ;More car		er amount;Don't like the new lighting at Torquay. Looks tacky not pretty;	sports that families	signage;More opportunities for public art along the	seafront;Raised planters on the seafront;More trees on the seafront;	stuck in the past. Pier an asset but not an exciting space currently	Lacking in amenities	rejuvenated. Charging for toilet use and closing some is a bad idea.	Torquay resider	Myself, as an nt individual;	TQ1 2HP	Woman	White 5	55-64
						Improved pedestrian crossings;Safer shared					More play for 12 years plus; More seating around play spaces; More informal		Daine 1 '			Can walkers be drawn						
Sever times			To walk along the promenade;To use the local play parks;Cinema and	Sense of Open space	Low quality shops and	space areas for cyclists and pedestrians;Electric scooter pilot area + I shopmobility scooters	The multi storey is no welcoming so we parl	<	All of the above:BB∩	No change needed, there's just the right	play areas;More	More opportunities for public art along th seafront;More 6- wayfinding signage	Raised planters on the seafront;Wildflower e planting on the seafront;More planting on the	e Pleasant but quite		along the bay front with opportunities for cafes, coffee vans, play on the way? Could establish a clearer		Myself, as an				
year	Paignton	Car	geopark;	bay	the sense of poverty	·	feels safer;	No comment ;	pits on the green;	amount;	11 year olds;	along the seafronts;	-	impoverished.	We don't visit	circular Torbay walk.	Local visitor	individual;	TQ95PS	Man	White 3	35-44

			To walk along the			Improved pedestrian crossings;More places					Marradayana											
			promenade;To visit local attractinos;To visit local	Access to the heach	They are looking old &	ot stop and rest;Improved access to the beach;Safer shared space areas for		No change needed,	Litter bins;Seating;Picnic tables;Showers;Water	. No change needed	More play space provided in general; More informal play along the whole	More opportunities	More planting on the seafront; Wildflower	A lovely place to visit,		It would be nice to have a space that is easy to navigate,						
Monthly	Both equally	Car		visiting the attractions	,	cyclists and	Less car parking;	there's just the right amount;	fountains/refill stations;	there's just the right amount;	· · · · ·	for public art along the seafront;	•	enjoy watching the sunrises.				Myself, as an individual;	TQ4 7SW	Woman	White	45-54
															Tired looking. Grass							
															Roads need to be	have music or outdoor theatre ob the						
			Dog walking To go		Noisy. No good quality cafes or restaueants		Some parking relocated nearly, but		Litter bins;Seating;Shelters;S teps down to beach			More wayfinding signage along the seafronts; More	More trees on the		beds. Could create trail leadigg to oldway	· ·						
Weekly	Preston	Car	Dog walking;To go swimming;To use the beach;	Sandy beach		and rest;More pedestrian crossings;	aware from Eastern Esplanade (ecept disabled parking);	More car parking;	need improved railing and repair of uneven steps;	•	- ·	opportunities for public art along the seafront;	seafront;Wildflower planting on the seafront;	Untidy. Cheap looking Noisy. Oldfashioned	. hidden away and	with pedestranised crossing. Art gallery like at teignmiuth		Myself, as an individual;	Tq12	Woman	White	55-64
					Too much parking is allowed in summer.m the smell from the gel-		Less car parking;Part o	f							A beach used a lot by local people. It is a							
					park cafe, the fact that there are more		Eastern Esplanade closed to traffic permanently;Some								haven away free of dogs in the summer. Nice open green space,							
			To walk along the		now, and that the green space has been	-	nearly, but aware from Eastern Esplanade	No change needed,			No change needed,			It is becoming too cluttered. The green space is being	•	Vie cinema and						
Weekly	Paignton	Walk	promenade;To use the beach;	e and add character to the sea-front	leased to the hotel builder.	near the road.;	(ecept disabled parking);	there's just the right amount;	Litter bins;	there's just the right amount;		No public art needed;	Leave as it is;	encroached upon by commercial outlets.	facilities last summer were a problem.		orquay resident	Myself, as an individual;	TQ2 6SP	Woman	White	65-74
						Seems about right. Nice for people to park along the beach line,		No. 1	Cut down on the	No. 1	, ,	No change needed,				When the fair and exhibitions are there						
Weekly	Both equally	Drive past	To visit a relative;	Access to the greens, the beach, and sea.	Two much clutter.	each their fish and chips and gaze out to sea, at no cost.;	•	No change needed, there's just the right amount;	clutter, too many items, not enough open spaces.;	No change needed, there's just the right amount;	along the whole seafront, not just in play areas;	there's just the right amount of wayfinding signage;	More trees on the seafront;	Blackpool-ish.		in the summer it's a bit overcrowded with items.	orquay resident	Myself, as an individual;	TQ1 4HT	Man	White	75+
						More facilities for disabled users (please					More informal play		More planting on the		Horrendous and							
Several						specify below);More places ot stop and rest;Safer shared space	No change needed	No change needed,	Litter bins;Seating;Shelters;		along the whole seafront, not just in play areas;No change	More wayfinding	seafront;More trees on the seafront;Wildflower		tasteless with a shabby pier looking	Past improvement if						
times a year	Preston	Car	To walk along the promenade;	No shopsno noiseno barsno chippys	o Litter & tourists	areas for cyclists and pedestrians; Improved pedestrian		there's just the right amount;	Water fountains/refill stations;		needed, there's just	signage along the seafronts;	planting on the seafront;	Shabby		it's still seen as an up	orquay resident	Myself, as an individual;	TQ1 4qf	Man	White	75+
			To walk along the promenade;To visit			crossings;More pedestrian crossings;More places	Less car parking;Part o	f					More trees on the seafront;More planting on the									
Weekly	Both equally	Walk	local attractinos;To use the beach;To use the greens;	dk	dk	•	Eastern Esplanade closed to traffic permanently;	No change needed, there's just the right amount;	Seating;Shelters;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Less wayfinding signage;	seafront;Wildflower planting on the seafront;	dk	dk			Myself, as an individual;	tq46aw	Man	White	Prefer not to say
						More pedestrian crossings;More																
						facilities for disabled users (please specify below);More places ot																
			To walk along the promenade;To visit local attractinos;To			stop and rest;Improved access to the beach;Improved cycling lanes;Safer					More play for 12 years plus;More seating around play											
			visit local restaurants/cafes;Dog walking;To go			shared space areas for cyclists and pedestrians; More cycle					spaces;More lighting around play spaces;More informal		Wildflower planting o	Good I placed but dated and tatty in		Needs to be updated						
Several times a vear	Paignton	Walk	swimming;To use the beach;To use the greens;	Natural beauty.	cinema building needs	parking on the	No change needed, there's just the right amount;	More car parking;	Litter bins;cycle stands;Showers;Recycl ng bins;Seating;	No change needed, li there's just the right amount;	play along the whole seafront, not just in	More opportunities for public art along the seafront;	the seafront;More	when walking near buildings and under pier.		especially around the cinema and under pier P	-	Myself, as an individual;	TQ3 3GY	Man	White	45-54
					·	More facilities for disabled users (please	·	,	,0)	·		No change needed,	More planting on the seafront; More trees on the	Can feel barren , more		I hope you plan to also cover Goodrington North and South		,				
Yearly	Both equally	Mobility scooter and car	The view.;	The proximity of the sea.	I visit so rarely (lack of mobility) that any visit is a pleasure .	••	Should 'nearly' read nearby?;	No change needed, there's just the right amount;	Picnic tables;Litter bins;	No festoon lighting;	No change needed,	there's just the right amount of wayfinding signage;	seafront;Wildflower	vegetation and trees would be welcome nature feels excluded.		where the presence of Young's Park is a huge P		Myself, as an individual;	TQ4 6RA	Man	White	75+
	·				difficulty in parking, lack of public		Less car parking;All parking relocated		Litter							More parking to allow						
	D-1	•	To walk along the	Heat	conveniences especially in high season and school	Improved pedestrian crossings;Safer shared space areas for cyclists	nearly, but away from Eastern Esplanade (except disabled		bins;Seating;Recycling bins;Shelters;Showers Water fountains/refill	; No change needed, there's just the right	there's just the right		e Raised planters on the	• .	Unspoilt traditional promenade with shabby fast food	access particularly in high seasons with more and better		Myself, as an	TOS		\A/L · ·	CF
Weekly	Paignton	Car	promenade;	Harbour area	holidays	Safer shared space	parking);	More car parking;	stations;	amount;	amount;	seafront;	seafront; More planting on the seafront;More trees	family seaside front	outlets and toilets	public facilities P	Preston resident	ındividual;	TQ31AP	Man	White	65-74
			To walk along the		•	areas for cyclists and pedestrians; More cycle parking on the		No change needed, there's just the right	Picnic tables;Recycling bins;Litter	there's just the right	seafront, not just in	More opportunities for public art along th						Myself, as an				
Weekly	Both equally	Walk	promenade;running;	the sea	fast food	seafront;showers;	Less car parking;	amount;	bins;Showers;	amount;	play areas;	seafront;	seafront;	cheap	old	less clutter T	orquay resident	individual;	tq1 2np	Woman	White	45-54
															The beach huts give Preston beach a good							
															vibe. It is a calmer place than Paignton in the summer, but I think cyclists should							
															be banned from the promenade in the high summer as they weave							
						Improved pedestrian						More wayfinding signage along the	More planting on the seafront; Wildflower		in and out of people. Money was spent building the cycle path							
						crossings;More facilities for disabled users (please specify						seafronts;More opportunities for public art along the	planting on the seafront;Raised planters on the		but they don't use it The Green doesn't get taken over by events							
					Lack of seating , especially during the summer months and	below);More places ot			Litter bins;Seating;Picnic tables;cycle		More informal play along the whole	seafront;For those sight problems the	seafront;You need planting that will cope with the salt air and	2	so porovides a family space. Maybe a bigger play area and the							
			To walk along the promenade;For exercise and to	The sense of space,	the small number of toilets available,	•	Less car parking;Part or Eastern Esplanade closed to traffic	f No change needed, there's just the right	stands;Recycling bins;Shelters;Water fountains/refill	It is a bit boring just a	play areas;More play equipment for	larger print it's no use having signing if a proportion of people	sometimes the salt water so low	In the summer month:	Adult outdoor gym	I think I've done that in answer to previous		Myself, as an				
Daily	Preston	Walk	breathe the fresh air;	the fresh air	the summer months	pedestrians; Improved pedestrian	permanently;	amount;	stations;	single rope of lights;		can't read it. ;	plants;	very touristy	children's play area	questions P	Preston resident	individual;	TQ3 2TZ	Woman	White	75+
			To go swimming;To			crossings;More pedestrian crossings;More places			Litter bins;Seating;Loungers; Recycling	•	More play for 0-5 year olds;More seating around play											
Delle	Postor	NA/- II	walk along the promenade;To visit local attractinos;To	Dankar in augus	Dana in winter	ot stop and rest;Safer shared space areas for cyclists and	Eastern Esplanade (except disabled	parking spaces by turning perpendicular		r No change needed, there's just the right		Less wayfinding	More trees on the	Taurista / harra		.No dogs on prom. No bikes. More shelters.		Myself, as an	T02.200	Managa an	M/1-14-	55.64
Daily	Preston	Walk	use the beach;	Dog ban in summer	Dogs in winter	Improved cycling lanes;Safer shared	parking);	to sea;	stations;	amount;	play areas;	signage;	seafront;	Touristy / busy	More refined	More seats. P	Preston resident	individual;	TQ3 2DG	Woman	White	55-64
			To walk along the			space areas for cyclists and pedestrians;More	nearly, but away from Eastern Esplanade	No change needed,	•		No change needed, there's just the right	More wayfinding	Wildflower planting o	n		р	Paignton	Myself as an				
Monthly	Paignton	Walk	promenade;	open marine spaces		seafront;	parking);	amount;	g bins;	amount;	amount;	seafronts;	the seafront;	family friendly	family friendly	Keep their character rehuge wall idea would		individual;	TQ3 3SY	Man	White	65-74
																have been catastrophic for the bay and completely not thought through						
																with any potential sea level raise threat coming from saturated						
																ground under said wall, it was inaccurately quoted						
											More play for 12 years plus;More play for 6-					that the sea level had risen 'x' amount in the last 35 years in one						
					toilets, the pier has	Improved pedestrian crossings;More pedestrian					11 year olds;More lighting around play spaces;More informal					statement which was subsequently deleted when it was pointed						
			To walk along the promenade;To visit local	The open views,	•	crossings;Take away the dangerous bollards in front of the					play along the whole seafront, not just in play areas;Skatepark					out that tide time and height data for the previous 50 years or so						
			restaurants/cafes;Dog walking;To go swimming;To use the	and relaxing, walking my dog, surfing,	building looks awful	the road and make me					on the seafront, look at Venice Beach in california or the New			Current sea defences		is readily available and shows to have been cyclic and not actually						
			greens;For water	different activities, on my own and with my	nights which disturb my children getting to	bike with cars not having enough room	parking;Definitely more car parking and time limited free	More car parking;Time		No change needed, there's just the right amount;Replace with		Less wayfinding	on the seafront;Wildflower planting on the	similar height to what	Fantastic area in need of a little thought and	personally would love		Myself, as an				
Daily	Both equally	Walk	sports; To walk along the	family and friends.	sleep	to safely pass.;	parking.;	limited free parking;	Seating;Picnic	led as in Torquay ;	world.;	More opportunities	seafront;	they are now.	refurbishment	to see a large P	Preston resident	ınaıvıdual;	TQ3 2NR	Man	White	45-54
			promenade;To visit local attractinos;To go swimming;To use the beach;To use the local			More places ot stop	Less car parking;Part of Eastern Esplanade closed to traffic	f No change needed, there's just the right	tables;Recycling bins;Seafront lockers;Water fountains/refill	No change needed, there's just the right	More seating around play spaces;No change		More planting on the seafront; More trees					Myself, as an				
Daily	Preston	Walk	play parks;		Lack of decent toilets	•	permanently;	amount;	stations;	amount;		wayfinding signage;	•	Not sure	Not sure	None P Think about the	Preston resident		TQ3 2DX	Woman	White	35-44
																aesthetics when planning and look at popular						
			To use the beach huts;For water													Mediterranean sea fronts and usage for inspiration and ideas.						
			sports;To use the greens;To use the loca play parks;To use the	I		Improved = -	Lace con north		litter							Spend money on the existing toilet blocks and free usage of the toilets. Think about						
			beach;To go swimming;To visit loca restaurants/cafes;To	I		cycling lanes;Safer	parking relocated nearly, but away from		Litter bins;Seating;Recycling bins;Picnic		More plants of	More commit	Moro plane			toilets. Think about the colour scheme. Have a permanent heach warden during						
Daily	Preston	Walk	visit local attractinos;To walk along the promenade;	The open space	Vehicles, Dog Walkers, Cyclist and E-Scooters.	•	Eastern Esplanade (except disabled parking);	Less car parking;	tables;Water fountains/refill stations;	No change needed, there's just the right amount;		for public art along the	More planting on the e seafront; More trees on the seafront;	Tacky		beach warden during the summer months. P Free WiFi re		Myself, as an individual;	TQ3 2HZ	Woman	White	35-44
			Dog walking;To visit								plus;More seating around play spaces;More lighting											
			local restaurants/cafes;To use the beach;To go		Travelers parked on		No change needed,			No change needed,	around play spaces;More informal play along the whole					Don't make Preston						
Daily	Preston	Car	swimming;For water sports;	Atmosphere	Paignton green & fair ground - very dated	lanes;	there's just the right amount;	More car parking;	Seating;	there's just the right amount;		amount of wayfinding signage;	More trees on the seafront;	More popular for tourists	Attracts locals, great	commercial like	Preston resident	Myself, as an individual;	TQ3 3NE	Woman	White	45-54
						Improved pedestrian crossings;More pedestrian																
						crossings;More facilities for disabled users (please specify																
			To walk along the promenade;To visit local			below);More places ot stop and rest;Improved access			Litter bins;Recycling bins;Seafront		More play space provided in general; More seating											
			restaurants/cafes;To go swimming;To use the beach;To use the			to the beach;Improved cycling lanes;Safer shared space areas for cyclists and			lockers;Showers;Wate fountains/refill stations;All of the		around play spaces;More lighting around play spaces:More informal	signage along the	More planting on the seafront; Wildflower									
Weakle	Preston	Car	local play parks;To use the greens;To use the beach huts;For water sports:			cyclists and pedestrians; More cycle parking on the seafront:		More car portion	above;TOILETS;Seating Loungers;Picnic tables;cycle stands:Shelters:	More more more	seafront, not just in	opportunities for public art along the	planting on the seafront;Raised planters on the seafront:	Exciting and for	Relaxing and family	All good		Myself, as an individual:	TO1 1DN	Woman	White	55-6 Λ
Weekly	Preston	Car	sports;	Beach huts!	bikes / scooters	seafront;	More care parking;	More car parking;	stands;Shelters;	festoon lighting!;		seafront; No change needed.	seafront;	Exciting and fun		All good T Sea defences are important to preserve what we have.	orquay resident	muiviaual;	TQ1 1RN	Woman	White	55-64
Weekly	Paignton	Car	To walk along the promenade;	access to waterside	speed of traffic	Safer shared space areas for cyclists and pedestrians;		No change needed, there's just the right amount;	Seating;	No change needed, there's just the right amount;		No change needed, there's just the right amount of wayfinding signage;	More trees on the seafront;	adult and family space, children's play areas		Important not to lose our amenities in the	orquay resident	Myself, as an individual;	tq2 7nr	Man	White	75+
JUNIY	J 				, J. Came		,		ं ा		. , . ,	J U-1				I think you need an	, ., .csidelit				- 20	
																overall vision for what it should be rather too many different ideas. I						
																would choose a natural vision with lots of clean beaches,						
			-			i think some cyclers			Litter bins;Recycling		children's donkey rides should include		N 4			trees, wild flowers, remove anything tacky or scruffy and give it						
VAI ~ ! !	Doi'	Co.	To walk along the promenade;To visit local	looking at the sea and		are dangerous to pedestrians and should be	strict enforcement of	Mars	bins;Only provide additional furniture if it will be well		donkey abuse around the world - and what	everyone likes so i	More trees on the seafront; Wildflower planting on the	courte .		all a cleaner image. And include public toilets that are open		Myself, as an	TO4217	M/o	\\/\:	EF 21
Weekly	Paignton	Car	restaurants/cafes;	breathing sea air	uncared for	discouraged.;	blue badge violation;	wore car parking;	maintained.;	ואט ופאנסטח lighting;	we can do to help.;	would not do it;	seafront;	scruffy	scruffy	all year long. T	orquay resident	muividual;	TQ13UE	Woman	White	55-64

														Let's not aim for Blackpool, no more rides, noisy machines.						
		red sand beach at	Shabby bins, shelters, dog mess, people who don't appreciate the										As above, info on the	Keep it natural, tidy and informative for walkers and day						
	To walk along the promenade;To visit local	and enjoy the fresh air, history and there	summer, loud music, poor toilets and		Less car parking;Some parking relocated nearly, but aware from		Litter bins;Seating;Picnic	No change needed	No change peeded		More trees on the seafront; Wildflower planting on the	all year round, important to be awa	lk asibger connection sh be provided - re Worthing sea front	we need their money but rubbish and dogs						
Weekly Both equally Walk	restaurants/cafes;To use the local play parks;	are lots of places to meet friends for coffee.	queues of cars in summer = noise and pollution	crossings;Safer shared space areas for cyclists and pedestrians;	The state of the s	Less car parking;	tables;Water fountains/refill stations;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Less wayfinding signage;	seafront;Raised planters on the seafront;	of our history, how t town grew, the Singe connection etc	he and pier is a good r example of signage re local history	/mess spoil the f character if not contained/controlled.	Paignton resident	Myself, as an individual;	Tq47bt	Woman	White	55-64
														We've got to work with what we have (ie the cinema, the						
					Better access to get to the car parking, it's no															
	To walk along the				very well signposted if you didn't know where to go. The entrance by	e							Preston as that's	spaces together bette so that they don't fee						
Several times a vear Paignton Car	promenade;To visit local attractinos;To visit local restaurants/cafes;	Walking along the promenade and pier	The cinema breaks up the seafront and dominates it	More places ot stop and rest;	the Redcliffe Hotel could be opened for one-way access to the parking;	•	Seating;Recycling bins;Shelters;	No change needed, there's just the right amount;	No change needed, there's just the right	More opportunities for public art along the seafront;		It's a typical British seaside. It could be modernised a bit	walk round to	so broken up. More needs to be made of the harbour, as it's a real hidden gem	Torquay reside	Myself, as an	TQ2 5YE	Woman	White	35-44
year Paignton Car	restaurants/cares,	promenade and pier	dominates it	Improved pedestrian crossings;More	parking,	amount,	bilis,sherters,	amount,	amount;	seamont,	seamont,	modernised a bit	Paignton	real filoderi gerii	Torquay reside	it individual,	TQ2 STE	Woman	winte	33-44
				pedestrian crossings;More facilities for disabled																
				users (please specify below);More places to stop and rest;Safer																
	T. 19111				only in the winter;Less le car parking;All parking	Ş	Litter		More seating around play spaces;More lighting around play					Whilst the seafront is lovely, the rough wall	S					
Daily Paignton Walk	To visit local restaurants/cafes;To visit the Palace Hotel health club;		The run down look	parking on the seafront;RADAR controlled free disabled toilets;	relocated nearby, but away from Eastern Esplanade (except disabled parking);	No change needed, there's just the right amount;	bins;Seating;Picnic tables;Recycling bins;Showers;All of th above;	No change needed, he there's just the right amount;	spaces; More informal play along the whole seafront, not just in play areas;		he Raised planters on th seafront;	e A tired but lovely op space	en A tired but lovely ope space	along Paignton could be replaced with n smooth walls that would allow seating.	Paignton	Myself, as an individual;	TQ4 5BP	Man	White	65-74
Daily Taighton Walk	neurin das,	open space	THE FUIL GOWN TOOK	disabled tollets,	alsablea parking)	umount,	usove,	amount,	play areas,	Scanoni,	seamone,	Space	Space	Any improvements need to celebrate our Victorian past but		marvidual,	141351	Wan	Willie	03 74
														brought up to modern standards. The seafront need to						
Daile Dath annually Can	To walk along the promenade;To visit local	The consenses	Cars allowed on paignton seafront in	More places to stop	Part of Eastern Esplanade closed to	No change needed, there's just the right		g there's just the right	No change needed, there's just the right	More wayfinding signage along the	Any planting needs to		Communication with more	remain picturesque as this is the main draw, people like open		Myself, as an	T. 2 71.	Managa	NA/I-i-	25.44
Daily Both equally Car	restaurants/cafes; To walk along the	The openess	season	and rest;	traffic permanently;	amount;	bins;Shelters;	amount;	amount; More play space provided in general;More seating	seafronts;	be maintained.; More planting on the	Unloved traditional	Concrete mish mash	move the Geopark to Parkfield or Victoria	Torquay reside	it individual;	Tq2 7lp	Woman	White	35-44
Weekly Preston Walk	promenade;Dog walking;To use the beach;	Openness	Dog ban during summer.	Safer shared space areas for cyclists and pedestrians;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Recycling bins;Seafro	No change needed, nt there's just the right amount;	around play spaces;More lighting	More opportunities for public art along the seafront;	seafront;Wildflower	The centre of the bar	y's Popular with locals	Park and create more open space or space for local events.		Myself, as an individual;	TQ32LS	Man	White	55-64
,	To walk along the promenade;To use the beach;To use the			More pedestrian crossings;More places			Litter bins;Picnic		More play space for 0-	·		тение, прис							71	
Public transport	greens;To visit local attractions;To visit local	Level walk with good		to stop and rest;Safer shared space areas for cyclists and	r	there's just the right	tables;Seating;Recycli g bins;Shelters;Water fountains/refill	No change needed, there's just the right	5 year olds;More seating around play spaces;More lighting	More wayfinding signage along the	More planting on the		D	Whole area needs	Paignton	Myself, as an	T 0.00			65
Weekly Paignton transport	restaurants/cafes; To walk along the promenade;To visit local attractions;To	sea views	beaches	pedestrians; Improved pedestrian	Less car parking;	amount;	stations;	amount;	around play spaces; More seating around play spaces;More play	seafronts;	seafront;	Run-down	Run-down	tidying up	resident	individual;	TQ47NJ	Man	White	65-74
	visit local	Open space that g allows you to get clos to nature, holiday	se	crossings;Improved access to the beach;Safer shared space areas for cyclists	s Less car parking;Part o	of				More wayfinding signage along the	More planting on the seafront; Wildflower planting on the			I would love to see a pathway linking						
Weekly Paignton Walk	<u> </u>	al atmosphere, family	traffic	and pedestrians;More places to stop and rest;	•	No change needed, there's just the right amount;	All of the above;	No change needed, there's just the right amount;		opportunities for public art along the	seafront;Raised	A great place for family fun by the sea	Perfect for a dog walk	Preston and Paignton seafronts that is	Paignton resident	Myself, as an individual;	TQ33ST	Woman	White	45-54
	To walk along the promenade;To visit												J							
	local attractions;To visit local restaurants/cafes;To			More facilities for disabled users (please	2		Litter bins;Recycling bins;Water fountains/refill	No chart	No charac	No change needed,				Out dated needs						
Daily Paignton Walk	use the beach;To use the local play parks;T use the greens;	To I live on the sea front	. pollution & litter. not enough public toilets.		More car parking;	More car parking;	stations;Picnic tables;Loungers;Show rs;	No change needed, ve there's just the right amount;	No change needed, there's just the right amount;	there's just the right amount of wayfinding signage;	g More trees on the seafront;	Out dated needs TLC	out dated.needs TLC	TLC Torquay front has been updated and looks great.		Myself, as an r individual;	TQ4 6AX	Woman	White	45-54
	To walk along the promenade;To visit local					Less car parking;The turning point end of														
	restaurants/cafes;To visit local attractions;To use the			Improved pedestrian	Part of Eastern	Marine Parade can ge clogged up with cars parking and running	t	There used to be wonderful lighting all						It is very important						
	beach;To use the greens;To use the beach huts;To sit and			crossings;More pedestrian crossings;More	traffic permanently;All parking relocated	their engines in winte I for warmth inside the cars. The fumes are		the way along the coast from Torquay to Paignton. Graceful						that basic human needs are attended to We have been robbed						
	read on the benches at the end of Marine Drive, and eat		bad smell.	below);More places to	Eastern Esplanade c (except disabled	There is/was a notice	bins;Seating;Shelters; ecycling bins;Seafron	t night one could step		Moro wayfinding	More planting on the seafront; More trees on the			of toilets, especially this time of year. It is scandalous. It makes i						
Daily Preston Taxi	icecream or sandwiches from Sandbanks Kiosk;	The sea and the soun of the waves.	Lack of public toilets and Preston	rest;Improved access to the beach;		the turning point, but		te outside and see them down below all around the bay.;	More lighting around play spaces;	More wayfinding signage along the seafronts;	seafront;Wildflower planting on the seafront;	Beautiful. Popular- style amenities, nois	beauty is more	impossible for some older people to stay out for very long.	Preston resider	Myself, as an nt individual;	TQ3 1JZ	Woman	White	75+
				More pedestrian									More friendly for pedestrians that	Generally improve the	2					
				•	Less car parking;Part o Eastern Esplanade closed to traffic	of							Paignton but better separation for cycles	look with more green planting and/or trees.d Preston looks terribly						
			Steps to beach are	•	parking relocated r nearby, but away from	n	Litter bins;Seating;Cycle stands;Recycling			More wayfinding signage along the	More planting on the seafront; More trees		to the beach needs to be improved. Shelters	•						
Daily Broston Walk	To walk along the promenade;Dog walking;For water	clear, uncluttered,	worn and unsafe in places. Restriction to dogs May to	cyclists and pedestrians; More cycl parking on the	parking);better priority	•	fountains/refill	er No change needed, there's just the right	More play space	seafronts;More opportunities for public art along the	on the seafront;Wildflower planting on the seafront;	space that has priori	could be improved to look more appealing, but structured to be vandal proof.	help make it feel a bit		Myself, as an	TQ3 1RB	Man	White	65-74
Daily Preston Walk	sports; To walk along the	easy access to beach	september.	seafront;	for pedestrians; More car parking;Part of Eastern Esplanade	More car parking;	stations;	amount;	provided in general;	seafront;	More planting on the	for cars	vandai prooi.	and children	Preston resider	t individual;	IQ3 IRB	Man	wnite	65-74
	promenade;To visit local attractions;To visit local	It's pretty and typicall	ly	Improved pedestrian crossings;More pedestrian	closed to traffic permanently;All parking relocated					More wayfinding signage along the	seafront;More trees on the seafront;Wildflower									
	walking;To use the beach;To use the	g seaside with the pier and little kiosks, the geopark has been a	parking during the	to stop and rest;Improved access	· •	No change needed, there's just the right	Litter bins;Seating;Picnic tables;Recycling	No change needed, there's just the right	No change needed, there's just the right	seafronts;More opportunities for public art along the	planting on the seafront;Raised planters on the	lack of flowers. lack of seating but a great place to visit especia	lly	flowers and colour needs introducing on	•	Myself, as an				
Daily Paignton Walk	greens;	great addition	summer months	to the beach;	parking);	amount;	bins;Seafront lockers	; amount;	amount;	seafront;	seafront;	the Pier This is a wonderful natural resource tha	I love Preston as it is	Paignton front This is a wonderful natural resource that	resident	individual;	TQ4 7LA	Woman	White	45-54
			I have been regularly visiting the seafronts since childhood I have									has been exploited rather than empathetically	L	has been exploited rather than empathetically						
			felt sad as I have witnessed the developments over	crossings;Improved cycling lanes;Safer shared space areas for	r							developed in recent decades. The variou local assets of the		developed in recent decades. The various local assets of the						
				cyclists and pedestrians;The d signage for cyclists is								shopping centre, the railway the harbour, the cliff tops and the	e	shopping centre, the railway the harbour, the cliff tops and the						
		The sense of being within a naturally enclosed area of sea		s. several areas eg Where does the cycle			Litter bins;Loungers;Recycli g					as myopic "Topsies". There needs to be a	•	There needs to be a						
		and things to watch to become involved with	-	travels from Hollicombe and gets			bins;Shelters;Showers A rational toilet facili plan. At present the toilets are in	ity				envisages the development of Paignton as a	n done a quality design job. It feels as though any development her has been accidental	envisages the development of						
		reflect, meditate and	sense of developing to	o where are cyclist supposed to go when	Less car parking;Part o	of	architectural convenient places without regard to the	e	More seating around play spaces;More play		More planting on the seafront; More trees	potential "centre of marine and holiday	and the community is	potential "centre of marine and holiday						
Monthly Paignton Bicycle	bicycle rides;	seafronts open the doors of the mind, body and soul.	the family/community	•	Eastern Esplanade	More car parking;	•	No change needed, there's just the right amount;		seafronts;See above comments re cycle	on the seafront;Raise planters on the seafront:	d than a down-market also-ran on the Devo coast	than a "must visit" n part of our Torbay assets.	than a down-market also-ran on the Devor coast	ı Torquay reside	Myself, as an intindividual;	TQ1 2HY	Man	White	Prefer not to say
-,						J,			, ,,		seafront;More trees on the seafront;Wildflower	seafront towns, Paignton and Prestor were once beautiful,	seafront towns, Paignton and Preston were once beautiful,	stronger connection between harbour and green. Stronger						
											planting on the seafront;Raised planters on the	then (quite rightly at the time) they clamoured after	then (quite rightly at the time) they clamoured after	connection required between Torbay Road and the seafront						
							1:44 1				seafront;Helps protec everything; inland property, sand	t decreasing holidaymakers by installing tatt, tarma	decreasing holidaymakers by c installing tatt, tarmac	(much more flow needed, prioritisation of pedestrians), even	if					
							Litter bins;Picnic tables;Recycling bins;Water fountains/refill				retention, beach huts play areas, cafes, grass. Lessens road noise. Dampens the	removing decoration planting, and things	and concrete, and , removing decoration, planting, and things that were considered	need to stay, but						
			Rusty evidence of lack of investment (there are lots of posts which		No change needed,	No change needed, there's just the right amount;Not everyone	stations;Bins aren't pretty but it is	Old pics of better festoon lighting look		No change needed, there's just the right amount of wayfinding	effect of harsh buildings like the	that were considered fussy (bandstands, rocks, fountains, variety). Things	fussy (bandstands, rocks, fountains, variety). Things	(decorative) restrictions need to be permanently in place						
		Relative purity (ie	used to hold a sign, but now don't, rusty railings, rusty bins		there's just the right amount;Not everyone lives as close to the	lives as close to the beach as I do. People need to park cars (and	provide enough so there is no excuse for d littering. Water	fab. Quintessentially r Torbay (and seaside). Connects with	More informal play	signage;Businesses w always want signage, to circulate people to	vill evocative of the sand dunes that used to be	became 'standard' (id bins, seats and lampposts from a	became 'standard' (ie bins, seats and lampposts from a	to stop travellers. No development of the greens; they are all						
	<u>.</u>	beach, sea and green with beach huts, toilets and steps etc,	with missing doors, blocked drains). Reduction in	Improved pedestrian crossings;Mix of	beach as I do. People need to park cars. We have to accept	Preston parking space don't block view of the sea). We have to	es fountains sends a e positive message about Paignton's	Goodrington and Torquay cliff walks. A real draw and an	along the whole seafront, not just in play areas;I don't	their offerings. But realistically 'there's the beach'; what more	Variety is really he important; gives people something to	generic Council catalogue rather tha keeping any	generic Council n catalogue rather than keeping any	that remains of the dunes. No need for 'forced-fun' on the						
	beach;To go	compared with he amusement arcades, restaurants, marina	Anything 'built up'	. reasonable intervals t prove that pedestrian	, ,	are fine (at the right	Picnic tables as not everyone can/wants		grass and sand and sea is informal? Any	signage do we need? Any signage to make use of existing street furniture (ie no more	experience. Gives Paignton/Preston	individuality of the town). Many of the remaining character		greens in winter; it's grass and we make ou own fun. Geopark		Mysself				
Weekly Preston Walk	swimming;To use the greens;	e and yacht paraphernalia).	beyond what is there now.	have priority in the beach environment.;	speed). Remove charging.;	speed). Remove charging.;	sit on the grass/sand/floor.;	festoon lighting please!;	play equipment to be maintained.;	furniture (ie no more posts).;	e more individuality. Increases Paignton's	features are slowly diminishing (except	features are slowly diminishing (except	does not need lighting as children don't play council to factor in	resident	Myself, as an individual;	TQ3 2LR	Man	White	35-44
														whatever they put in they need to make sure that they keep a budget long-term so						
												Paignton feels to me		budget long-term so they can maintain what they put in and not leave it to rot						
												like it is a bit cheap & tacky, chips & ice cream, sticks of rock	I think Preston seafront is a bit	when the novelty gas worn off. This is a problem that						
												etc. I think that's wh it is but at the same time I don't think	at in parts a bit more suited to older people or local people who	think the council have in various places m, especially if you turn						
		I like to walk by the	L									there's anything wro with that, I think tha there is a place for	ng want to enjoy a t quieter beach experience, I don't	your back on the seafront and look any other way. It would be						
		. •	It would be nice to gave a side of the									•	to be developed with 's restaurants and bars	future planning for 5, 10, 15 & 20 years time						
	To walk along the	view, & the fresh air.	beach dogs can go on I all year round. How expensive the parking is, there should be an	3	I think no parking in		Litter bins;Seating;Seafront lockers;Showers;Wate				More planting on the	so if you have other parts of the bay a lit	etc, I would leave that to the Paignton beach tle area and Torquay and leave this as a more	failing that it's appropriate for them						
	To walk along the promenade;To go swimming;To use the	Preston. This is such a good idea, wish it was	out if season tariff if some you have to charge	More exercise equipment ;	think no parking in the summer would be best during the day. It would be a bit safer.;	there's just the right	fockers;Showers;Wate fountains/refill stations;Exercise equipment;	er Festoon lighting on Paignton only;	No change needed, there's just the right amount;	More wayfinding signage along the seafronts;	More planting on the seafront;Raised planters on the seafront;	bit more up market and this is kind of yo very traditional seaside experience.		to maintain the commitment for a safe place is for people to go and that is		Myself, as an	Tq27bh	Woman	White	35-44
Daily Preston Car	beach;Dog walking;	JULE STANDER HILLIER	, Januar	, p.mone)	. Se a sit saletty		Litter		- ,		- ···• <i>j</i>	experience.		Please less man made structures, and			, WII			
Daily Preston Car							bins;Seating;Loungers Picnic tables;Cycle	s;			More planting on the seafront;More trees			children do not need play areas they can play in the sea they d						
Daily Preston Car	beach;Dog walking; To walk along the				Less car parking;All		stands;Recycling								0					
Daily Preston Car	To walk along the promenade;To use the beach;To go swimming;for peace			More places to stop	parking relocated nearby, but away from Eastern Esplanade	n	bins;Shelters;Water fountains/refill stations;All of the	0	less play space it	loss was fine	on the seafront; Wildflower planting on the	made structures less	•	not need man made structures by the sea, save them for inner		Monale			Drof	
Daily Preston Car Daily Both equally Walk	beach;Dog walking; To walk along the promenade;To use the beach;To go		made leisure areas, the sea is a place to	y and rest;less concrete	parking relocated nearby, but away from Eastern Esplanade	n Less car parking;	bins;Shelters;Water fountains/refill	o No festoon lighting;	less play space it encourages noisy rowdiness;	Less wayfinding signage;	seafront;Wildflower planting on the	made structures less	too conspicuous, revert back to nature please	not need man made structures by the sea,	o Paignton resident	Myself, as an individual;	TQ3	Woman	Prefer not to say	o 65-74
	To walk along the promenade;To use the beach;To go swimming;for peace and tranquility near		made leisure areas, the sea is a place to enjoy the sea, to enjo nature not to spoil it.	y and rest;less concrete	parking relocated nearby, but away from Eastern Esplanade , (except disabled parking); No change needed,		bins;Shelters;Water fountains/refill stations;All of the above;Showers;Seafro	No festoon lighting;	encourages noisy rowdiness;		seafront;Wildflower planting on the seafront;re-wild, more greenery;	made structures less e man made and more natural please	too conspicuous, revert back to nature please e nd	not need man made structures by the sea, save them for inner city areas with no	Paignton resident			Woman		
	To walk along the promenade;To use the beach;To go swimming;for peace and tranquility near	natural environment	made leisure areas, the sea is a place to enjoy the sea, to enjo nature not to spoil it.	y and rest;less concrete more grass; Safer shared space areas for cyclists and pedestrians; Improved access to th	parking relocated nearby, but away from Eastern Esplanade (except disabled parking); No change needed, there's just the right amount; ne Less car parking;Some	Less car parking; No change needed, there's just the right amount;	bins;Shelters;Water fountains/refill stations;All of the above;Showers;Seafront lockers; Picnic tables;Water fountains/refill	No festoon lighting; No change needed,	encourages noisy rowdiness; No change needed,	signage; More wayfinding	seafront;Wildflower planting on the seafront;re-wild, more greenery;	made structures less e man made and more natural please The toilets need to b open longer hours an the advertising board	too conspicuous, revert back to nature please e nd	not need man made structures by the sea, save them for inner city areas with no natural areas. Definitely needs money invested after	Paignton resident	individual; Myself, as an	TQ3	Woman		
Daily Both equally Walk	To walk along the promenade;To use the beach;To go swimming;for peace and tranquility near nature;	The cleanness and the open space	made leisure areas, the sea is a place to enjoy the sea, to enjo nature not to spoil it. e The travellers	y and rest;less concrete more grass ; Safer shared space areas for cyclists and pedestrians;	parking relocated nearby, but away from Eastern Esplanade (except disabled parking); No change needed, there's just the right amount; Less car parking;Some parking relocated nearby, but away from Eastern Esplanade	Less car parking; No change needed, there's just the right amount;	bins;Shelters;Water fountains/refill stations;All of the above;Showers;Seafront lockers; Picnic tables;Water fountains/refill stations;Seafront	No festoon lighting; No change needed, there's just the right amount; No change needed,	encourages noisy rowdiness; No change needed, there's just the right amount;	signage; More wayfinding signage along the	seafront;Wildflower planting on the seafront;re-wild, more greenery; Raised planters on th	made structures less e man made and more natural please The toilets need to b open longer hours at the advertising board by the toilets renewed or removed	too conspicuous, revert back to nature please e nd ds	not need man made structures by the sea, save them for inner city areas with no natural areas. Definitely needs money invested after been let down by the	Paignton resident Business owner	individual; Myself, as an			say	65-74

				Improved pedestrian crossings;More																
				pedestrian crossings;More facilities for disabled users (please specify	closed to traffic	f														
				below);Safer shared space areas for cyclist and pedestrians;Improved	nearby, but away from	1	Seating;Cycle		More play space provided in											
	To walk along the promenade;To go swimming;To use the			cycling lanes;Improved access to the beach;More places to stop and rest;More	parking);Esplanade	Less car parking;Control	stands;Picnic tables;Loungers;Shelte rs;Seafront lockers;Showers;Wate		general; More lighting around play spaces; More informal play along the whole	signage along the seafronts;More	More planting on the seafront; More trees on the seafront; Wildflower	Great potential but		The showers at Paignton should operate all year.						
Daily Paignton And walk	beach;Running / Exercise;	The sea	Cars dominating the space Having to pay for parking, residents	cycle parking on the seafront;	traffic at the bottom of Torbay Road;	parking on Marine Parade;	fountains/refill stations;Recycling bin	there's just the right	seafront, not just in play areas;	public art along the seafront;	planting on the seafront;	spoiled by a wall of cars	The sound of cars detracts from it.		Paignton resident	Myself, as an individual;	TQ3 2BE	Prefer not to say	White	25-34
			should receive a discount as we all pay enough through our council taxes.	/							More planting on the			The view Cinema is an						
			The shelters should b maintained more often, over the past	e		la sala ah ayld saab bay		No above a monded	No channa goodad	No change needed,	seafront;Raised planters on the seafront;Wildflower	The best part of the	Laboratabile Document	eye sore, and spoils the character of Paignton seafront.						
Monthly Paignton Car	To walk along the promenade;	The view and the pier	five years they have only been painted once.	More places to stop and rest;	locals should not have to pay, especially during the winter; nearby, but away from	to pay, especially during the winter;		No change needed, there's just the right amount;	No change needed, there's just the right amount;	there's just the right amount of wayfinding signage;	planting on the seafront;More trees on the seafront;	seafront is Paignton Pier, that's its character. unappealing,		Cannot understand why it was ever built there. I relocating away from	Paignton resident	Myself, as an individual;	TQ4 7FN	Woman	White	55-64
				Improved pedestrian crossings;More	Eastern Esplanade (except disabled parking);What's Eastern Esplanade, the							and out of date. Ther is nothing other than	at all, it has far too e many beach huts, a especially on the gree area, beach huts that	reasons previously n stated.						
			Minimal places to sit in comfort, to just sit	pedestrian crossings;More places to stop and rest;There	sea is east, the esplanades are either north or south, north, of the pier and south		Litter bins;Picnic					and appealing. The approach to the seafront from Torbay	look on to a green and a road, overlooked by	d walls with seating in place and gated vehicular access, that						
			and look out to sea, litter, lack of rubbish bins, NO recycling bin	pedestrian crossing at Sand Road end of the s, greens and another	of the pier. Town is west from the seafron and the sea is east. If	t	tables;Recycling bins;Shelters;Showers Water fountains/refill					the great big white block of concrete of the VUE cinema,	not fit the bull, does it? It always looks scruffy looking across	tides are expected at both ends of Paignton Green and in the pier						
			with separation for various recyclable rubbish. Minimal places to sit and safel	Green. Four crossings y in total to	esplanades as you are , the names need changing to be able to		be accommodated within the new sea wall, all along the	The lighting is a poor excuse for lighting, the whole lighting situation needs to be	e		More trees on the seafront;More	eyesore, when people should be able to see the seafront and the	from the road to the seafront, with far too many beach huts. The beach hut owners	protect the areas of concern from flood, it would create more						
		so, especially for a	without being bombarded by seagulls, as nowhere	·	disabled parking on	No change needed, there's just the right	a will give ample seawall protection to	• •			planting on the seafront;Raised planters on the seafront;Planters	the seafront. Whoeve granted permission for this eyesore to be	g at the Marine Parade r end, take up more r room than they shoul on the walking area	no cost if they were d fabricated in to the sea wall.						
	To walk along the	wonderful views across the bay, looking out to see and walking	g are normally full of	leaving the one to the Geopark where it is, but there is always	know how there has not been more accidents with	amount;The parking should be free for locals on Preston Front, with parking	seating at the same time. Concrete is already fabricated to	ways. The lights are a pitiful excuse at best, to have lights.		More wayfinding signage along the seafronts;More and	on the green side of the build of the new sea wall to soften the	nothing about seafront managemen and attracting tourism	s and create an obstacle course as they think t that, because they n. have a beach hut, the	designed esthetically and correctly would y also stop travellers						
Weekly Paignton Car	promenade;Before or after shopping in town.;	along the front to the harbour to sit there as well.		h pedestrial congestion by of that crossing in its current location.;		to tourism and	do this job and it look esthetically pleasing t the eye.;	o deserve lights that make a statement.;	there's just the right	clearer wayfinding signage along the seafronts.;	look of the build from the greens side of the walls.;		can take over the area That end of Preston Beach always looks	• •	Paignton	Myself, as an individual;	TQ4 7FN	Man	White	65-74
	To walk along the promenade;To use the	e		Safer shared space	All parking relocated nearby, but away from Eastern Esplanade	ı More car parking;No		No change needed,	No change needed,	More wayfinding	More planting on the seafront;Raised	Drab apart from iconi	Bit drab particularly c during the winter	No cycling or powered scooters on Preston promenade - they are dangerous and usually						
Daily Preston Car	beach huts;To use the		State of the promenade and wall	areas for cyclists and	•	meters in winter months;	Seating;Cycle stands;Recycling bins;	there's just the right	there's just the right amount;	signage along the seafronts;	planters on the seafront;	•	months with no beach		Preston residen	Myself, as an individual;	TQ31PT	Man	White	75+
				Improved access to th	e						Wildflower	n		Broadsands beaches! Relocate the cinema (to Parkfield?) as it spoils the view from						
				beach;Improved cycling lanes;Safer shared space areas fo cyclists and	r				More play space provided in		Wildflower planting o the seafront;Some planted areas would be nice like many			Torbay Road. Can we have beaches divided so that some are for						
	-		- 1 ·	pedestrians; More facilities for disabled users (please specify below); ramp access to			Litter	No change needed,	general;More lighting around play spaces;Make the geopark play area	More opportunities	years ago but its good to have the open play areas. Improve the 'barriers' to stop	Classic british seaside with a great beach an	d	dogs all year round and some no dogs allowed all year round Goodrington North					D 1	
Monthly Paignton Walk	To walk along the promenade;	Great views and space	The cinema. Dog . fouling, dogs off leads	beach - good for boat s users too;	Remove charges in winter;	remove charges in winter;	bins;Seating;Recycling bins;Showers;	there's just the right amount;	much bigger. It's been so successful;	for public art along th seafront;	ne unwanted guest arrivals on the green.;	some of the best sea views in the UK	Green play areas, great beach and huts.	and South for example.	Paignton resident	Myself, as an individual;	tq4	Man	Prefer not to say	55-64
														Some of the shelters have been refurbished, but some are looking tired and						
												A safe space for families and those of		dirty and they don't give a good impression. I also think we need more						
		I love the fact that you can walk so close to	ı						More play space provided in general; More informa			all ages. I love the fac	families and those of all ages. I like the fact	litter bins and possibly	/					
	To walk along the	the sea and often on the sands. It is a great opportunity to	The fact that they	More places to stop			Litter bins;Seating;Picnic tables;Recycling		play along the whole seafront, not just in play areas;More			generally a great atmosphere on the seafront. It is a joy to	one end to the other along the sand and or land. It is a joy to see	more for general play but, you would need to consult with						
Daily Both equally Walk	promenade;To visit local restaurants/cafes;	exercise and meet and greet people as you do so.		and pedestrians;		No change needed, there's just the right amount;	bins;Shelters;Water fountains/refill stations;	No change needed, there's just the right amount;			ne Wildflower planting o the seafront;		so many people using the seafront all through the year.	to find out what they would like.	Preston residen	Myself, as an individual;	TQ3 1QE	Woman	White	65-74
	To walk along the promenade;To visit local	Solitude		More facilities for disabled users (please specify below);Improved	2				More play space provided in	More opportunities										
Daily Preston Walk	restaurants/cafes;Dog walking;To use the beach;To enjoy the view;	Differing scenes	Litter Grockles Cyclists using pedestrian footpaths	of cycling sharing the	there's just the right	No change needed, there's just the right amount;	Litter bins;Seating;Shelters;	Festoon lighting on Preston only;	general; More seating around play spaces; More lighting around play spaces;	for public art along the seafront; Use Preston Green for craft market/local artists;	wildflower planting o the seafront;	n Tired and sad	Much better than paignton sea front Quieter, More relaxing	X	Preston residen	Myself, as an	X	Woman	White	65-74
·	·		·		·	·	<u>.</u>	·	, , , , , , , , , , , , , , , , , , ,	·	·		Ğ	Limited vehicle access should be iimplemented onto		·				
					Less car parking;Part o Eastern Esplanade closed to traffic permanently;Some	f						A lovely open space		the seafront and greens from March until September. Camper vans should						
	To walk along the promenade;To visit local	· •	They look tired and could do with some colourful flower beds		parking relocated nearby, but away from Eastern Esplanade	No change needed,	Seating;Picnic tables;Water	No change needed,	No change needed,	No change needed, there's just the right	on the seafront;Raise	with spectacular seaviews which could be enhanced with	A lovely traffic free	also be banned from overnight stays. More planting around the						
Daily Paignton Walk	restaurants/cafes;To use the beach;	seaviews and benches to sit on.	them more attractive.		(except disabled parking);	there's just the right amount;	fountains/refill stations;	there's just the right amount;	there's just the right amount;	amount of wayfinding signage;	seafront; More planting on the seafront;More trees	planting, seating, and traffic free.	across. Peaceful good for dog owners and people		Business owner	Myself, as an individual;	tq46ej	Woman	White	55-64
	To walk along the promenade;To visit			s Safer shared space	Free parking for residents of Torbay as we pay our taxes		Showers;Water		No change needed,	More wayfinding	on the seafront;Wildflower planting on the seafront;Raised		without dogs would like to see enforcement of laws in e-scooters where	e						
Weekly Paignton Car	local attractions;To use the beach;	Pretty good parking	should be free at poir of use	nt areas for cyclists and pedestrians;	which are high in this area;	As above;	fountains/refill stations;	No festoon lighting;	there's just the right amount;	signage along the seafronts;	planters on the seafront;	Need's tidying up in a few places	pedestrians are dog fowling drug abuse.	Great places to visit keep moving forwards	Torquay residen	Myself, as an t individual;	TQ1 2HP	Man	White	55-64
												The seafront is kept clean. The Victorian	All beach huts should be required to kept in good condition. The beach and green are							
										More wayfinding	More planting on the	shelters that have renovated look good. The road running	kept clean. The old toilets should be demolished and new							
		They are kept litter	The pavement that has to be used at high tide to walk from	More places to stop		No change needed,	Litter bins;Seating;Shelters;		No change needed,	More wayfinding signage along the seafronts; More opportunities for	More planting on the seafront; Wildflower planting on the seafront; Raised	between the beach and the green is too busy and dangerous	traffic light controlled pedestrian crossing	Increased toilet facilities. More planting (not typical						
Weekly Both equally Walk	Dog walking;To go swimming; To walk along the promenade;To use the	•	Preston to Paignton beach is too narrow.	and rest;More pedestrian crossings;	Less car parking;	there's just the right amount;	Water fountains/refill stations; Litter	amount;	there's just the right amount;	public art along the seafront;	planters on the seafront;	during the summer season.	close to the old toilet block.	municipal planting). Greater seating.	Preston residen	Myself, as an individual;	TQ3 1LH	Man	White	65-74
Daily Paignton Walk		nl hours of the morning reminds me not to get caught up in everyday bullshit		More places to stop and rest;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	bins;Shelters;Seafront lockers;Showers;Wate fountains/refill stations;		More informal play along the whole seafront, not just in play areas;	More opportunities for public art along the seafront;	ne More trees on the seafront;	Beautiful	Beautiful	Free toilets	Paignton resident	Myself, as an individual;	Tq46ax	Man	White	35-44
											More planting on the seafront; More trees on the seafront; Wildflower									
Daily Both equally Walk	To walk along the promenade;To use the beach;	e Flat and beach is lovely	Travellers on the gree and cars on Paignton seafront	en More places to stop and rest;	Less car parking;Part o Eastern Esplanade closed to traffic permanently;	f No change needed, there's just the right amount;	Seating;Shelters;Picnic	No change needed, there's just the right amount;	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	planting on the seafront;Raised	The tourist area	The locals area	Please stop the travellers	Preston residen	Myself and	Tq3 1jx	Woman	White	55-64
bany both equally walk	beauti,	lovely	Sedirone	and rest,	permanenti,	amoune,	cubics,	amount,	umoune,	318110501	Scanone,	The tourist area	The locals area	Less cars and bikes, pedestrians only, free	Treston residen	e purtici,	140 1)	Woman	Winte	33 61
					Less car parking;Part o	f								toilets, free car parking nearby. Flowers and trees to be planted,	g					
		The .		NAc	Eastern Esplanade closed to traffic permanently;Some parking relocated		Litter				More planting on the seafront; More trees on the seafront; Wildflower	Shabby, low quality, not attractive. Needs	Not of any interest, except for in the winter. All seafronts	ideas from Brixham planting areas. Beautiful shelters to be renovated. Benches						
Several times a year Both equally Car	To walk along the promenade;	The views, especially in Winter when there are less holidaymakers.	The holidaymakers, the litter, the type of cafes, the cars.	More places to stop and rest;Less cars and cyclists. Make it just for pedestrians, ;	nearby, but away from Eastern Esplanade (except disabled parking);	Less car parking;	bins;Seating;Renovate the beautiful old shelters.;Recycling bins;Shelters;	No festoon lighting;	More seating around play spaces;	More wayfinding signage along the seafronts;	planting on the seafront;Raised planters on the seafront;	flowers, trees, woode benches. Look at beautiful Southwold for inspiration.	n need attractive free toilets, wooden benches and free car parking.	on the promenade. Ar artisan bakery cafe to attract people to a garden sitting area.	Paignton	Myself, as an individual;	Tq4 7es	Woman	White	55-64
	To walk along the promenade;To visit local restaurants/cafes;Dog	·					Litter bins;Seating;Picnic tables;Recycling		More play space provided in general; More lighting		More planting on the seafront;More trees									
	walking;To go swimming;To use the beach;To use the greens;For water		Cost to park, untidy, it's run down in a lot of places and it's not	space areas for cyclist	More car parking;More s available car parking and fairer rates to	2	bins;Shelters;Showers Water fountains/refill stations;Better		around play spaces;More informal play along the whole		on the seafront;Wildflower planting on the seafront;Raised	fashioned, needs	d Very outdated and old fashioned, needs st bringing up to the 21s century. Loads of	fashioned, needs						
Monthly Both equally Car	sports;Harbour and fishing.;	season) local restaurants	been updated properly in years.		park. Multistory car park feels unsafe.;	More car parking;	relax and socialise. Improved retailers.;	lighting on Preston	play areas;Something for 16+;	• •	planters on the seafront;	empty, unutilised spaces. The natural features	empty, unutilised spaces.	empty, unutilised spaces.	Torquay residen	Myself, as an t individual;	tq14jg	Man	White	25-34
		Relatively unspoilt. Long beach and in the off season, so convenient for walking										are amazing - glorious bay and extensive beaches. Like Paignto		As previously mentioned, a big issue for me is no dog	•					
	Dog walking;To go	use car when volunteer dog	Total dog ban may to September. Car parking charges - at			In winter parking very		er				town, the cinema area/ play park a bit tacky. The various outlets do their best,		for me is no dog walking in easy reach in the summer. Why not have zoned areas						
Deile	restaurants/cafes;To walk along the promenade;To use th	·	could be waived/ substantially reduced in off season and for	space areas for cyclist	S	very limited and expensive on road .	•	No change needed, // there's just the right	_		g Wildflower planting o	n Venus cafes come to	Less spoilt than Paignton. We should concentrate on the	should be dog friendly	,	Myself, as an	T- 0	Prefer not to		
Daily Preston Car	greens;	important	Dog mess. Not enoug	and pedestrians;	See above;	See comments above;	walkers;	amount;	play spaces;	signage;	the seafront;	mind)	natural advantages	all year.	Preston residen	individual;	Tq3	say	say	to say
			Beach hut owners taking up the whole o the prom and not just space outside their																	
			huts, lighting BBQ etc Overflow of rubbish bins. Bikes not sticking to cycle path																	
			causing hazards for walkers. More Community Police	Improved pedestrian crossings; More pedestrian crossings: More places								A good open space, the Geo Park is very good, but could	lacking in seating, needs better cafe	Well organised events are good, but						
Woolds	To walk along the	Being able to walk on the level, enjoying the	reckless drinking and	•	r No change needed, there's just the right	No change needed, there's just the right	Litter bins;Seating;Picnic	No change needed, there's just the right	More seating around play spaces; More lighting around play	Dotter	seafront;Raised planters on the	similar to Teignmouth Seafront with better fencing, shrubs or	tables and rubbish bins would be good.	access problems. At these times, more parking would be	Densit	Myself, as an	T02 15	\A/ ₅	VA/L:	CF 7:
Weekly Both equally Car	promenade;	sea air and views	driving	pedestrians;	amount;	amount;	tables;Shelters;	amount;	spaces;	Better signage;	seafront;	walls. Dog free areas	Dog tree areas	good. I called the town a 'Garden Town by the	Preston residen	inaividual;	TQ3 1ER	Woman	White	65-74
		Being alongside the sea. Watching people having fun, relaxing,	· ·	More pedestrian crossings;More places to stop and										Sea Side' - its one of the finest Victorian towns in the westcountry.						
		The views around Torbay at different times of day- the state	uncared for. Car parking. Lack of e seating. A space that	rest;Improved access to the beach;More	Part of Eastern			Festoon lighting on Paignton only;Festoor lighting on Preston	along the whole	More wayfinding signage along the seafronts;More	More planting on the	A family destination	The best rockpooling beach at the north	Alongside this the bay is a UNESCO geopark. So work with these						
Daily Paignton Walls	To walk along the promenade;		Victoria times - it was designed for that age	space areas for cyclist. and pedestrians;more	s Esplanade closed to	No change needed, there's just the right amount;	All of the above;coordinated approach;	only;better lighting thoughout combined	play areas;Play space	opportunities for public art along the	seafront;More trees on the seafront;Raise	throughout the year	end. Beach huts galore.(the biggest	include in the concepts for any design on the seafront.	Paignton resident	Myself, as an individual;	TQ4 5AD	Man	White	65-74
raigiituii walk	, Smenaue;	Louis, Cil	occurry.	a green,	F ~ 1 NIII 5/	ouiit,	≂proucii,	caung ell,	and green,	راOuVI,	Joan Offit,	CO VVII	e town beathes)	ssan Ont.	. SUIMEIIL	aiviuudi;	. بر م AU	.viuii		55°14

Daily	Both equally	bike or car	greens;	future.	Foreign destinations	occur;	permanently;	amount;	maintained and clean	; their past.;	general;	seafronts;	seafront; More planting on the seafront;More trees	well out dated. bad decisions.	showers. They need a good	resident	Torbauy;	TQ4 7PZ	Man	White	65-74
			To walk along the	Fresh air and nice	Rubbish and not enough barriers to stop the yearly	More places to stop and rest;Safer shared space areas for cyclists	Part of Eastern s Esplanade closed to	No change needed, there's just the right	Litter bins;Seating;Recycling	Festoon lighting on Preston only;Festoon Ilighting on Paignton	No change needed, there's just the right	No change needed, there's just the right amount of wayfinding	on the seafront;Wildflower		clean and general update if nothing else so locals can enjoy		Myself, as an				
Monthly	Preston	Car	promenade;	walks	invasion of travellers	and pedestrians; Improved pedestrian crossings;Improved	traffic permanently;	amount;	bins;	only;	amount;	signage;	seafront;	Tired Also tired	them more	Brixham residen	nt individual;	TQ50DX	Man	White	65-74
			To walk along the promenade;To visit local attractions;To			cycling lanes;Safer shared space areas for cyclists and	r					Na sa way fin din a	More planting on the seafront; More trees								
			visit local restaurants/cafes;To go swimming;To use	and swimming. The	seafront. Speeding	pedestrians;Cycling issues at both seafront. Pedestrian			Litter bins;Seating;Picnic				on the seafront;Wildflower planting on the		Keep both seafronts a						
Weekly	Both equally	Walk		cafes and restaurants e Ease of access to both beach and greens.	 bikes, scooters and segways going throug Preston seafront. 	crossing problems at th junction with Colin Road in Preston.;	Return to winter only parking.;	More car parking;	tables;Cycle stands;Recycling bins;Showers;	No change needed, there's just the right amount;	play spaces;More lighting around play spaces;	opportunities for public art along the seafront;	seafront;Raised planters on the seafront;	Victorian family fun location. Family fun location	beautiful place to visit. Do not turn them into a concrete jungle.	Preston resident	Myself, as an t individual;	TQ3 2NQ	Man	White	65-74
					Cars parking in the summer along the	More pedestrian	Less car parking;All parking relocated							Needs to be kept							
			To walk along the	The view and the	whole sea front not right with childrens play park and a beach		nearby, but away from Eastern Esplanade (except disabled		Litter bins;Seating;Recycling	3			seafront;More trees on the seafront;Raise	ed beach dont need loads ok as it is but the	NO to that terrible						
Monthly	Paignton	Car	promenade;To visit local restaurants/cafes;To use the beach;	been left and not	e having to cross over very dangerous	stop and rest;Improved access to the beach;	 parking);no parking at all in summer only disabled in a certain parts; 	Less car parking;	bins;Showers;Water fountains/refill stations;Picnic tables;Shelters;	No festoon lighting;	No change needed, there's just the right amount;	, -	planters on the seafront;Wildflower planting on the seafront;	of common attractions toilets need seeing on it asap disgusting as a in Torbay for a sea side resort	l keeping at all and will end up with graffiti all over it	Paignton resident	Myself, as an individual;and husband;	Tq4 - 6 jw	Woman	White	65-74
Worthy	Taigitton	Cai	use the beach,		Untidy and the chang	ge	parts,	Less car parking,	tables, silenters,	No restoon lighting,	amount,	signage;	scanone,	side resort	over it	resident	nussana ,	144 - 0 JW	vvoinari	Willie	03-74
			To walk along the		block at Preston sand to he Right hand side looking from the						More play space	More opportunities	se More planting on the	e Was a clean and tidy Was a clean and tic	. Mainly the change in	Paignton	Myself, as an				
Weekly	Both equally	Car	promenade; To walk along the promenade;To visit	Open space	beach	and rest;	More car parking;	More car parking;	Seating;	on both beaches ;	provided in general;	seafront;	seafront;	area area	Toilet block at Preston	-	individual;	TQ9 6QA	Man	White	55-64
Several			local attractions;To visit local restaurants/cafes;To						Seating;Picnic	No change needed,		More wayfinding	More planting on the	e Not very much	Parking needs to be						
times a	Paignton	Car	use the local play parks;	Nice open spaces	It's all a bit out of da	More places to stop te and rest;	More car parking;	I don't really know it;	tables;Recycling	there's just the right amount;	Not sure;	signage along the seafronts;	seafront;More trees on the seafront;	character. More eateries needed. No comment This is too important	improved. It is also	Local visitor	Myself, as an individual;	TQ12 3YY	Man	White	Prefer not to say
														an area of Paignton to risk spoiling but a seawall is a necessary	Keep any seawall						
					Pesky seagulls diving						More seating around play spaces;Both Dawlish and			evil. Both Paignton and Preston seafronts are	located at the edge of the greens so that people visiting in their						
			•	We enjoy being besid e the sea, taking the il grandchildren to the	le on visitors ice creams and food. More importantly,	public toilets that are easier to access. If the have to be paid for			Showers;Water fountains/refill		Teignmouth town councils actively encourage Classic Car	A bandstand on		important areas of recreation, even in the winter months they	cars can still see the beach/sea. This will also have the						
Weekly	Both equally	Walk	play parks;To visit local restaurants/cafes;			ns facilities to use cash o	vehicles, caravans and or camper vans off the greens;	Cheaper parking;	stations;Litter bins;Seating;Planters with flowers;	No change needed, there's just the right amount;	displays on their greens. Why doesn't Torbay Council ?;	Paignton north and Preston greens to enable live music.;	Raised planters on the seafront;	are important when The same comment the tide is out for dog apply to Preston walkers. seafront.	effect of reducing the force of waves on the seawall.	Paignton resident	Myself, as an individual;	TQ3 2HY	Man	White	65-74
					Paignton seafront - cars and road betwee promenade and gree	en n, More places to stop															
				Wide vehicle-free	dangerous for childre and dogs Lack of enough seatir	access to the			Litter												
			Dog walking;To go swimming;To walk	Pop-up and permanent cafes	Would like to walk		o All parking relocated		bins;Seating;Picnic tables;Cycle stands;Recycling		More play space for 0			dog-friendly.	If more seating was provided people would stay and linger						
			along the promenade;To visit local	Character of seating kiosks Easy and free car		see car access and parking in Paignton ng further back from the	•	No change needed, there's just the right	bins;Shelters;Seafront lockers;Water fountains/refill	No change needed, there's just the right	5 year olds;More informal play along the whole seafront,		g More planting on the		Steps and ramp down to beach at Preston	-	Myself, as an				
Weekly	Preston	Car	restaurants/cafes;	parking	or late evening.	beach.;	parking);	amount;	stations;	amount;	not just in play areas;	signage;	seafront;	which are underused. walk	When are those	resident	individual;	TQ3 1RU	Woman	White	65-74
							No change needed, there's just the right amount;Do not even							Used to be absolutely enchanting. Any more	carbuncle portakabins being evicted from the Green? Surely the						
			To	Tb '	•	o pedestrians between		No change needed, . there's just the right	Down!!			No al-	Wildflowers are the		workforce can now be accommodated within the half-built						
N.A.	Dott		To walk along the promenade;To visit local attractions;To	The calm open space. People can walk, sit, sunbathe, play	the playpark, or circuses in the summe	er be liable to penalty -	always be needed for disabled &/or elderly	charge for parking wa a grasping and short-	s bins;Shelters;Water fountains/refill	No change needed, there's just the right	one should have beer	No change needed, there's just the right amount of wayfinding	g with excessively salty	e faceless, character-free v Spanish seaside	carbuncle hotels & the Green can be belatedly returned to		Myself, as an	T02	Prefer not to		
Monthly	Both equally	car equally	use the greens;	informal sport etc	months areas need to be maintained to a bette		e; residents/visitors;	sighted measure;	stations;	amount;	placed at Parkfield;	signage;	conditions;	ghetto. Lovely	community use?	Preston resident	t individual;	TQ3	say	say	to say
					standard. Ensure tha there are plenty of places to be able to	t															
					sit. Make the approad to the Pier more inviting. The handrai									I feel that apart fro	1						
					at Fairy Cove need to be replaced. We find Vue Cinema an									I love Paignton and the beach huts the feel very proud to be a not much more to resident. I like the fact Preston seafront	e is						
					eyesore, as its sit directly on the seafront. As this is no	ot								that the seafront has unfortunately. The beautiful period beautiful Victorian hotels, as well as 2 public toilets are a							
					going to change then make sure it is painte and maintained to a									new ones that are given to be turned going to be built. I into a Cafe with pu must be honest and toilets. I would like							
				That you can park and	better standard, as you see this building d when you head		Some parking				More seating around play spaces; More		More planting on the	say that I am not a see more seating ar lover of having the Fun and planting of shr e Fare on the green all and trees. Essential	bs						
				in front of you. There	towards the seafront e from Torbay Road. o Make the large green		relocated nearby, but away from Eastern Esplanade (except				lighting around play spaces;More play space provided in	More opportunities	seafront;More trees on the seafront;Wildflower	summer, as this have sufficient bins dominates the and doggy bins seafront but not in a (emptied regularly,	:O						
			To walk along the promenade;To visit local	something to eat. We enjoy having our own	e by planting shrubs ar n trees that nature can	More places to stop and and rest;Safer shared space areas for cyclists				No change needed, there's just the right	general;More informa play along the whole seafront, not just in	I for public art along th seafront;More wayfinding signage	ne planting on the seafront;Raised planters on the	positive way, I am sure people DON'T have there could be other any excuse to dispose uses for this green their rubbish on the	I feel that I have	Paignton	Myself, as an				
Weekly	Both equally	Car	restaurants/cafes;		enjoy all year round.	and pedestrians;	permanently;	More car parking;	All of the above;	amount; No change needed,	play areas; No change needed,	along the seafronts; No change needed, there's just the right	seafront;	space. ground).	answered this above.	resident	individual;	TQ3 3JX	Woman	White	55-64
Monthly	Paignton	Walk	To walk along the promenade;	A lovely place to clear your mind	r No complaint	More car parking spots;	More car parking;	More car parking;	Seating;Picnic tables;Shelters;	there's just the right amount;	there's just the right amount;	amount of wayfinding signage;	g More trees on the seafront;	A lovely place to visit A lovely place to vis		Preston resident	Myself, as an tindividual;	Tq3 2rq	Man	White	16-24
															Our issue as a business is having less and less of a season. We are	5					
							Part of Eastern Esplanade closed to								unable to get on site until April and normally have to be						
					There are not enough	n	traffic permanently;As an owner of a seafron kiosk I would like to	t						It hasn't really got any character. The green is	lifted in early September because of high tides and easterly						
					toilets at the end where the vue cinemand geo park is. There		see us put on the road to protect us from the sea. We are getting				More seating around play spaces; More	seafronts;More			re have to cross our	•					
Daily	Paignton	Car	Have a seafront kiosk	I cannot think it's of anything I particularly ; like.	•	More places to stop and rest;	less and less of a season because of high tides.;	More car parking;	Litter bins;Seating;Recycling bins;Showers;	No change needed, there's just the right amount;	informal play along the whole seafront, not just in play areas;	opportunities for public art along the seafront;	More planting on the seafront;		n fingers and hope the sea doesn't smash our kiosks.	Business owner	Myself, as an individual;	TQ12 7ED	Woman	White	45-54
			To walk along the promenade;To use the greens;To use the	Open spaces & easy			No change needed, there's just the right	there's just the right		Festoon lighting on		Less wayfinding	Less planting on the		No flood barrier. Greens are flood		Myself, as an				
Daily	Preston	Walk	beach;	access.	Dogs on the beach.	·	amount;	amount;	Litter bins;Seating;	Paignton only;	amount;	signage;	seafront;	Good Event space. families.	plains.	Preston resident	t individual;	TQ32PQ	Woman	White	65-74
						More places to stop and rest;Improved cycling lanes;Improved	d					AA	seafront;More trees	The natural beauty is great -sea and beach.	More accessible all year round to						
						access to the beach;Safer shared space areas for cyclists		No change needed		I don't feel well enough informed to		More wayfinding signage along the seafronts; More	on the seafront; Wildflower planting on the	The pier is an asset The natural beauty that needs developing. great -sea and beac Generally Generally Region (Proston Lock Region to Proston Region Region Region to Proston Region Region Regi	n. owners with heavy fines for those who						
Weekly	Both equally	Car	To go swimming;	Accessibility.	look a bit run down.	cycle parking on the	e No change needed, there's just the right amount;	there's just the right amount;	All of the above;	comment. I do like to see lighting near tge sea though.;	seafront, not just in play areas;	opportunities for public art along the seafront;	seafront;Raised planters on the seafront;	Paignton/Preston look Paignton/Preston look run down compared to run down compared Torquay and Brixham. Torquay and Brixham.	to without poppy n. scooping.	Local visitor	Myself, as an individual;	TQ125SZ	Woman	White	55-64
					beaches. Expanded Rusted hand rails and	d									works) greens. Create new passive must -do attraction						
				with more please21st century commemorate and	ramps need to										the Towers of Torbay. Build Twin towers 75 100 metres high on						
				Percy Faucett, Agatha Christy, etc could get	ts. reviewed, for public a safety etc, and access for municipal vehicles	5.									the foundations of the abandoned existing gas works base. Dual						
				The abundance of wildlife coexisting wit	th increase bin size like	I									helix on both for uni flo of foot traffic and cycles? .						
			To walk along the promenade;To visit local attractions;To	the same space, potentially review and create sanctuary	centralised pods, or review solar d compactors. Hi-viz wearing Men				Litter					A terraced block of wooden sheds with	An exoskeleton steel structure to withstand elements an internal enclosed route and						
			visit local restaurants/cafes;Dog	spaces, seal public access to North cove	pushing /pulling/ struggling with waste				bins;Seating;Picnic tables;Recycling		Mara sorting around			angry self entitled residents who snar	exposed external at route. co joined with						
			beach;To use the loca	Review the installation of External structures	carts, taking breaks in on dark corners. The loo is is not good Solution re electric golf cart/ milk	k -			bins;Shelters;Seafront lockers;Showers;Wate fountains/refill stations:All of the			More opportunities		ne beach hut location	glass floors . A de footbridge over Torbay o Rd and create parking e in your Brown field	1					
		All of the	greens;To use the beach huts;For water	to dissipate storm wave energy	van, cover more bin areas, more efficient		No change needed, there's just the right	No change and	stations;All of the above;Pay for hot showers. Concrete Ba b gue islands to		spaces;More play space for 0-5 year olds;More play space for 6-11 year	seafront;More identification boards,		prestigious buildings. spaces and high rat	g site for the 15 -25 s years. As you cannot						
Daily	Both equally	All of the above with family	sports;Outdoor cooking and picnic an music festivals;	Extend sanctuary d status into the sea to prevent inshore	and happier less exhausted service personal.	More places to stop and rest;Improved access to the beach;		No change needed, there's just the right amount;	b que islands to minimise burnt grass rings.;	No change needed, there's just the right amount;	for 6-11 year olds;More play space for 12 years plus;	flora fauna, safe handling and return c sea creatures etc;		·		Paignton resident	Myself, as an individual;	TQ31HA	Man	White	55-64
						Improved cycling lanes;Safer shared space areas for cyclist	S								Please would						
						space areas for cyclists and pedestrians; More cycle parking on the seafront; More Visitor	2								Please would you consider putting more boulders around these areas to stop so called						
			To walk along the			information points showing interesting	Less car parking;Part o	ıf							areas to stop so called 'Travellers' having a free holiday in some of our best locations. It	f					
			To walk along the promenade;To visit local restaurants/cafes:Dos	7		facts about the area. Also, a walking/running route with markers showing	Eastern Esplanade closed to traffic		litter			More worting:	More planting on the seafront; More trees on the	2	our best locations. It puts visitors off and upsets the locals. They are also very						
			restaurants/cafes;Dog walking;To use the beach;To use the greens:To visit local	Beach, Coves, Open	Litter. Toilets which	how far you have walked/run and	parking relocated nearby, but away from		Litter bins;Seating;Picnic tables;Loungers;Recyc ng bins;Seafront	-	No change not 1	More wayfinding signage along the seafronts; More	on the seafront;Wildflower planting on the seafront;Raised	Onen and airy but too. Onen and it is	They are also very intimidating making it unpleasant and unsafe to walk in the area	2					
Daily	Both equally	Walk	greens;To visit local attractions;Sight Seeing;		Litter. Toilets which aren't free. The smel of drugs.	maybe how many I calories you've burnt between markers.;	Eastern Esplanade (except disabled parking);	No change needed, there's just the right amount;	ng bins;Seafront lockers;Showers;Cycle stands;	•	No change needed, there's just the right amount;	opportunities for public art along the seafront;	seafront;Raised planters on the seafront;	Open and airy but too Open and airy but to many cars and the smell of drugs on smell of drugs. occasions.	when they are camped	Preston resident	Myself, as an t individual;	TQ3 1QT	Woman	White	55-64
															Need more toilets to						
														Fasy to get to and	stop the people using other local businesses just for the loo and causing trouble. Local						
														Easy to get to and plenty of space to walk around. Close to	causing trouble. Local cinema car park used as a public car park -						
														amenities and easy to spend a day out by going to the beach, cinema and	not actual customers and staff. Lack of social space for older children leaving them	I					
														restaurants - family day out. Easy access to	open to cause damages to other						
			To walk along the			Mora plan	Loss comments				Moro Esta	More wayfinding		Preston and Goodrington. Ruined a bit by travellers hoarding the green in	buildings/businesses, because they have nothing else to do.						
			promenade;To visit local attractions;To visit local	Spacious and good space to walk around	l,	More places to stop and rest;Improved access to the	Less car parking;All parking relocated nearby, but away from	1	Water face	Change		seafronts;no more art b but need social space		hoarding the green in summer. Looks a bit run down especially with vandalised and but looks a bit run-	, , ,						
Weekly	Paignton	Walk	use the beach;To use the greens;	especially when the cars are not allowed t park there	the beach	beach;Safer shared space areas for cyclists and pedestrians; r	parking);	Less car parking;	Water fountains/refill stations; Picnic tables; Seating; Toilets;	colours/patterns	causing a nuisance fo local businesses;	businesses;		with vandalised and but looks a bit run- on misused shelters/play down and not much area. around	•	Paignton resident	Myself, as an individual;	TQ33DX	Woman	Asian/ Asian British	25-34
Monthle	Paignton	Car		l Ability to park , open		y Improved pedestrian	More car parking;No change needed, there's just the right amount:	More car parking;	Litter bins;Seating;Picnic tables;Showers;	No change needed, there's just the right amount:	space provided in	there's just the right amount of wayfinding	g Raised planters on the seafront;	ne A family area near the beach Relax by the beach	More toilets more	Torquay residen	Myself, as an	Tq26bp	Woman	White	65-74
Monthly	Paignton	Cal	play parks; To walk along the	areas	park	crossings;	amount; No change needed, there's just the right	More car parking; More car parking;Fine	Litter bins;Cycle	amount;	general;	signage;	scan ont,	beach Relax by the beach	parking It would be nice to be	. Jiquay residen	.c marviuudi;	ι η Ζουρ	vvoindfl	vviiite	JJ-14
			promenade;Dog walking;To go swimming;For water	Easy to park. Clean. Toilets nearby. Coffee	e	More cycle parking on	amount;Very expensive particularly	out of season when beach huts not there. More limited in	bins;Seafront	No change needed, there's just the right	More informal play along the whole seafront, not just in	More opportunities for public art along th	Wildflower planting the seafront;Raised planters on the	on A lovely public space. A lovely space. Grea	able to take dogs on the beach all year.		Myself, as an				
Weekly	Both equally	Car	sports;	outlets . Very scenic		the seafront;	largely local residents;		stations;	amount;	play areas;	seafront;	seafront;	Great for dogwalking. for dogwalking		Local visitor	individual;	Tq125rj	Woman	White	55-64

A more quiet resort

but again has been badly neglected. The

atmosphere, but in unsavoury scenes and be upgraded and

become exceptionally This harmed the area tidy and clean)

planters on the commercialised and making unbelievably changing areas and Paignton

More planting on the This has always had a was a complete fantastic safe beaches.

seafront; More trees family friendly disgrace resulting in All amenities need to

seafront; Wildflower recent years it has general dissatisfaction. modernised (and kept

tatty, over

planting on the

seafront;Raised

reduction of public The seafronts are so

conveniences in 2021 essential due to the

badly with the Council especially toilets,

All my family which

have been born

and bred in

Improved pedestrian crossings;More places

rest;Improved access to the beach;Safer shared space areas for

walk, motor attractions; To use the and modernise for the decades behind involving a child) will closed to traffic there's just the right permanently well are a sad reflection of space provided in signage along the

bins;Seating;Picnic

bins;Shelters;Showers;

Basically all of the Additional lighting on play spaces; More

above, but they all both areas are lighting around play

More seating around

required. The areas spaces; More play More wayfinding

tables;Cycle

stands;Recycling

to stop and

They have become cyclists and

To walk along the As a Born and Bred to safeguard for the for pedestrians,

swimming;To use the proms for the

beach;To use the atmosphere and

promenade;To go local, I appreciate the future and make the especially children.

very time worn with pedestrians;Unfortuna

for decades. It is time seafronts is dangerous

areas more pleasant There must be areas

Sometimes friends; To visit local necessity to upgrade and Preston are now accident (especially Eastern Esplanade No change needed, need to be

for recreational where cycling is not

beach huts;Meet understand the purposes. Paignton allowed otherwise an Less car parking;Part of

many areas not tely at present some repaired or upgraded of the cycling on both

				Improved pedestrian crossings;More pedestrian crossings;More					More play space provided in general;More play											
				facilities for disabled users (please specify below);More places to stop and					space for 0-5 year olds;More play space for 6-11 year olds;More play space				a community			On behalf of a group or organisation (please detail who				
	To walk along the			rest;Improved access to the beach;Improved cycling lanes;Safer			Litter		for 12 years plus;More seating around play spaces;More lighting	More wayfinding	More planting on the seafront; More trees on the		orientated space, but maybe rather orientated to those			under Other ;I'm chair of Torbay Youth Trust (Peter)			
Several times a	promenade;To visit local restaurants/cafes;To use the beach;For		lt's a somewhat industrialised Natural	shared space areas for cyclists and pedestrians;More cycle parking on the		No change needed, there's just the right	bins;Seating;Picnic tables;Recycling bins;Water fountains/refill	No change needed, there's just the right		signage along the seafronts; More opportunities for public art along the	seafront;Wildflower planting on the seafront;Raised planters on the	#torbaynaturallyinspir	-	do with some "cool", it is a dated offering		but comments are my own. The trust could provide further feedback in				
year Paignton Car	water sports;	Natural Environment	Environment Dogs, dogs running up to me and my children, dogs stealing		nice in winter;	amount;	stations;	amount;	play areas;	seafront;	seafront;	ng	Youth Trust?	tourism wise	Torquay resident	was useful?;	TQ2 6TG M	lan V	Vhite	55-64
	To go swimming;To	good access from car	food. People smoking. caravans parking on the green in Paignton		No change needed,		Litter bins;Showers;Water	No change needed,	No change needed,	No change needed, there's just the right	More planting on the									
Weekly Preston Car	use the beach;For water sports;	so I can unload paddleboards easily	can be quite intimidating	Improved access to the beach; More places to stop and rest;Improved	e there's just the right amount; Some parking	More car parking;	fountains/refill stations;	there's just the right amount;	there's just the right amount;	amount of wayfinding signage;		Tacky. Loud	Busy Good for water sports	Free parking between sept - march	Torquay resident	Myself, as an individual;	TQ12 M	1an V	Vhite	35-44
Monthly Both equally Car	To walk along the promenade;To use the beach;	e The sandy beaches	It looks run down in places. Aged!	cycling lanes;Safer shared space areas for cyclists and pedestrians;	relocated nearby, but	No change needed, there's just the right amount;	Seating;Picnic tables;Recycling bins;Showers;	No change needed, there's just the right amount;	More seating around play spaces;	No change needed, there's just the right amount of wayfinding signage;	More planting on the seafront;	It looks very tired, needs to be refreshed		N/A	Torquay resident	Myself, as an individual:	TQ2 5YE M	1an V	Vhite	45-54
	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	The beaches are gently sloping sandy and safe.Both have lovely views	praces regen	position,				GGurt,	proy opusous,	5.8.14.857	333	An excellent place for	-	Improve water quality						
	To walk along the promenade;To visit	.Boathouse Redcliffe and other outlets provide a choice of food types and		Safer shared space areas for cyclists and pedestrians;Preston beach ;Improved			Litter				Wildflower planting or	families including entertainment on the pier eateries and a	A rather quieter and prettier beach which is	by addressing surface water outlets and						
Several times a year Preston Car	local restaurants/cafes;To go swimming;To use the beach;	prices.Thay are level and provide great places to walk	There could be more loos	access to the beach;More places to stop and rest;	More car parking;	More car parking;	bins;Seating;Recycling bins;Seafront lockers;Showers;	B improved lighting;	No change needed, there's just the right amount;	More wayfinding signage along the seafronts;	the seafront;Raised planters on the seafront;	;opportunities to visit the nearby small but	families and accessible	including the pier are connected to mains	Torquay resident	Myself, as an individual;	TQ2 7JJ M	1an V	Vhite	65-74
			Can i say the seagulls;) for me its the times																	
			for dogs going onto the beach. I know there is bylaws, but more information and						More informal play											
			education on why we can't go past these laws or if we have attempted. It be						along the whole seafront, not just in play areas;informal play for adults too!					I think more interactive things, artwork, cut out structures you can						
		that Summer and	in the Summer (late evening and early		No change needed,	No change needed,	Water fountains/refil stations;Picnic	No change needed,	Educational interactive things for locals and tourists - things you can have photos with -	More opportunities	Wildflower planting or the seafront;Raised	enjoy the beach and	I see this more of a relaxed less touristy	have photos in, educational things, street artists and performers, more						
Weekly Both equally Car	Dog walking;To use th beach;	e getaway feel when you're down there.	morning beach openings) The grassland areas are boring, with little	More places to stop and rest;	there's just the right amount;	there's just the right amount;	tables;Loungers;Show rs;	ve there's just the right amount;	get us on the map! #paigntonselfies;	for public art along the seafront;	e planters on the seafront; More planting on the seafront;More trees	tourist arcades, ice creams!	beach, more formal than Paignton.	events we only have the fair currently.		Myself, as an individual;	TQ4 7RF W	Voman V	Vhite	25-34
		That it's possible to walk along the beach	planting [shrubs, trees wildflowers, etc.]. Shelters used by homeless people, or	crossings;Improved access to the beach;Safer shared	Less car parking;Part o Eastern Esplanade	f No change needed,	Seating;Picnic tables;Recycling	More mutli-coloured	No change needed,	More opportunities	on the seafront;Wildflower planting on the seafront;Raised	Lacking character.	Far more shrubs and some trees are needed, to break the	More attractive paving, with seating						
Weekly Paignton Walk	To walk along the promenade;	or onthe grassland areas	by those smoking cannabis.	space areas for cyclists and pedestrians;	•	there's just the right amount;	bins;More attractive shelters;		there's just the right	for public art along the seafront;		More greenery, and	monotony of the grass.	and raised flower		Myself, as an individual;	TQ4 7DA M	1an V	Vhite	55-64
	To walk along the promenade;Dog	open space, fresh air, access to the sea, good place to launch kayaks,							More lighting around		More planting on the seafront; More trees on the seafront; Wildflower	a bit stark, full of cars,	love beach hut	tables, more adult outdoor gym equipment, regular outdoor yoga and tai						
Weekly Preston Walk	walking;To go swimming;To use the beach;For water	great for dog walking, bird life, rock pools, friendly kiosks, beach	shelters, run down shelters, people cycling too fast along	Safer shared space areas for cyclists and pedestrians;	Less car parking	there's just the right	Picnic tables;Water fountains/refill stations;	No change needed, there's just the right amount:	play spaces;More informal play along the whole seafront,	More opportunities for public art along the seafront:	planting on the seafront;Raised	ugly cinema/cafe complex, walkway/path under	life/community. Beach House also a great community.	chi - perhaps speed ramps to stop fast cyclists on the prom/	Torquay resident	Myself, as an individual:	TQ2 6TQ W	Voman V	Vhite	55-64
Weekly Preston Walk	sports;	huts	Gypsies. I understand	pedestridits;	Less car parking;	amount;	stations;	amount;	not just in play areas;	scanont,	scan ont,	the pier run down	comy menary kiosks.	ay acadii nuts	. Ji quay resident	giviuudi;	, برد ۱۷ س	. Omaii V		JJ-04
	To walk along the promenade;To visit local attractions;To		allowing them prime	Improved pedestrian crossings;More places	Eastern Esplanade		Litter bins;Seating;Picnic tables;Cycle stands;Shelters;Seafro	0					l march.	I enjoy spending time						
Several times a	visit local restaurants/cafes;To use the beach;To use the local play parks;To	access to the views	to use in the same way. Some kind of	rest;Improved cycling lanes;Safer shared space areas for cyclists	Eastern Esplanade		nt lockers;Showers;Wate fountains/refill stations;All of the	er No change needed, there's just the right	More lighting around play spaces; More seating around play	More opportunities for public art along the		Quintessentially	I rarely use Preston but it always seems more for the beach hut families - which	there and would probably spend more time there with modernisation and		Myself, as an				
year Paignton Car	use the greens;	across the bay.	barrier/gate is needed	and pedestrians;	permanently;	Less car parking;	above;	amount;	spaces;	seafront;	seafront;	English	isn't a criticism	improved seating	resident	individual;	TQ3 3QB M	1an V	Vhite	45-54
														1. Please ensure adequate enforcement, security cameras etc						
														2. Ensure parking fees are low; even free parking. Otherwise, motorists will not						
				More places to stop										bring their business to the town. 3. Please kindly read						
				and rest;Improved access to the beach;Safer shared space areas for cyclists			Seating;Litter							the attached article which concurs with my own research: https://www.conservat						
Public Monthly Paignton transport	To walk along the promenade;To visit local restaurants/cafes;	Their open aspects, close to the sea.	Lack of sheltered seating when it rains; lack of toilet facilities.	seafront;Improved	No change needed, there's just the right	No change needed, there's just the right amount;	bins;Cycle stands;Recycling bins;Shelters;All of th above;	No change needed, te there's just the right amount;	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	seafront;	Central (south).	Central (north).	ivewoman.co.uk/forget- the-global-warming- hype-the-worlds- getting-colder/	Torquay resident	Myself, as an individual;	TQ2 6EF M	1an V	Vhite	75+
			JUST A COUPLE OF	More facilities for disabled users (please specify			Litter bins;Seating;Picnic				More planting on the seafront;More trees on the seafront;Wildflower	NEEDS TO BECOME MORE UP-MARKET. NEEDS TO ATTRACT A "BETTER CLASS OF	VERY NICE, CLASSY, VERY AGREABLE /PLEASANT TO	THE BUILDING THAT HOUSES THE CINEMA NEEDS A GOOD						
Weekly Preston Car	To walk along the promenade;To use the beach;	e IT IS ON THE LEVEL	POORLY MAINTAINED SHELTERS, NOT ENOUGH WOOD BENCHES/SEATS	below);Improved access to the beach;More places to stop and rest;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	tables;Recycling bins;Shelters;Showers Water fountains/refil stations;	s; No change needed, I there's just the right amount;			planting on the seafront;Raised planters on the seafront;	PEOPLE". NOT JUST HOLIDAY MAKERS FROM CARAVAN PARKS.	PROMENADE ON. BEACH HUTS ADD TO THE RELAXING ATMOSPHERE.	RESTAURANT AND THE UPSTAIRS NEEDS MODERNISING. POOR USE OF PRIME SPACE.		Myself, as an individual;	TQ1 4EF W	Voman V	Vhite	65-74
	To walk along the								·		More planting on the seafront; More trees on the seafront; Wildflower									
Weekly Paignton Walk	promenade;To visit local attractions;To visit local restaurants/cafes;	Open area, fresh air, somewhere to picnic, views out to sea	Car parking	Safer shared space areas for cyclists and pedestrians;	Less car parking;Part o Eastern Esplanade closed to traffic permanently:	f Less car parking;	All of the above;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	More opportunities for public art along the seafront;	planting on the seafront;Raised e planters on the seafront;	Gateway to the seaside	Intimate	Some of the old shelters need tidying	Paignton resident	Myself, as an individual;	TQ4 7AQ M	1an V	Vhite	45-54
Total Control of the			car parting	peacetinality	,	·	Litter	aea.ity	No change needed,	More wayfinding signage along the seafronts; More opportunities for	Wildflower planting or									
Public Monthly Paignton transport	To visit local restaurants/cafes;	Seeing the sea	Litter	Compulsory use of cycle lanes;	there's just the right amount;	there's just the right amount;	bins;Seating;Shelters; ecycling bins;	R Festoon lighting on Paignton only;	there's just the right amount;	public art along the seafront;	the seafront;More trees on the seafront;		Great for shows	N/A	Torquay resident	Myself, as an individual;	TQ2 6QL W	Voman V	Vhite	65-74
	To walk along the promenade;Dog	The constant	Decrees and litter	More places to stop	_	No change needed,	L'Abran	No change needed,	No change needed,	More opportunities for public art along the seafront; No change needed, there's just	Raised planters on the	sea front. Keep it that way. Make more space	Family orientated sea front, used mostly by locals. More seating			Manalé a an				
Daily Both equally Walk	walking;To use the beach; To walk along the	The openness and cleanliness.	Dog mess and litter. Not enough seating.	and rest;More general seating.; Safer shared space	amount;	there's just the right amount;	Litter bins;Seating;Shelters;	there's just the right amount;	there's just the right amount;	the right amount of wayfinding signage;	seafront;With seating.; More planting on the seafront;Raised	enjoy its beauty! Very sparse with very few litter , dog poo	and shelters would be nice.	•	Preston resident	Myself, as an individual;	TQ32QZ W	Voman V	Vhite	55-64
Weekly Paignton Car	promenade;To visit local attractions;To visit local restaurants/cafes;	The beautiful scenery and relaxing watching the sea.	Lack of Bins	areas for cyclists and pedestrians;More places to stop and rest;	More car parking;	More car parking;	Litter bins;Seating;Recycling bins;	No change needed, g there's just the right amount;	No change needed, there's just the right amount;	More wayfinding signage along the seafronts;	planters on the seafront;Wildflower planting on the seafront;	and recycling bins. More flower's/ hanging baskets maybe lit at night.	Same as Paignton seafront	•		Myself, as an individual;	TQ3 3LA M	1an V	Vhite	65-74
			Discrimination. not accessible for disabled people everywhere, it should be. preston																	
			you can't go long the promenade towards Torquay in a	More facilities for disabled users (please																
			wheelchair, when you get to the old toilet block just before where you can park on the front, if you're on	places to stop and rest;Improved access to the beach;preston										existing issues is the toilets perfectly good toilet blocks that could						
			the higher grass side there is no disabled access to the lower	people but both sides poor for disabled. toilets should also be										have been modernised now abandoned and cut down to minimum						
	i am disabled and there are very little accessible laces to go		the front where the cars are, unless you go head on into traffic	here them say they are	2	More car parking; will need to be more with								toilets where there are not enough, people complaining about queueing ,about						
	great and you still can't cross from onesi of the prom and cross	the car when too ill to	(no path) to get back to the seafront this is very frustrating and	wee. toilets kept disgusting so now avoid at all costs as		population expanding. you can't park in summer anyway so not enough car	Picnic tables;Recycling bins;Showers;Water		More seating around play spaces; DISABLED	amount of wayfinding		family friendly	really, yet beach and	-						
Daily Both equally Car	due to no drop kerbs	go along the front n wheelchair etc. being able to let dogs off for a run	_	out for less time and spend less money	More car parking;No change needed, there's just the right amount;	parking anyway and should all be free to encourage trade into paignton;	bins;accessable bins,	nice it needs to be			seafront;More	•	·	discrimination the		Myself, as an individual;	tq45ls W		refer not to ay	Prefer not to say
	Dog walking;To go swimming;To use the			More places to stop										I would like to see a band stand or some						
	beach;To use the loca play parks;To use the greens;To walk along the promenade;To			and rest;Improved access to the beach;Improved cycling lanes;Safer			Litter bins;Seating;Picnic tables;Cycle stands;Recycling		More play space	More wayfinding signage along the seafronts; More		Warn down.	Lots of concrete	kind of permanent staging for musicians to be able to play. I'd like to harness the sea						
	visit local attractions;To visit local	Looking out and listening to the sea. Meeting local people.	Rusty bins	shared space areas for cyclists and pedestrians; More cycle parking on the	nearby, but away from	No change needed, there's just the right	bins;Shelters;Showers Water fountains/refil stations;All of the above;Seafront		provided in general;More seating around play	opportunities for	More planting on the seafront; More trees	A car park feel to it. Lacking opportunities	Lacking plants Lacking facilities for musicians to play and	energy to power local lighting and facilities.		Myself, as an				
Weekly Preston Walk	water sports;	Taking in the fresh air.		seafront;	parking);	amount;	lockers;	amount;	around play spaces;		on the seafront;		controlled busking.	round for dog walking. 'modernised'. Its charm is the fact that		•	TQ32PF M	1an V	Vhite	45-54
														it is accessible for all. With new, out of character, ugly hotels being built, the						
														character will change a little but there will be more money coming in too. So sympathetic						
												Neglected, undervalued by the		change, enhancing the existing natural beauty of the seafronts is						
											More trees around the	, -	Different to 2	what should be considered. Community events bring people to the fronts, that shouldn't						
	To walk along the	The openness, the							Reduce the play area it gets vandalised and as		perimeters interspersed with shrubs would look good and provide a	accessible by families and the infirm. Unimpeded views	Slightly more sporty, good easy access for unloading sea sport	walls have to be built, then enhance the						
	promenade;To go swimming;To use the beach;To use the greens;For water	selection of food venues. The brilliant	The car park charges, the lack of bins, lack of	•	•		Litter	More festoon lighting	repair it make it more cost effective and manageable. Also	public art you mean putting up a wall for		bay, acres of warm shallow water to splash about in. A	•	the same style not concrete slabs. Maybe make seagrass areas						
Weekly Both equally Walk	sports;To visit local restaurants/cafes;	area for shows, events and concerts	CCTV to catch the vandals	areas for cyclists and pedestrians;	there's just the right amount;	there's just the right amount;	bins;Seating;Cycle stands;	around our lovely harbour area ;		graffiti artists to defile NO!;		special haven of seaside heaven.	red sand and genteel old hotels	·	•	Myself, as an individual;	TQ33QU W	Voman V	Vhite	55-64
														guided educational trips about the rock pool, sandstone cliffs ,shells etc.						
														visible presence of beach inspector/community support officerlast						
														year an idiot was launching a small outboard motor on a dinghy through the						
				More facilities for disabled users (please	Part of Eastern Esplanade closed to traffic permanently;All									children swimming next to the pier. Large codes of conduct notices for						
	To use the			specify below);More	parking relocated nearby, but away from			waste of money ,blend in with background when looking across		More opportunities for public art along the seafront;More wayfinding signage	e More trees on the seafront;Wildflower planting on the		less tacky than Paignton as has no	visitors,rip tides, putting their children into inflatables,and what the 5 knot buoy	Paignton	Myself, as an				
Monthly Paignton Car	To use the beach;geopark;	the sea	litter	contained area;	(except disabled parking);	nearby (except blue badge);	All of the above;	when looking across the bay . across ;		along the seafronts;		tacky	Paignton as has no Arcades			Myself, as an individual;	tq3 3xu W	Voman V	Vhite	55-64

			More places to stop																
	To walk along the promenade;To visit local Accessability, feeling restaurants/cafes;For of space and the	seafronts beside the	parking on the			Seating;Cycle	No change needed, there's just the right	No change needed, there's just the right		ne More planting on the			Ensure retention of beach access at the Southern end of Paignton for Sailing and other watersports		Myself, as an				
Weekly Both equally Walk	Dog walking;To visit	the cost to park! when you have young for children and it would		amount;	More car parking;	stands;Showers; Seating;Loungers;Pic tables;Cycle	amount; enic	amount;	seafront;	seafront;	holiday desitination	A "locals seafront"	events. seafronts need more seating -preston especially when the beach huts are there as you cannot sit on	Torquay resident	individual;	TQ2 6TA	Man	White	55-64
	restaurants/cafes;To variety of uses - walk along the walk/running, dog promenade;To use the walks, playgrounds beach;To use the local children, beach huts play parks;To use the and restaurants/foc	take multiple buses to get to the beach, for driving is easier. It is s, also a necessity as				stands;Seafront lockers;Water fountains/refill stations;Showers;All the	of No change needed,	More lighting around play spaces;More informal play along	More opportunities	Raised planters on th	seaside town beach with pier. its run e down, especially	smaller beach than paignton. but	the raised wall on the promenade as you block access for beach hut users. need MORE TOILETS!						
Weekly Both equally Car	greens;To use the huts on the seafron beach huts; xx	t after having fun dowr the seafront.	n Improved access to the beach;		ls; cheaper car parking;	•	cli there's just the right amount;	not just in play areas; More play space provided in general;More play	for public art along th seafront;	ne seafront;More trees on the seafront;	seeing shelters so rur down.	n picturesque with beach huts along it.	the new huts are NOT enough!	Preston resident	Myself, as an individual;	tq3 1rx	Woman	White	25-34
	To walk along the promenade;To visit local attractions;To go	New toilets. Expensive	e.					space for 12 years plus;More play space for 6-11 year olds;More seating around play spaces;More lighting		More planting on the									
Weekly Paignton Walk	swimming;To use the beach;To use the local play parks;To visit local play parks, beach, restaurants/cafes; open space	queues and discourages taking children to the seafront who need frequent toilet trips	More pedestrian crossings;More places to stop and rest;More		Bring back free parking, again makes an expensive day out with children if you chave to drive;	t Seating;Recycling	No change needed, there's just the right amount;	around play spaces;More informal play along the whole seafront, not just in play areas;	More opportunities for public art along th seafront;	seafront;More trees on the seafront;Wildflower	The best beach in the world - says my 7 yea old. Vibrant, fun,		Music and busking spots would be great	-	Myself, as an individual;	TQ4 5NW	Woman	White	25-34
													Ability to rent large lockers for paddle boards etc when on holiday. More BBQ areas. Unique						
		Lack of toilets. Lack of	More cycle parking on the seafront;Improved			Litter bins;Seating;Picnic tables;Cycle stands;Recycling		More seating around	More opportunities				instagramable beach sign / statue / water fountain for free publicity. Areas named / signs for beach goers						
Modelin Drocker Molle		lifeguards in the peak summer season. Cyclists travelling too quickly along the chapters.	beach;Improved cycling lanes;Safer shared space areas for cyclists and		No change needed, there's just the right		No change needed, nge there's just the right	space for 6-11 year olds;More informal play along the whole seafront, not just in	seafront;An instagrammable sign , artwork. Welcome to Preston or paignton	seafront;Wildflower planting on the	Traditional English seafront. Fun for all	distance to walk from parking to sand compared to Cornwall	deliveroo drop offs. Better beach access for disabled and elderly. Repaired steps and		Myself, as an	T-2 2h	Managa	Mh:t-	45.54
Weekly Preston Walk	sports; and the sea	shelters	pedestrians;	Less car parking;	amount;	rs;	amount;	play areas;	beach;	seafront;	As per your video, Paignton seafront used to be a vibrant	beaches.	ramps.	Preston resident	individual;	Tq3 2hy	Woman	White	45-54
											place to be with a beautiful attractive garden to welcome you to the front - now it is soleless with a	v Preston is spoilt by all the beach huts, they							
									More wayfinding		horrible ugly monstrosity of a building ie cinema. A welcoming promenac with space, safe environment to walk	le entitled to the whole promenade in front of							
Daily Paignton Walk	Being able to enjoy To walk along the the view, enjoy promenade;Dog walking and the walking;To use the feeling being by the beach; sea provides.	The amount of cars.	between both	Less car parking;Part of Eastern Esplanade closed to traffic permanently;	of No change needed, there's just the right amount;	Litter bins;Seating;Recyclir bins;Shelters;	No change needed, ng there's just the right amount;	More lighting around play spaces;	signage along the seafronts;More opportunities for	More planting on the seafront; More trees on the seafront; Raise planters on the seafront;	sit and enjoy what nature provides. d Additional lighting so	leave enough space fo people to pass. Yes have the huts on the green but not on the narrow promenade.	Make sure the travellers can't get on it.	Business owner	Myself, as an individual;	TQ4 6EG	Woman	White	45-54
	The fact you can pa and see the sea. My mum is 87 and has difficulty walking. I Dog walking;To walk park so she can see	,	. More places to stop			Recycling bins;Water	r No change needed, there's just the right	More seating around	More wayfinding signage along the	Raised planters on th	An open seafront allowing good visibili e for those unable to	ty Less friendly for those	I love walking the seafront with my dog. However, from my elderly mother's view only Paignton gives	Paignton	Myself, as an				
Daily Both equally Car	along the promenade; walk out dog.	when you have foid		More car parking;	More car parking;	stations;Seating;	amount;	play spaces; More play space for 0-	seafronts;	seafront;	walk.	who cannot walk far.				TQ3 3LZ	Woman	White	55-64
								5 year olds; More play space for 6-11 year olds; More play space for 12 years plus; More play space provided in											
			More facilities for					general;More lighting around play spaces;More informal play along the whole seafront, not just in play areas;Play											
	To walk along the promenade;To go		disabled users (please specify below);Improved access to the beach;A safe ramp (for			Litter bins;Picnic		equipment not just in specific areas, e.g. swings on the beach a Preston (this exists on several cornish	t			For locals, suitable for							
Daily Preston Car	swimming;To use the beach;To use the greens;For water friendly and easily sports;To use the local accessible they are play parks; everyone.	How unclean they often get from litter etc. And the lack of for café's etc. out of season.	wheelchairs and baby prams) down onto the area of Preston beach that is still accessible at high tide.;	e No change needed,	No change needed, there's just the right amount;	tables;Recycling bins;Seafront lockers;Water fountains/refill stations;Showers;		beaches) and more play equipment like at Geo play in the open green spaces in Preston.;			For tourists, classic beach holiday, too busy for local familie to use during the summer.	local families and loca people to enjoy, more suited to swimming and watersports etc. too.	N/A		Myself, as an individual;	TQ3	Woman	White	25-34
		Looks tired and the											revamp will be great but the situation of the planned wall must be considered carefully it must not in any way hamper the						
		beautiful victorian seating areas have been already vandalised in places and have not been											view that people can currently see. It most definitely needs to go the other side of the victorian shelters on						
	The view across the	repaired. Too many cars and campervans parking overnight in summer. Definitely lack of flowers new raised flower beds		Less car parking;Part of Eastern Esplanade closed to traffic permanently;All parking relocated	of						Very much a tourist destination in summomonths. It is a beautiful area for all		the green side. A large wall all along the front would look awful without it being broken up with planting and seating						
	bay from the bench and a level walk alo seafront. The opene To walk along the it provides and place	es would enhance the ng seafront immensely		nearby, but away from Eastern Esplanade (except disabled parking);Perhaps adopt a similar	m						ages but especially the elderly who can easil walk to the front as it on the level and sit and take in all the	e y	and I think this is necessary otherwise it will just get filled with graffiti. I hope that if the proposed wall						
Daily Paignton Walk	local enjoy that glorious restaurants/cafes;To view. The geopark is use the beach;To sit great for youngsters and relax and look out and the seating are to sea; are great for picnics	s be edged off with perhaps hedging to as prevent unauthosised	crossings;More places to stop and	spaces along the edge	e No change needed,		er No change needed, there's just the right amount;		there's just the right	seafront;More trees on the seafront;Raise		and lovely promenade	graffiti on it that it is . removed quickly unlike the time it takes to repair the victoriana		Myself, as an individual;	tq4 6ej	Woman	White	Prefer not to say
			Improved pedestrian crossings;More pedestrian crossings;Improved	Less car parking;Part of Eastern Esplanade closed to traffic permanently;I would like the green area to		Litter bins;Seating;Picnic tables;Cycle stands;Recycling				More planting on the			When the regeneration of the town centre goes ahead the seafront need to reflect this in style and facilities to						
Weekly Paignton Walk	To walk along the The beach The Gree promenade;Dog and the pier And the promenade and sea and the	e Vehicles	cycling lanes;Safer shared space areas for cyclists and pedestrians;		g there's just the right		rs; ill No change needed, there's just the right amount;	More seating around play spaces;	More wayfinding signage along the seafronts;	seafront;More trees on the seafront;Raise planters on the seafront;	d Family friendly	A bit bland	give an overall smart and well cared for leisure that we can be proud of	•	Myself, as an individual;	Tq45au	Woman	White	75+
	harbour end and ho it's recently been improved. I also like pier but not the pie approach. The	r																	
	restaurant/cafe at t harbour and the on that goes over the road. The crazy golf a local I love to be able to park there in	e . As Paignton: Pier approach is ugly. The																	
	the winter and wate the sea and have a of tea in my car. I lil the beach but cafes but some are too	ch cinema/ restaurant cup complexes are ugly. see The toilet area under the over road restaurant is dark, the	e Improved pedestrian	•	ge					Wildflower planting o	on		I wonder if some of the green could be turned into a car park						
	reduced in number slightly and or	danger of looking ves cheap and tacky with the elves theme. The	to stop and rest;Safer shared space areas for cyclists and pedestrians;Not	parking near but awa r from the seafront. Actually the parking t the harbour is easy to	ру Б	Water fountains/ref stations;Seafront	îII	No change needed, there's just the right	seafront;More wayfinding signage	the seafront; The current planters on ne Paignton are ugly and unattended. In a hars environment. Better without. Maybe som	sh tacky with a few modern things(n	by the esplanade road side? Better use of park house. Like a car park, special play area, restaurant complex? Bit like a Exmouth has						
Weekly Paignton Car	To walk along the promenade; To go memories of the be swimming; To use the seating huts but the	spinning wheel is not ach up to it and a bottle	places to stop and res	t look better and be better used by people	detriment of the grase e area. Close ish car pa d but away from the	ss bins;Cycle stands;No ark necessarily more	No change needed, in there's just the right amount;	amount;No more play are. But more area useable than just vast	seafronts;More wayfinding but not to	seaside planting o islands. But more like Brixham areas on the way to the lighthouse	harbour area) trying bring it up . Family largely but for all.		been building? Maybe a bridge over esplanade road for	Torquay resident	Myself, as an individual;	TQ2 8NE	Woman	White	45-54
	beach huts;For water sports;To go swimming;To use the local play parks;To visit local			Move marking to	4	Litter bins;Picnic			No et e	More planting on the seafront; More trees	Tidy but lacking any	•	•						
Weekly Preston Walk	restaurants/cafes;To walk along the promenade;To use the Open space and beach; community feel	Car parking at the front of Paignton beach	All ok;	other side of the road in Paignton beach. Stop campers staying all winter;	No change needed, there's just the right amount;	tables;Cycle stands;Water fountains/refill stations;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	on the seafront;Wildflower g planting on the seafront;	wow. It's dull in the winter. Some flower beds and colour wou be good.	factor. More colour needed using good ld street art or flower beds or trees.	have been removed. Replace colour with good street art and painting walls.	Preston resident	Myself, as an individual;		Prefer not to say	White	55-64
	To walk along the promenade; To visit local attractions; To visit local restaurants/cafes; To	Cyclists abusing the	crossings;More pedestrian crossings;More places to stop and rest;Improved cycling		Less car parking;Less	•	ter		More wayfinding				Its sad that the council closed the toilets on Preston and replaced them with inadequate						
Daily Preston Walk	go swimming;To use the beach;To use the local play parks;To use It's Paignton's USP. the greens;To use the friendly meeting play	sitting and play area by the huts rather A than using the	lanes;The new seating area by the play park is attractive and functional and should be extended;	\$	parking on Marind Parade. Reduced charges on the sea front road and no charges in winter;	maintenance for shelters; Water fountains/refill	More attractive cyc lighting - and more flags;	No change needed, there's just the right amount;	signage along the seafronts; More opportunities for public art along the seafront;	Probably not cost effective in view of th maintenance needs;	e The holiday beach	The locals' beach	new facilities rather than maintain and refurbish the attractive pre-war		Myself, as an individual;	TQ3 2DY	Man	White	65-74
Monthly Both equally Car	To walk along the The view, and the promenade; fresh air.	Nothing.	More places to stop and rest;	No change needed, there's just the right amount; Less car parking;All	No change needed, there's just the right amount;	Litter bins;Seating;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	g Raised planters on th seafront;		Fine. Best left as it is.	Please leave it alone.		Myself, as an individual;	TQ3 1BD	Man	White	45-54
Daily Both equally Walk	Dog walking;To use the Beautiful cleqn sand beach; beaches	Traffic and the vue dy cinema and the harvester is a disgrace	Safer shared space areas for cyclists and pedestrians;No traffic its very dangerous;	parking relocated nearby, but away from Eastern Esplanade (except disabled parking);	Less car parking;	Seating;Water fountains/refill stations;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	• •	ne Wildflower planting c the seafront;	vue and harvester dangerous for children pedestrians	Nice better than ic paignton due no	•		Myself, as an individual;	Tq3 3ud	Woman	White	55-64
	Dog walking;To walk		More places to stop and rest;Improved	Less car parking;Part of Eastern Esplanade closed to traffic permanently;All parking relocated	of			More play space for 0- 5 year olds;More seating around play	More wayfinding signage along the	More planting on the seafront; More trees on the seafront; Wildflower									
Weekly Paignton Car	along the The view, this must not be compromise local Ability to just be ab restaurants/cafes; To walk along the promenade;To visit	d!	access to the beach;Safer shared space areas for cyclists and pedestrians;	nearby, but away fror Eastern Esplanade s (except disabled parking);	m Less car parking;	Litter bins;Seating;Picnic tables;Recycling bins	No change needed, there's just the right s; amount;	spaces;More informal play along the whole seafront, not just in play areas;	·	planting on the seafront;Raised planters on the seafront;	Family friendly, easily accessible, has all amenities required for a seaside town	or Family friendly, typica seaside beach	•	Brixham resident	Myself, as an individual;	TQ5 0PP	Woman	White	55-64
	promenade;To visit local restaurants/cafes;Dog walking;To use the beach;To use the local Open space play parks;To use the Sea view		More facilities for	Cheaper car parking/Free car parking;No change	Cheaper car parking/Free car parking;No change	Showers;Picnic tables;Recycling bins;Seafront lockers;Water		No change needed,	No change needed, there's just the right	Raised planters on th seafront;Wildflower planting on the	e		Sea wall needs further consideration to sympathetically blend		On behalf of a group or organisation				
Weekly Preston Walk	greens;To use the Sea view greens;To use the Facilities - cafes, beach huts; walking, relaxation	Paying for toilets Paying for car parking	disabled users (please	•	needed, there's just the right amount;	fountains/refill stations;	Like the festoon lighting;	there's just the right amount;	amount of wayfinding signage;		Traditional seaside	Less commercial, relaxing, more natural	into the natural		(please detail who	TQ4 7EJ	Mixed group	White	45-54

					Can't see the sea at Preston when traveling past, just beach huts everywhere 3 deep!! Campervans parking along the road at Preston and taking too much space on Paignton seafront. The bigger ones are dangerous as they are so long traffic has to enter the cycle lane to pass them. And the number of times I	and pedestrians; Easier access to the seafront at both as Paignton especially is dificult to get onto the walkway by the huts selling food etc. Improve the whole of Torbay drop curbs, overhanging bushes/hedges on pavements and the council shoul have someone travel all the pavements in the bay on a regular basis to	Get rid of campervans							Dangerous, need more speed bumps to slow		Remove the seating or the front at the Harbour Lights end as this is a public space and does not belong to them. And all cafes						
Weekly	Paignton	Public transport	To walk along the promenade;To visit local restaurants/cafes;	The sea.	having a barbecue between them and I thought there was no cooking or overnight stays allowed on the	multitude of problems are. Prime example is Paignton railway station the path by	and have cameras at each end to prosecute the drivers who do not follow the no entry signs, or one way		Recycling bins;Litter bins;	No change needed, there's just the right amount;	More seating around play spaces; More lighting around play spaces;		More planting on the seafront;Raised planters on the seafront;	traffic down. More control of seagulls	Looks a mess with beach huts strewn	and shops should not be allowed on pavements restricting the easy movement of pedestrians in Paignton.	Paignton resident	Myself, as an individual;	TQ4 5XW	Man	White British	55-64
			To walk along the		Dogs not kept on leashes . Tourists thinking they own the place . Dog mess. Not being able to cycle in a place where there are	Improved cycling lanes;Safer shared space areas for cyclists and pedestrians;More	Eastern Esplanade		Litter		No change needed,	More wayfinding		Tatty for the most part. What there is at		People need to be encouraged to be respectful of the locals. This means not dropping litter and not		Myself, as an				
Daily	Paignton	Walk	promenade;Dog walking; To walk along the promenade;Dog walking;To go swimming;To use the	The view Seashells, space to		cycle parking on the seafront;	(except disabled parking);	Less car parking;	bins;Seating;Cycle stands;Shelters; Litter bins;Picnic	Tasteful lighting;	there's just the right amount;	signage along the seafronts;	Raised planters on the seafront;		Quieter and more relaxing than Paignton	lurching around drunk half the day.	Paignton resident	individual;My family members; On behalf of a	TQ4 6AZ	Woman	White	55-64
Several times a year	Both equally	Walk	beach;To use the local play parks;To use the greens;For water sports; To walk along the	I walk dog, the pier, being able to see the sea and boats, walking on the sand.	s sand, crabs, seagulls.	No opinion ;	More car parking;	More car parking;	tables;Recycling bins;Shelters;Water fountains/refill stations;	No change needed, there's just the right amount;	More seating around play spaces; More lighting around play spaces;	More opportunities for public art along the seafront;	e Raised planters on the seafront;	Basic, fun in the summer, loud.	Sandy, more things to do and places to chill.	No.	Paignton resident	group or organisation (please detail who under Other;	TQ4 7EJ	Prefer not to say		16-24
			promenade;To visit local attractions;To visit local restaurants/cafes;Dog walking;To go	Accessibility, appeals to a wide audience,	The shelters are tatty and travellers are not obstructed access causing it to be unsightly/unusable for a number of reasons - a poor impression for		No change needed, there's just the right amount;But we still need more alternative	No change needed, there's just the right	Recycling bins;Shelters;Seating;	No change needed, S there's just the right	No change needed, there's just the right	No change needed, there's just the right amount of wayfinding	on the seafront;Raised planters on the seafront;Wildflower	attractive, family	beaches,	I love both of them and want them to remain, enhanced and	Paignton	Myself, as an individual;On behalf of a group or organisation (please detail who under Other ;Guesthouse				
Daily	Paignton	Walk	greens;	well kept	The fact that the travellers seem to have easy access to	Improved pedestrian crossings;More places to stop and rest;More facilities for disabled	parking;	amount;as before;	howers;	amount;	amount;	signage;	seafront;	beaches/attractions	vibrant beach huts	enjoyed by all	resident	owner;	tq4 6ax	Woman	White	45-54
			Dog walking;To walk along the promenade;To visit local		stopped Either stop overnight parking or increase the charges, the vans can take up two bays	below);More pedestrian crossings;Improved access to the beach;Improved cycling lanes;Safer	No change needed, there's just the right		Litter bins;Seating;Picnic tables;Recycling	No change needed,		No change needed,	More planting on the seafront; Wildflower planting on the			Keep it traditional, keep it clean & keep the lights on Why can't dogs be						
•	Both equally	Walk	restaurants/cafes;To use the beach;To use the greens;		Keep it traditional	cyclists and pedestrians;	Charges for overnight parking;	No change needed, there's just the right amount;	bins;Shelters;Water fountains/refill stations;Showers;	amount;Just make sure they work;	No change needed, there's just the right amount;	there's just the right amount of wayfinding signage; No change needed,	planters on the seafront; More planting on the seafront;Raised	Very Traditional keep it that way	Keep it traditional	·	Local visitor	Myself, as an individual;	BS8 4LS	Man	White	65-74
Several times a year	Paignton	Car	To walk along the promenade;	Opportunity to be by the sea with easy parking		Safer shared space areas for cyclists and pedestrians;	No change needed, there's just the right amount;	Remove parking meters;	Litter bins;Recycling bins;Shelters;Seating;	there's just the right	No change needed, there's just the right amount;	there's just the right amount of wayfinding signage;	planters on the seafront;Green needs sprucing up;	Promenade is nice but green needs improvement	OK	Paignton seafront needs sprucing up. It looks a bit drab. Lack of comfortable and inviting seating,	Paignton resident	Myself, as an individual;	TQ3	Woman	White	75+
			To walk along the promenade; To visit local restaurants/cafes; To go swimming; To use the beach; To use the		Amusement arcades , concrete and barriers,	pedestrians;More cycle		No change needed,	Litter bins;Seating;Picnic tables;Cycle stands;Recycling bins;Showers;Water				on the	Family beach, but needs more character	More local beach with good community spirit and more varied	lack if toilets, lack of quality and variety of food stuff (all burgers, fish and chips only), lack of bins and no recycling going on						
Daily	Both equally	Walk	local play parks;To use the greens;For water sports; To use the beach huts;To use the	The beaches and the sea			parking;Parking should be further back so it doesn't spoil the view	amount;Charges too	fountains/refill stations;All of the above;	No festoon lighting;	No change needed, there's just the right amount;	Less wayfinding signage;	seafront;Wildflower planting on the seafront;	and varied ,wildlife friendly planting and seating	planting and facilities, nicer than paignton seafront Calm and relaxing in the summer when	lovely in both places	Paignton resident	Myself, as an individual;	Tq3 2ad	Woman	White	45-54
Weekly	Both equally	Both walk and car depends or day	beach;To go swimming;To walk along the promenade;Dog walking;	Space and peace	people dont always respect the rules in	lanes;Safer shared space areas for cyclists	change needed,	More car parking;No change needed, there's just the right amount;	Picnic tables;Showers;Recycl ng bins;Litter bins;	i there's just the right	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	More trees on the seafront;	n/a	rules are applied like cyclist not being allowed when people have beach huts and	more clear on specific parts like the parade	Preston Beach hut owner	Myself, as an individual;	n/a	Woman	White	16-24
					The state of the tarmac on Preston promenade. It is quite rough and there are a lot of potholes and it is really quite dangerous. Last summer I saw a of children in particular tripping over and cutting and bruising																	
Weekly	Preston	Car	To use the beach;To use the beach huts;To walk along the promenade;To go swimming;	area, particularly at		areas for cyclists and	More car parking;	More car parking;	Litter bins;Seating;Seafront lockers;Showers;Wate fountains/refill stations;	r No change needed,	More play space provided in general; More play space for 6-11 year olds;		More trees on the seafront; Wildflower planting on the seafront;	Busy!	Friendly and diversified	Repairing the tarmac on the Preston promenade	Preston Beach hut owner	Myself, as an individual;	TQ1 2BL	Man	White	65-74
			To walk along the		the parking is convenient it takes away from the view and adds danger of traffic. The green could benefit from some landscaping. The seafront could be more like a prom. So the pedestrians walk	below);More places to stop and rest;Improved access to the beach;Improved cycling lanes;Safer	closed to traffic permanently;All	f	Litter bins;Seating;Loungers Picnic tables;Cycle stands;Recycling		More lighting around play spaces; More		on the	old fashioned, but I love the beach and the		I'd like to see more						
Monthly	Paignton	Car	To walk along the promenade;To go swimming;To use the beach;To use the local play parks; To walk along the		on the side away from the beach. I think if the parking is kept it should be on the side over looking the green. when the council allows the travelers to	cyclists and pedestrians;More cycle parking on the	nearby, but away from	More car parking;	bins;Shelters;Seafront lockers;Showers;Wate fountains/refill stations;All of the above;	r No change needed,	informal play along the whole seafront, not just in play areas;More seating around play spaces;	More opportunities for public art along the seafront;	seafront;Wildflower planting on the seafront;Raised planters on the seafront;		It's a beautiful spot, but just needs a good tidy up. The beach is		Torquay residen	Myself, as an it individual;	TQ1 2HB	Woman	White	35-44
Weekly	Paignton	Car	promenade;To visit local restaurants/cafes;	like to enjoy the peace and quite		More places to stop	Part of Eastern Esplanade closed to traffic permanently;	dont park there its too expensive;	Litter b bins;Seating;Recycling bins;Shelters; Litter bins;Seating;Loungers Picnic tables;Cycle	Preston only;Festoon lighting on Paignton only; No change needed, there's just the right amount;change the	No change needed, there's just the right amount;	there's just the right amount of wayfinding signage;	Wildflower planting or the seafront;	n beautiful but neglected	its not too bad as it is	put in barriers on the green to stop illegal caravans	Paignton resident	Myself, as an individual;	tq33pb	Woman	White	55-64
Monthly	Paignton	Car	To walk along the promenade;To use the beach; To walk along the promenade;To visit local attractions;To	e the view of the sea	car parking lack of	space areas for cyclists and pedestrians;More cycle parking on the seafront;	More car parking;	No change needed, there's just the right amount;	stands;Recycling bins;Shelters;Water fountains/refill stations;	colours for the E&D months e.g LGBTQ+ month (multi coloured) ;	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	· · · · · · · · · · · · · · · · · · ·	tired and dated.	better than Paignton	no comment	Brixham residen	Myself, as an it individual;	TQ5 9PN	Woman	White	45-54
Weekly	Paignton	Walk	visit local restaurants/cafes;Dog walking;To use the local play parks;	Open space and fresh air	Litter and and social behaviour	crossings;Improved cycling lanes;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Litter bins;Recycling bins;Showers;	No change needed, there's just the right amount;	there's just the right amount; More play space provided in	More wayfinding signage along the seafronts;	Wildflower planting or the seafront;	n Its OK just needs tidying up	Its OK just needs tidying up	No cars or bikes in summer	Paignton resident	Myself, as an individual;	TQ3 2LN	Man	White	75+
			To walk along the promenade;To visit local attractions;To visit local restaurants/cafes;Dog walking;To use the beach;To use the local play parks;To use the	I		crossings;More pedestrian crossings;More facilities for disabled users (please specify below);More places to stop and rest;Improved access to the beach;Safer			Litter bins;Seating;Loungers Picnic tables;Recycling bins;Shelters;Seafront	S.	general;More play space for 0-5 year olds;More play space for 6-11 year olds;More seating around play spaces;More lighting around play spaces;More informal	No change needed.	More planting on the seafront; Wildflower planting on the									
Weekly	Preston	Car	greens;To use the beach huts;For water sports;	BEING AT THE BEACH	PARKING DOG LITTER GEO PARK NOT	shared space areas for cyclists and	More car parking;	More car parking;	lockers;Showers;Wate fountains/refill stations;	r No change needed,		there's just the right amount of wayfinding signage;	seafront;Raised	DEPRIVED/NEGLECTED	BEAUTIFUL LOVELY PLACE TO BE	No issues	Torquay residen	Myself, as an it individual;	TQ2	Woman	White	55-64
							More car parking;Less car parking;Some parking relocated nearby, but away from Eastern Esplanade (except disabled parking);All parking relocated nearby, but away from Eastern Esplanade (except disabled parking);Part of Eastern Esplanade											On behalf of a group or				
Daily	Preston	Walk	To walk along the promenade;	sun, sand,	charging for toilets, car parking should be free,	More places to stop	closed to traffic permanently;get rid of parking meters;	Less car parking;	All of the above;	No change needed, there's just the right amount;	More seating around play spaces;	More wayfinding signage along the seafronts;	Raised planters on the seafront;		disgusting, nicer than Paignton	open more shops.	Paignton resident	organisation (please detail who under Other ;		mixed group	White	16-24
					Lack of free WCs, since which I have observed people urinating in public places where other unsuspecting	independent from requiring a parent to be close enough to stop them running	More car parking; Some designated parking for smaller motorhomes, which could pay to stay overnight, maximum of 2 nights,	More car parking; I rarely use Preston as I cannot park close	bins;Seating;Recycling	Wherever there is festoon lighting it needs to be kept maintained	More play space provided in general; More play space for 0-5 year olds; More play space for 6-11 year olds; More play space for 12 years plus; More seating around play spaces; More lighting around play spaces; The space for under 6's (at least) needs to be safer - properly fenced, with self closing gates, to			events and children have space to play. Great for events such as the Airshow. However, lacking in faculities for those with some mobility issues (not referring to those already having blue badges, many people don't have them but still have mobility issues). In particular, lacking in free public toilets, which would prevent the unsociable issues most of us local people have seen! The lack of which also send visitors, who would	t Less accessible than	I would like to see a few designated Motor home spaces at one end or the other of the seafronts, near facilities, and where people can pay to stay for one or two nights maximum to encourage further visits at other times. These people spend a fortune on their motor homes and will be bringing in money to the area. They have large social media						
Weekly	Paignton	Car	To walk along the promenade;To use the local play parks;	e They are generally kept clean		fencing and a few self		e enough for me to be able to walk along on flat path to.;	fountains/refill		youngsters away from		Raised planters on the seafront;	spend in local businesses, to other places.	regarding WCs etc.	- '	Paignton resident	Myself, as an individual;	TQ4 7PW	Woman	White	65-74
Several times a	D.		To walk along the promenade;To visit	TIJE 27 7 7		Improved pedestrian crossings;More pedestrian crossings;Improved cycling lanes;Safer shared space areas for cyclists and pedestrians;More cycle parking on the			Litter bins;Picnic	there's just the right	there's just the right	More wayfinding signage along the	More planting on the seafront; More trees on the seafront; Wildflower planting on the seafront; Raised planters on the	, NEEDS MORE	CONCRETE,TOO MUCH IMPERMEABLE SURFACES NEEDS MORE	STRATEGIES, LIKE THE SEA WALLS RUIN THE AESTHECTIS OF THE BEACH AND SHOULD INCLUDE MORE SOFT ENGINEERING STRATEGIES, THAT WILL HELP IMPROVE THE LOOKS AND		Myself, as an	TO	NA-	140 -	
year	Paignton	Car	To walk along the promenade;To visit local attractions;To	THE BEACH/SEA	not too sure as resident been here long	More places to stop and rest;Improved cycling lanes;Safer shared space areas for cyclists and pedestrians;More cycle	·	Less car parking;	Litter bins;Seating;Loungers Picnic tables;Cycle stands;Recycling bins;Shelters;Seafront	: No change needed,	·	• •	More planting on the seafront; Wildflower planting on the seafront; Raised	VEGETATION	VEGETATION	maybe permanent	Torquay residen		TQL	Man	White	16-24
Weekly	Paignton	Car	use the beach;To use the greens; To walk along the promenade;To visit local attractions;To	Fresh air and scenery	not enough dog poo bins.	parking on the	More car parking;	don't know Preston sorry;	lockers;Showers;All of the above;	there's just the right amount;	plus;More seating around play spaces; More play space for 6- 11 year olds;More play	for public art along the seafront;	e planters on the seafront;	cant really comment sorry	as above	umbrellas dog poo bins.	Local visitor	Myself, as an individual;	TQS 9EY	Woman	White	45-54
Weekly	Both equally	Car	visit local restaurants/cafes;	scenery, fresh air.	In the summer not	parking on the seafront;	More car parking;	More car parking;	Picnic tables;	there's just the right amount;		for public art along the seafront;	e More planting on the seafront;	Enjoyable	Enjoyable	No issues	Paignton resident	Myself, as an individual;	TQ3 3FY	Woman	White	35-44

crossings;More facilities for disabled

				Less car parking;Part o	f														
			users (please specify below);More places to stop and	permanently;All parking relocated nearby, but away from	1	Litter bins;Seating;Loungers Picnic tables;Cycle	;												
	To visit local attractions;To visit local restaurants/cafes;To go swimming;To use		cycling lanes;Safer	(except disabled parking);Some parking relocated nearby, but		stands;Recycling bins;Shelters;Seafront lockers;Showers;Wate fountains/refill stations;All of the		More play space provided in general; More play space for 12 years plus; More lighting	No change needed, there's just the right amount of wayfinding	More planting on the				Paignton	On behalf of a group or organisation (please detail who	prefer not to			
Daily Both equally Walk	the beach; Social life To walk along the promenade;To visit local restaurants/cafes;Dog	litter	seafront;	disabled parking);	Less car parking;	above; Litter bins;Seating;Loungers Picnic tables;Recycling	No change needed,	around play spaces; More play space for 0	signage;	More planting on the seafront; Wildflower planting on the	lovely, beautiful	calm,quiet concrete, plain, not an	express people's identities, flowers,	resident	under Other ;	say N	lan \	White	16-24
Weekly Both equally Walk	walking;To use the beach;To use the local play parks;To use the greens; The beach	Dog poo and rubbish left on the beach geo park	More places to stop and rest;Safer shared space areas for cyclists and pedestrians;	More car parking;	More car parking;	bins;Water fountains/refill stations;more bins in general;	there's just the right amount;they male Paignton & Preston look nice;	5 year olds; More seating around play spaces; More lighting around play spaces;		seafront;certain e patches kids could go to and hotspot for people to come;	deprived area needs something to engage people	attraction spot which is sad as it is a lovely place but it doesn't get enough recognition.	tourism, get the children more	Paignton resident	Myself, as an individual;	TQ3 2PL W	/oman \	White	16-24
	To walk along the promenade;To visit local restaurants/cafes;Dog walking;To go																		
Daily Preston Walk	swimming;To use the beach;To use the local play parks;Running;To using the beach huts use the beach huts;For and how safe it is for water sports; the kids to play	dog poo	More cycle parking on the seafront;	,	No change needed, there's just the right amount;	Litter bins;Cycle stands;Showers;Wate fountains/refill stations;	r No change needed, there's just the right amount;	More play space for 6- 11 year olds; More seating around play spaces;	there's just the right	Raised planters on the seafront;	Preston beach is for the locals and Paignton is for the holiday makers	Beach huts and family friendly beach days.	No issues	Preston residen	Myself, as an individual;	TQ3 1ER W	/oman \	White	35-44
	To walk along the promenade;To visit local restaurants/cafes;Dog			Esplanade closed to traffic permanently;Some parking relocated nearby, but away from	ı	Litter bins;Seating;Picnic		More play space provided in general; More seating around play	No change needed,	More trees on the									
Weekly Preston Car	walking;To use the beach;To use the local The beach, parks, play parks; walking To walk along the promenade;Dog walking;To use the	paying to park, geo park is not secure	Improved pedestrian crossings;	Eastern Esplanade (except disabled parking);	More car parking;	tables;Water fountains/refill stations;	No change needed, there's just the right amount; Festoon lighting on	spaces;enclosed play spaces;More lighting around play spaces;	there's just the right amount of wayfinding signage; No change needed,	seafront;Wildflower planting on the seafront;	Deprived/Neglected	Lovely	No issues	Paignton resident	Myself, as an individual;	TQ4 SN7 W	/oman \	White	25-34
Weekly Preston Walk	beach;To use the Using the beach hut greens;To use the and having a icebeach huts; cream.	dog poo	toilets to be free to use; Improved pedestrian crossings;More	More car parking;	No change needed, there's just the right amount;	Litter bins;Seating;Picnic tables;	Paignton only;Festoon lighting on Preston only;	More play space provided in general;		More planting on the seafront; More trees on the seafront;		I prefer Preston beach front than Paignton	no issues	Preston residen	Myself, as an individual;	TQ3 1ER W	/oman \	White	35-44
	To walk along the promenade; To visit local restaurants/cafes; Dog walking; To go		pedestrian crossings;More facilities for disabled users (please specify below);Improved					More play space provided in general; More play space for 0-5 year	Moro wayfinding				council need to work						
Daily Preston Walk	swimming;To use the beach;To use the local play parks;To use the greens;To use the beach huts;For water sports; The community	poor maintenance of			No change needed, there's just the right amount;	Litter bins;Seating;Recycling bins;Seafront lockers;Showers;	No change needed, there's just the right amount;	olds; More play space for 6-11 year olds; More seating around play spaces; More lighting around play spaces;	More wayfinding signage along the seafronts; More opportunities for public art along the seafront;	More planting on the seafront;Raised planters on the seafront;	Run down and boring	best family/community	more with local businesses to improve them. This will be more benefitted as will improve footfall on Preston beach	Preston residen	Myself, as an	TQ3 1Q2 N	1an \	White	35-44
·	To walk along the promenade;To visit local attractions;To visit local restaurants/cafes;Dog The beach			More car parking;Some parking relocated nearby, but away from	2	Litter bins;Seating;Picnic		More play space for 0-5 year olds;More play	-	More planting on the		I would always prefer							
Monthly Paignton Car	walking;To use the The green beach;To use the local The geoplay park play parks; The pier To walk along the promenade;To go swimming;To use the	paarking	Improved pedestrian crossings; More pedestrian crossings;	Eastern Esplanade (except disabled parking);	No change needed, there's just the right amount; More car parking;used to be free to park, no		No change needed, there's just the right amount;	space for 12 years plus;More seating around play spaces; More play space for 0-5 year olds;More play		seafront;Raised e planters on the seafront;	Lovely - in need of some tender loving care	Paignton seafront because there are more facilities	no issues	Local visitor	•	prefer not to P say sa		White	55-64
Monthly Both equally Car	beach;To use the local play parks;To use the greens; To walk along the promenade;To visit	How busy it gets in summer Lack of investment and unimaginative use of	More places to stop	No change needed, there's just the right amount; Less car parking;Part o Eastern Esplanade closed to traffic	charges which becomes expensive ir the summer; f	Loungers;Shelters;Wa er fountains/refill stations;	t No change needed, there's just the right amount;	space for 12 years plus;More lighting around play spaces;	there's just the right amount of wayfinding signage;	Raised planters on the seafront; More planting on the seafront;More trees	Nil	I like Preston but the park is not very good needs more	no issues	Torquay resider	Myself, as an t individual;	TQ3 3GN W	/oman \	White	35-44
	local restaurants/cafes;To use the beach;To use the greens;To use the beach huts;For water The openness,	the seafront. The entire seafront requires reimagining	beach;Safer shared space areas for cyclists and pedestrians;Landscapi	permanently;All parking relocated nearby, but away from	No change needed, there's just the right	Seating;Picnic tables;Recycling bins;Shelters;Showers Water fountains/refil	; No change needed, there's just the right	No change needed, there's just the right	More opportunities for public art along the	on the seafront;Wildflower planting on the seafront;Raised	Tired and dated, unattractive, lacking i	Nice. Could benefit	Please review the sea wall scheme based on more ambitious proposals. The scheme as presented is not fit		Myself, as an				
Daily Paignton Walk	sports; unobstructed views. Dog walking;To use the	first rate attraction.	improved seating.;	parking); All parking relocated nearby, but away from	amount;	stations;Cycle stands; Litter	amount;	amount;	More wayfinding signage along the seafronts;More	seafront; More planting on the seafront;More trees on the seafront;Wildflower	Paignton seafront offers a variety of place to get food and	Preston seafront has a range of food and drink places also. The	for purpose.	Business owner	individual;	Tq46bl M	1an \	White	35-44
Daily Preston Walk	beach;To use the greens;To use the clean and has a good beach huts; view	becomes very busy in the summer. smell from toilets.	More facilities for disabled users (please specify below);	Eastern Esplanade	More car parking;	bins;Loungers;Picnic tables;Water fountains/refill stations;Cycle stands;	No change needed, there's just the right amount;	More lighting around play spaces;	opportunities for public art along the seafront;	planting on the seafront;Raised planters on the seafront; Wildflower planting o	and provides a good space for children to play	beach has many access	N/A	Preston residen	Myself, as an individual;	TQ32PN W	/oman \	White	16-24
Weekly Preston Walk	Its clean and the view Dog walking;To use the is spectacular. and my beach; dog loves it		Safer shared space areas for cyclists and pedestrians;	Some parking relocated nearby, but away from Eastern Esplanade (except disabled parking);	More car parking;	Litter bins;Picnic tables;Loungers;Seati g;	No change needed, n there's just the right amount;	More lighting around play spaces;	No change needed, there's just the right amount of wayfinding signage;	the seafront;More trees on the seafront;More planting on the seafront;	Very busy and popula and offers lots of activities for tourists and locals.	More quieter and	More cafes and reataurants	Preston residen	Myself, as an individual;	TQ3 1PZ W	/oman \	White	16-24
	To walk along the promenade;Dog walking;To use the it's somewhere nice to	o the smell from the	Safer shared space areas for cyclists and pedestrians;Improved			Seating;Loungers;Picn tables;Shelters;Seafro t lockers;Showers;Wate fountains/refill	n	No change needed, there's just the right	No change needed, there's just the right amount of wayfinding	Wildflower planting o the seafront;More trees on the seafront;More planting on the	it's the perfect place t	o it's the perfect place to go for a walk and see		Paignton	Myself, as an				
Daily Paignton Walk	greens; go for a walk To walk along the promenade;To visit local attractions;Dog	toilets	pedestrian crossings;	amount;	More car parking;	stations;	amount;	amount; More play space provided in general;More play space for 0-5 year olds;More play space	signage;	seafront; More planting on the	the views	the views	the day	resident	individual;	tq4 6at W	/oman \	White	16-24
Daily Preston Walk	walking;To visit local restaurants/cafes;To go swimming;To use the local play open space and the parks;For water sports; beach	old people	Improved cycling lanes;less pot holes in the roads;	Part of Eastern Esplanade closed to traffic permanently;	More car parking;	Litter bins;Seating;Loungers Picnic tables;Cycle stands;Recycling bins;Shelters;	; Festoon lighting on Preston only;	for 6-11 year olds;More seating around play spaces;More lighting	More wayfinding signage along the seafronts;	seafront; More trees on the seafront; Wildflower planting on the seafront;				Paignton resident	On behalf of a group or organisation (please detail who under Other;	tq45hg M	1an \	White	16-24
	To walk along the promenade;To visit local attractions;To visit local restaurants/cafes;Dog Sand		More pedestrian																
	walking;To go Fish & chips swimming;To use the local watching play parks;To use the greens;To use the Restaurants	Expensive to park Lack of bins/recycling - they should be on the	crossings;More facilities for disabled users (please specify below);More places to stop and	of Eastern Esplanade		Litter bins;Seating;Loungers Picnic tables;Recycling bins;Shelters;Seafron lockers;Water	g : No change needed,		there's just the right						On behalf of a group or organisation (please detail who under Other ;South				
Weekly Paignton Car	beach huts;For water Cinema sports; Atmosphere	sand Cost to go to the toilet		closed to traffic permanently;	More car parking;	fountains/refill stations;Showers;	there's just the right amount;	, ,	amount of wayfinding signage;	seafront;		Seaweed.	Spruce them up.	Paignton resident	Devon College L3 Tourism;	TQ4 7EJ G	roup (Group	16-24
		that dogs arent allowed on may to september all day,	users (please specify below);keep disabled toilets open 24/7;More places to stop and																
	To walk along the promenade;To visit suprisingly clean form local plastic and dog poo.	dogs out after 6pm when all holiday makers are off to the	rest;Improved access to the beach;Improved cycling lanes;Safer shared space areas for cyclists and t pedestrians;More cycle	All parking relocated nearby, but away from	l	Litter bins;Seating;Picnic tables;Cycle stands;Recycling bins;Showers;Water	No change needed,		More opportunities				dog friendly during the summer period before						
Weekly Paignton Walk	restaurants/cafes;Dog but there are too walking; many hotels	enough attractions for rainy days.	parking on the seafront;	(except disabled parking);	Less car parking;	fountains/refill stations;	there's just the right amount;	More lighting around play spaces;	for public art along the seafront;	e Raised planters on the seafront;	tired but has potentia It is a nice area but it seems pretty empty since the play area is so cramped and the	Il none	9am and after 6pm, please	Paignton resident	Myself, as an individual;	TQ4 6HA W	/oman \	White	16-24
	It's a nice area to walk	c nothing that i can		No change needed,		Picnic tables;Loungers;Seati g;Shelters;Water	n Festoon lighting on Preston only;Festoon	More informal play along the whole	More opportunities		field seems plain and too open whereas the one in torquay seems nicer since its spaced out nicely and has a	e pretty dead and it doesnt seem lively enough to walk							
Daily Both equally Walk	around and the area is nice/ views. To visit local	s think of	Improved access to the beach;	e there's just the right amount;	More car parking;	fountains/refill stations;	lighting on Paignton only;	seafront, not just in play areas; More seating around play spaces;More play space for 12 years plus;More play space	seafront;	e More planting on the seafront;	mini bridge with fencing.	quiet and looks boring.	no	Preston residen	Myself, as an individual;	TQ3 1LH W		Asian/ Asian British	16-24
	attractions;To walk along the promenade;To visit local restaurants/cafes;Dog			More car parking;more				provided in general;More play space for 0-5 year olds;More play space for 6-11 year							On behalf of a				
walk and	walking;To go swimming;To use the beach;To use the local play parks;To use the accessible, disabled greens;To use the friendly, preston beach huts;For water toilets are good,		More places to stop and rest;Safer shared space areas for cyclists and pedestrians;More cycle parking on the	parking relocated nearby, but away from	l		there's just the right amount;make it nicer	seafront, not just in	More opportunities for public art along the	More trees on the seafront;Wildflower planting on the seafront;Raised	beautiful, tired,	better than Paignton,	remember the 16-19 year olds. we want a	Paignton	group or organisation (please detail who under Other ;a group of 16-19 students at south		nixed we are a roup of	mixed-we are a group of	
Weekly Both equally bike Several times a year Paignton Car	sports; paignton pier is alright To walk along the nothing really isnt that good	t around	seafront; better places for teens;	parking);	More car parking; More car parking;	stations; All of the above;	No change needed, there's just the right amount;	swings; More play space provided in general;	seafront; No change needed, there's just the right amount of wayfinding signage;	seafront;			•	resident Paignton resident	devon college; Myself, as an	TQ4 7EJ st	eudents s	students	16-24
								More play space provided in general; More play space for 6-11 year											
			Improved pedestrian crossings;More pedestrian crossings;More facilities for disabled					olds;More play space for 0-5 year olds;More play space for 12 year plus;More seating around play											
			users (please specify below);More places to stop and rest;Improved access to the beach;Improved cycling lanes;Safer			Litter bins;Seating;Loungers Picnic tables;Cycle stands;Recycling bins;Shelters;Seafron		spaces; More lighting around play spaces; More informal play along the whole seafront, not just in play areas; more stuff		More planting on the seafront; More trees on the seafront; Wildflower									
swim arou Yearly Paignton the coast	its fun and i can go in nd the sea with the bois to drink with the bois; and drink in the sun	the sea is cold and	shared space areas for cyclists and pedestrians; More cycle parking on the	parking;cheaper car	More car parking;i dont drive;	lockers;Showers;Wate fountains/refill stations;All of the above;more local toilets that are free;	er No change needed, there's just the right amount;do not	for adults who still fee like big kids and wanna climb a climbing frame thing	el More opportunities for public art along the seafront;hire some sic graffitt artists like that have in exeter;	planting on the e seafront;Raised k planters on the	its a good place to drink tinnys but nits kinda dead needs some fairs or something	never been there didnt know they had one ngl	make it cooler	Business owner	im me from the 4 dimension ;	a no thank you h	ttack elicopter r	moon	16-24
			Improved cycling lanes;Improved access to the beach;More					More play space for 0 5 year olds;More play	-										
			places to stop and rest;More facilities for disabled users (please specify below);More pedestrian			Litter bins;Seating;Loungers	;	space for 6-11 year olds; More play space for 12 years plus; More seating around play spaces; More lighting	2										
Several times a			crossings;Improved pedestrian crossings;Safer shared space areas for cyclists and pedestrians;More cycle parking on the	;	No change needed, there's just the right	Picnic tables;Cycle stands;Recycling bins;Shelters;Seafron lockers;Showers;All of the above;Water fountains/refill		around play spaces; More informal play along the whole seafront, not just in play areas; More play space provided in	No change needed,	More trees on the seafront;Wildflower planting on the	its packed in summer but peaceful at night		need more spaces and	Paignton	Myself, as an				
year Paignton Walk	To use the beach; peaceful at night the places to kick ball and sling her off the	seagulls	seafront;	More car parking;	amount;	stations;	amount;	general;	signage;	seafront;	times	the character is something truely special, every time i go there i am filled with	more and free toilets	•		nope W	/oman \	White	16-24
Yearly Paignton Car	and sling her off the bar with ben driving blindly onto a Dog walking; roundabout	crackheads pushing me for 20p	Improved pedestrian crossings; Improved pedestrian	More car parking;	More car parking;	Picnic tables;All of the above;	e No festoon lighting;	More play space for 1. years plus;	More opportunities 2 for public art along the seafront;	e More trees on the seafront;	bland	joy, i love the seafront so much that every visit gives so much happiness.	NA	Torquay resider	Myself, as an t individual;		vo spirit enguin \	White	16-24
Soveral	To walk along the		crossings;Improved access to the beach;More places to stop and rest;Improved cycling	Dort of C		Litter bins;Picnic tables;Recycling	No ch-		No change needed,		i think that there		more public toilets						
Several times a year Both equally Car	promenade;To use the beach;To use the local play parks; i enjoy the walk	the cold water	space areas for cyclists	Part of Eastern Esplanade closed to traffic permanently;	_	bins;Water fountains/refill stations;	No change needed, there's just the right amount;	More play space provided in general;	there's just the right amount of wayfinding signage;	Raised planters on the seafront;	could be more. more wheelchair assailable areas	they need to have a bigger park	without having to pay for it or having a card reader	Torquay resider	Myself, as an t individual;	tq2 V	/oman \	White	16-24

Several					Safer shared space	Some parking relocated nearby, but away from Eastern			No change needed,		More opportunities	More planting on the seafront; More trees on the seafront; Wildflower									
times a year Paignton	Car	to use RC cars;	its very swag and coo	l its cold	areas for cyclists and pedestrians;	•	Less car parking;	Litter bins;Picnic tables;Shelters;	there's just the right amount;	More lighting around play spaces;	• •	•	its pretty cool, looks nice	its also very nice	no. L	ocal visitor	Myself, as an individual;	no	Agender	White	16-24
Several times a	walk and sa	To walk along the promenade;To visit local restaurants/cafes;To	the see	dog noo	Safer shared space areas for cyclists and	froe parking.	No change needed, there's just the right	Litter bins;Picnic tables;Recycling bins;Seafront lockers;	No change needed, there's just the right	No change needed, there's just the right	More wayfinding signage along the	seafront;Wildflower planting on the seafront;Raised planters on the seafront;		al ri ab t		Paignton	Myself, as an individual;	.	Woman	White	16-24
year Paignton	waik allu ca	Dog walking;To walk along the promenade;To visit	the sea	dog poo	pedestrians;	free parking;	amount;	bilis,seaffort lockers,	amount,	amount;	seafronts;	More planting on the seafront;More trees on the	snazzy	alright	dog poo r	esident	On behalf of a	ιμ	Woman	winte	10-24
		local restaurants/cafes;To go swimming;To use the beach;To use the			and rest;More facilitie for disabled users	nearby, but away from		Litter bins;Seating;Loungers		More informal play	More opportunities for public art along the seafront; No change	planters on the			we need a MUGA, outdoor gym, bins for sharps, more events		group or organisation (please detail who under Other ;a	o			
Monthly Paignton	all of the above	local play parks;To us the greens;For water sports;		toilet prices, parking, disability accessibility and more attractive seawall. I would also	, access to the beach;	Eastern Esplanade (except disabled parking);	More car parking;	Picnic tables;Shelters;Seafro t lockers;	No change needed, on there's just the right amount;	along the whole seafront, not just in play areas;	needed, there's just the right amount of wayfinding signage;	seafront;make sure wheelchairs and pram can get through;	outdated, nothing to attract teens, high level of undesireables,	boring, bland,	on the greens for 16- 24. travelling fairs and P themed parks	Paignton esident	group of 51 learners at south devon college;	TQ4 7EJ	mixed	mixed	16-24
				like the asphalt surface along Eastern Esplanade in Paigntor and at Preston Sands,	n ,																
			Regarding Paignton Seafront I like the area/seafront as an entirity from Paignton	changed with a more attractive surface, as for example with a surface as for example on Torquay seafront.		Less car parking;Part o Eastern Esplanade closed to traffic permanently;Some parking relocated	if														
			Harbour to Redcliff Hotel. Paignton Green, Paignton Pier, Geoplay Park, Pirates	The building with the Vue Cinema, Harveste and Shoreline		nearby, but away from Eastern Esplanade (except disabled parking);I think it's									I think that Goodrington Beach should also be regenerated in a						
			Bay Adventure Golf, the many different activities during the summer period on Paignton Green, the	Restaurant should come down and changed with something that fits better into the area.	Improved pedestrian	very good as it is. But don't mind less car parking or part of Eastern Esplanade closed to traffic	I	Litter				More planting on the	Paignton Seafront is the family orientated and very relaxing part		similar way to Paignton Green. Torquay Harbour, Torquay Seafront, Preston Seafront,						
		To walk along the promenade;To visit local attractions;To	restaurants and hotel on Esplanade Road. I do also like the very colourful facades on	Is The building is very bi and with its very big size of the building, it's disconnecting	ig cycling lanes;Improved access to the beach;Safer shared space areas for cyclists	d permanently. It's very good with Eastern Esplanade closed to s traffic in the busy		bins;Seating;Loungers Picnic tables;Cycle stands;Recycling bins;Shelters;Seafron	Festoon lighting on to Paignton only;No	More seating around	More opportunities for public art along th	seafront;More trees on the seafront;Wildflower ne planting on the	coming regeneration of Torbay Road, Station Square and Paignton Seafront it's		Paignton SeafrontBrixham Harbour and Brixham e Seafront should all be						
Several times a year Paignton	Walk	visit local restaurants/cafes;To use the greens;	•	•	o and pedestrians; More cycle parking on the g seafront;	other busy times of the year.; A separate area away	Less car parking;	lockers;Showers;Wate fountains/refill stations; Litter bins;Seating;Picnic	er change needed, there's just the right amount;	play spaces;More lighting around play spaces;	seafront;More wayfinding signage along the seafronts;	seafront;Raised planters on the seafront; More planting on the seafront;Wildflower	possible to create a place that everyone must come and visit.	•		Paignton esident	Myself, as an individual;	TQ3 2LH	Man	White	55-64
Weekly Both equally	Car	To walk along the promenade;	The view	Not enough benches	More places to stop and rest;Safer shared space areas for cyclists and pedestrians;	from the seafront for mobile homes, s caravans and overnight sleepers;	No change needed, there's just the right amount;	tables;Recycling bins;Shelters;Water	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Appropriate public ar along the seafron;	planting on the seafront;Raised	Paignton has always been a family resort and that's how it should remain	The local beach for Paigntonians	be more robust against the elements and undesireable	Preston residen	Myself, as an t individual;	TQ3 1RX	Man	White	65-74
Daily Preston	Walk	To walk along the promenade;	views	nothing	More places to stop and rest; More pedestrian crossings;More	No change needed, there's just the right amount;	No change needed, there's just the right amount;	All of the above;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Less wayfinding signage;	More trees on the seafront;	good	best	no P	Preston residen	Myself, as an t individual;	tq32ej	Man	White	16-24
		To use the beach;To walk along the			facilities for disabled users (please specify below); More places to stop and rest; Improved access	Less car parking;Part o Eastern Esplanade closed to traffic	f	Litter bins;Seating;Recycling	No change needed, g there's just the right	More seating around	More wayfinding signage along the						Myself, as an				
Daily Preston Never Paignton	Car Walk	promenade; Dog walking;	ice cream kiosk	druggies	to the beach; Safer shared space areas for cyclists and pedestrians;	permanently; No change needed,	Less car parking; Less car parking;	bins;Shelters; Seafront lockers;Shelters;	amount; No change needed, there's just the right amount;	play spaces; No change needed, there's just the right amount;	seafronts; More wayfinding signage along the seafronts;	nothing; More planting on the seafront; More trees on the seafront;	rubbish	rubbish also a beauty	·	orquay resider ourist		tq1 no	Man Woman	White White	45-54 16-24
								Litter				More planting on the seafront; More trees on the seafront; Wildflower planting on the									
Weekly Both equally	Walk	To walk along the promenade;	The view	People		Less car parking;	Less car parking;	bins;Seating;Loungers	No change needed,	No change needed, there's just the right amount; No change needed, there's just the right	Less wayfinding signage;	seafront;Raised planters on the seafront;	One word. Beautiful.	Another one word. Beautiful		Paignton esident	Myself, as an individual;	TQ3 3GB	Man	White	16-24
Yearly Paignton Weekly Both equally	Public transport Bicycle	To walk along the promenade; exercise;	water sun rise	people	Improved cycling lanes; Improved cycling lanes;	More car parking; No change needed, there's just the right amount;	More car parking; More car parking;	All of the above; Cycle stands;Showers	there's just the right amount; No change needed, there's just the right; amount;	there's just the right amount; No change needed, there's just the right amount;	Less wayfinding signage; Less wayfinding signage;	Less planting on the seafront; Wildflower planting of the seafront;	calm alright better than preston	rubbish	P	Brixham resider Paignton esident	Myself, as an individual; Myself, as an individual;	no TQ4 7EJ	Man Man	White White	16-24
Yearly Paignton	Walk	To use the beach;	everything	nothing	More places to stop and rest;showers to wash off and a drinking water tap;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	Water fountains/refil stations;Showers;Litte bins;Shelters;	Festoon lighting on I Paignton only;Festoor er lighting on Preston only;		for public art along th	ne More planting on the seafront;	community driven	cozy	there nice and I hope in the future they make changes for the Pbetter.	Paignton esident	Myself, as an individual;	TQ45AU	Man	White	16-24
						No showed gooded	No show to sound ad	Seating;Picnic	No should not do	No observe product	Na an an antonitica	More planting on the			It would feel safer if the geopark was fenced, at least on the side of the main road.						
Monthly Both equally	Car	To use the local play parks;	Ease of access safe bathing shallow beaches	Dog fouling run down infrastructure	More elegant street furniture;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	tables;Water fountains/refill stations;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	More opportunities for public art along the seafront;	seafront;Wildflower ne planting on the seafront;	Slightly run down but naturally beautiful.	•	Better catering offer, locally sourced food, P food provenance re that be are trying to encourage cyclists	Paignton esident	Myself, as an individual;	Tq3 1sj	Man	White	45-54
															away from the sea front at the expense of the motorist. Many people who live in the						
															Bay are elderly, are unable to cycle anywhere at all and can only access the sea front via their cars,						
															Also, the sea front route saves some local Bay traffic from building up at Kings Ash which is already a						
															bottleneck. The vast majority of visitors, especially day trippers, arrive by car and I fear						
		Dog walking;To use th	ne The green spaces, low	The general run down				Litter bins;Seating;Picnic	No change needed,	No change needed,	No change needed, there's just the right		Family orientated sea front. Would like to see it smartened up		if parking is curtailed or too much emphasis is placed on priority for cyclists, we will lose much needed						
Weekly Paignton	Car	beach;To use the greens;	walls, the pier and the beach	e maintained well it seems to me	More places to stop and rest; Improved pedestrian crossings;Improved	More car parking;	More car parking;	tables;Recycling bins;Shelters;Showers	there's just the right s; amount;	there's just the right amount;	amount of wayfinding signage;	g More trees on the seafront;		Unspoiled	•	Paignton esident	Myself, as an individual;	TQ3 3YP	Woman	White	Prefer not to say
		•	g Large open space with	•	beach;More cycle	•	1	Litter bins;Picnic tables;Shelters;Seafro t lockers;Water fountains/refill	on New lighting on Preston seafront to	More lighting around	More wayfinding signage along the seafronts; More opportunities for public art along the	More trees on the seafront;Raised planters on the		Old and messy, not			Myself, as an				
Daily Both equally	Walk	the local play parks;		food/drink.	and pedestrians;	parking);	More car parking;	stations;	match Paington ;	play spaces;	seafront;	seafront;	Old and tired	well planned out	needs permanent infrastructure to keep	Preston residen		TQ3 2NR	Man	White	16-24
		To walk along the		both feel dated, pavement and street					Preston lights need to be improved to the	,	More wayfinding signage along the	More planting on the seafront; More trees on the seafront; Wildflower			unauthorised vehicles from getting access to the greens. also, spiked chain and concrete posts						
Daily Both equally	Walk	promenade;To visit local restaurants/cafes;Dogwalking;	g flat, good access and kept clean	furniture need modernising similar to the work done at Abb crescent	o by Improved access to the beach;	Part of Eastern le Esplanade closed to traffic permanently;	No change needed, there's just the right amount;	All of the above;	same standards as ha been installed at Paignton and Torquay seafronts;	No change needed, there's just the right amount;	seafronts;More opportunities for public art along the seafront;	planting on the seafront;Raised planters on the seafront;	clean and tidy but needs modernizing,	clean and tidy but needs modernizing	bordering Paignton green need replacing with something more modern and attractive P	Preston residen	Myself, as an t individual;	TQ3 2NR	Man	White	35-44
					More places to stop and rest;Improved pedestrian crossings;More								Paignton seafront is ar amazing and beautiful space which nature								
					pedestrian crossings;Improved cycling lanes;Safer shared space areas fo			Air is good to provide					has created. Any changes must be done with sensitivity to the environment.		Flood management scheme should avoid a concrete wall which will obliterate views						
		To go swimming;To walk along the	The views of the beautiful natural environment of the bay. Lovely Sandy	Cars and car parking	cyclists and pedestrians; More cycl parking on the seafront; Priorities use for cyclists and	closed to traffic	T	these useful items bu must be with a maste plan with good design and not cluttered. Important to preserve	er n		Signage but must fit i	on the seafront;Wildflower	need good design and good use of natural local materials. Use of trees, shrubs, flowers		and beauty. Flood defence similar to Torquay where a d shape or curve is created into the sea						
Weekly Paignton	Car	promenade;To visit local restaurants/cafes;To use the beach;	walking/cycling	is a safety issue and	t pedestrians on route by Redcliffe hotel linking Paignton to Presto fromt;	nearby, but away from Eastern Esplanade (except disabled parking);	n Less car parking;	the Victorian seating shelters which maintain elegance an heritage;	No change needed, d there's just the right amount;	No change needed, there's just the right amount;	outside furniture and facilities so not	er seafront;Palm trees. More planting to fit with Torbays ClimTe emergency measures;	the natural beauty and help tackle	Same as Paignton seafront	_	Paignton esident	Myself, as an individual;	TQ3 3ye	Woman	White	45-54
		To walk along the promenade;To visit			More pedestrian crossings; More facilities for disabled users (please specify below); Improved					More play space		More planting on the									
		local attractions;To visit local restaurants/cafes;Dog walking;To use the beach;To use the	3	Paying for parkings, not enough resteraunts, not enough facilities for	access to the beach; More places to stop and rest; Safer shared space areas for cyclists and			Seating;Litter bins;Loungers;Picnic tables;Seafront lockers;Showers;Wate	er.	provided in general; More seating around play spaces; More informal play along the whole	signage along the seafronts;More	seafront; More trees on the seafront; Wildflower planting on the seafront; Raised			Bring more people,						
Daily Preston	Car	greens;For water sports;	Easy parking, well kept.	example water sport hire.	pedestrians;More leisure facilities ; Improved pedestrian	More car parking;	More car parking;	fountains/refill stations;	Festoon lighting on Preston only;	seafront, not just in play areas;	public art along the seafront;	planters on the seafront;	Old school.	Local, dog friendly, clean	more activities	Preston residen	Myself, as an t individual;	TQ31LH	Woman	White	25-34
		To walk along the promenade;To use th beach;To go swimming;For water sports;To visit local	e The views the walks		• •	No change needed, s there's just the right	No change needed, there's just the right	Litter bins;Seating;Picnic tables;Recycling bins;Showers;Water fountains/refill	No change needed, there's just the right	No change needed, there's just the right	No change needed, there's just the right amount of wayfinding	More planting on the seafront;Raised planters on the			P	Paignton	Myself, as an			Prefer not to	o Prefer not
Daily Both equally	Walk	restaurants/cafes;	and the people	To many camper vans		amount;	amount;	stations;	amount;	amount;	signage;	seafront;	Beautiful	Pleasant		esident	individual;	Tq3	Man	say	to say
															maintain nets and baskets on the court by Splash Down water park but this free						
								Litter bins;Cycle stands;Investment to expand basketball court to full size,							access leisure and exercise area has now been lost to private development. There was no						
								adding additional hoops across the court. This facility is used a great deal by local kids and adults		More play space provided in general; More play space for 6-11 year olds; More play space					consultation with local basketball clubs when this happened. There are no longer any viable outdoor						
		To walk along the promenade;Dog			Improved cycling lanes;More cycle parking on the			but it is fat too small. Making it a full size will attract more outdoor exercise and		for 12 years plus;More seating around play spaces;Expansion of hard standing	2				public basketball courts in Paignton. There is space to expand the court at		Myself, as an individual;On behalf of a group or organisation				
Weekly Preston	Bicycle	walking;To visit local restaurants/cafes;To use the beach;To use the beach huts;For water sports;	Safe and child friendly	Shelters are in disrepair, attracts antisocial behaviour and drinking	seafront;Better upkeep of hard standing basketball court facility at Preston sands.;	More car parking;	More car parking;	to hold outdoor tournaments and	s LED lights that are in place in Tqy and Paignton sea fronts to n be installed at Preston beach;	make it full size with the addition of more	• •	More planting on the seafront;Raised ne planters on the seafront;	Tourist focussed	Locals focussed	Preston, it will be well used by locals and visitors and the local Torbay Tigers basketball club will P	Preston residen	(please detail who under Other ;Torbay Tigers Basketball t Club;	Tq3 1qg	Man	White	45-54
													Don't like the design o								
													look like office blocks. Don't like the trees along Esplanade rd [all leaning 30 degrees] and the 1970's								
							£						concrete pillars/chain fencing. More Palm tree's would be better, giving the								
						Less car parking;Part o Eastern Esplanade closed to traffic permanently;All parking relocated		Litter bins;Seating;Loungers					Mediterranean feel. I still feel around the Paignton seafront area that I'm still stuck in the 1970/80's.		Expand the GeoPark, and more picnic tables and more rubberised footwalk area.						
		To walk along the promenade; To visit local attractions; To visit local restaurants/cafes; To		The car's parked along the walking sections.		nearby, but away from Eastern Esplanade (except disabled parking);Some parking relocated nearby, but	S No change needed,	•	More of the festoon	More play space provided in general; More seating around play spaces; More lighting	signage along the seafronts;More	seafront;More trees on the seafront;Wildflower planting on the	• •	image. I like the public toilet	More cafe's/Restraunts. More of a Medetrraian feel to the location. s, More Festoon lighting.						
Several times a year Both equally	Car	use the beach;To use the local play parks;To use the greens;		No issue in the winter period. Free parking in winter months.	n More places to stop and rest;	away from Eastern Esplanade (except disabled parking);	there's just the right amount; Free parking in winter months.;	tables around the Ge	o lighting. give more of Mediterraneantiran		opportunities for public art along the seafront;	seafront;Raised planters on the seafront;	basic right to relieve	· ·	Free water drinking fountains.	ocal visitor	Myself, as an individual;	TQ2 7TF	Man	White	55-64

														food outlets and more tasteful cafes like Mollies on the harbour.						
													Preston Is like the old peoples end of the beach and cannot be appreciated fully due to all the beach huts	More water sports being available e.g. kayak and paddle board hire.						
			The sea front looks tatty and needs modernising, The ugly Esplanade cafe, needs									Family friendly but a bit tacky and unsophisticated It needs to modernise its identity in keeping with the new hotels and some bistro eatin	hotel development it needs to be	cycle hire and electric cycle hire. Safe cycle routes Torquay to Brixham with hire points along the way. Modernise physically and the offering of the						
	To walk along the promenade; To visit local attractions; To visit local restaurants/cafes; To use the beach; To go	The view safe beach for swimming and water sports Easy access to town	modernising The flood defences at Weston Super Mare are beautiful with the stone seating, can we				Seating;Recycling bins;Water fountains/refill stations;But not too	No change needed, there's just the right amount;Keep it	No change needed,	More opportunities for public art along th seafront;Less wayfinding signage;Declutter	More planting on the seafront;More trees on the seafront;Raised planters on the	not just fast food and junk Need to balance sea side without perpetuating obesity	-	Esplanade Cafe to fintroduce more elegant bistro dining e.g like RockFish Brixham with a great						
Weekly Paignton Car			this?	and rest;Improved	Less car parking;	Less car parking;	much otherwise it will look messy; Litter bins;Seating;Recycling	quaint, simple and traditional;	there's just the right amount;	signage around Torba please; More wayfinding signage along the	y this is maintained	is our chance to make things better please	avoiding the road	heaters it is the most amazing location and We need to have festivals and/or	•	Myself, as an individual;	TQ47sL	Woman	White	55-64
Several times a year Preston Walk	promenade;To visit local restaurants/cafes;To visit local attractions; To walk along the	along right next to the sea and the sense of happiness around		More places to stop and rest;Improved cycling lanes;	More disabled parking spaces;	No change needed, there's just the right amount;	bins;Seating,Recycling bins;Water fountains/refill stations;Showers;Seaf ont lockers;	No change needed,	More lighting around play spaces; More seating around play spaces;	seafronts;More opportunities for public art along the seafront;	on the seafront;Wildflower planting on the	A bit sterile and dated	Paignton because of the beach huts all along the promenade	time on the greens and along the promenades to attract	Preston resident	Myself, as an t individual;	TQ3 2TF	Woman	White	55-64
Several times a year Paignton Car	promenade;To visit local attractions;To visit local restaurants/cafes;To use the greens;		Dog mess	More places to stop and rest;	More car parking;	No change needed, there's just the right amount;	Seating;Picnic tables;Recycling bins;Shelters;Seafront lockers;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;	g Raised planters on the seafront;	Family friendly	Hidden	None	Tourist	Myself, as an individual; I have family in paignton and class myself as more than tourist		Woman	White	55-64
														Being able to drive to be beside the sea is wonderful for old people or those with reduced mobility.						
Several times a	To walk along the promenade;To visit local attractions;To visit local restaurants/cafes;To		Public toilets should	Improved pedestrian crossings; More places	there's just the right		Litter bins;Cycle stands;Recycling bins;Shelters;All of the	•	seafront, not just in	More wayfinding signage along the	planting on the	safe, fun holidays and day activities for all	Quiter seafront for		Paignton	Myself, as an				
year Paignton Walk	use the beach;	fair on the green	be free	Improved pedestrian crossings;More	amount;	More car parking;	above;	amount;	More play space for 0- 5 year olds;More play space for 6-11 year olds;More play space	seafronts;		ages	older people	to see the sea .	resident	individual;	TQ4 7SL	Woman	White	55-64
	To walk along the promenade;To visit local attractions;To visit local			pedestrian crossings;More places to stop and rest;Improved access to the beach;Safer shared space areas for	•	No change needed,	Seating;Loungers;Recy ling	No change needed,	around play spaces;More informal play along the whole	More wayfinding signage along the seafronts; More opportunities for	More planting on the seafront; More trees on the seafront; Wildflower planting on the seafront; Raised									
Daily Paignton Walk	restaurants/cafes;To use the beach;	Going on the pier. Its open, able to walk	Nothing	cyclists and pedestrians; Improved pedestrian crossings;More places to stop and	amount; More car parking;Part of Eastern Esplanade closed to traffic	there's just the right amount;	bins;Shelters;Seafront lockers;Showers;	there's just the right amount;	seafront, not just in play areas; More seating around	public art along the seafront;	More planting on the seafront;More trees	Lovely and beautiful	Peaceful	Must be protected from rising sea LEVELS	Torquay residen	Myself, as an at individual;	TQ1 1DT	Man	White	55-64
Daily Both equally Bicycle	To walk along the promenade;To visit local restaurants/cafes;To use the beach;	beach and have easy access to promenade	poo bags left. Having to pay for	shared space areas for	parking relocated nearby, but away from Eastern Esplanade	No change needed, there's just the right amount;	Litter bins;Seating;Recycling bins;Shelters;Showers Water fountains/refill stations;	;	play spaces; More lighting around play spaces; More informal play along the whole seafront, not just in play areas;	More wayfinding signage along the seafronts;	planting on the seafront;Raised planters on the	Dated! Needs modernising and cleaning up. A bit of landscaping and play areas needed.	Date! Needs modernising Do something with the green area, better facilities?		Paignton resident	Myself, as an individual;	TQ4 5JH	Man	White	65-74
	To walk along the	The openness and being able to walk	(although there isn't a great deal of it). Being charged to use the	Improved pedestrian crossings;More pedestrian crossings;More places			Litter bins;Seating;Picnic tables;Recycling	No change needed, there's just the right	No change needed, there's just the right	More wayfinding signage along the	planters on the	A bit dated. May need a bit of an update. Bu	t		Paignton	Myself, as an				
Daily Both equally Walk	promenade;	along the water edge	tollet.	· ·	More car parking;Part of Eastern Esplanade	More car parking;	bins;Shelters;	amount;	amount;	seafronts;	seafront;	nice and open.	A nice seafront.	drink. More seating.	resident	individual;	TQ4 5JH	Woman	White	55-64
	To walk along the promenade; To visit local attractions; To visit local restaurants/cafes; To			users (please specify below);More places to stop and rest;Improved access			Seating;Loungers;Picni	ic	More play space for 0-5 year olds;More play space for 6-11 year olds;More lighting around play spaces;More seating											
Public Weekly Both equally transport	go swimming;To use the beach;To use the local play parks;To use the greens;For water sports;	e All of it, it's a great location for families,	The parking is terrible not the best.	cycling lanes;Safer shared space areas for	Esplanade (except	No change needed, there's just the right amount;	tables;Cycle stands;Recycling bins;Showers;Water fountains/refill stations;	Festoon lighting on Paignton only;	seafront, not just in play areas;			Not at its potential. Could be a lot better.	Nothing	Nothing	Tourist	Myself, as an individual;	TQ12	Man	White	35-44
									More play space provided in general; More play space for 0-5 year olds; More play space for 6-11 year olds; More play space											
	To walk along the promenade;To visit	That you can sit there and let the world go		Improved pedestrian crossings;More facilities for disabled users (please specify below);Improved cycling lanes;More			Litter bins;Seating;Loungers; Picnic tables;Cycle stands;Recycling bins;Shelters;Showers Water fountains/refill	;	for 12 years plus;More seating around play spaces;More lighting around play spaces;More informal play along the whole		More trees on the seafront;Wildflower									
Daily Both equally Bicycle	local attractions;Dog walking;	by. In other words its a	Peace and quiet	cycle parking on the seafront;	Less car parking;	Less car parking;	stations;All of the above;	Festoon lighting on Paignton only;	seafront, not just in play areas;	Less wayfinding signage;	planting on the seafront;	Joyful place. Peace - full calm At times the seafront looks good. But all to often their is	Friendly	None No more development	Paignton resident	Myself, as an individual;	TQ4 6HA	Man	White	45-54
	To walk along the						Litter	No change needed,				travellers, caravans, washing, dogs kennels rubbish and stinking sea weed after an easterly storm. The bins are not emptied	·,	along the sea front. Reverse the toilet situation. No charges and separate for male/female. Finish the baracade around						
Weekly Paignton Car	promenade;To visit local restaurants/cafes;Dog walking;To use the greens;	g	People sleeping rough in the shelters, paying for parking, paying for toilet	pedestrian	benefits for disabled	More car parking;Less benefits for disabled parking;	bins;Seating;Picnic tables;To restrict travellers access to the	there's just the right amount;To much e money has already been wasted on the	No change needed, there's just the right amount;	No change needed, there's just the right amount of wayfinding signage;No overnight parking;	Less planting on the seafront;Council can not afford to look after what is already	enough. The gabion o stone in the wire cage will soon fill up with	f Preston seafront looks good. Beach huts look an eyesore. Toilets at the end are disgusting need more bins	the grass and renew when needed (not a year later) to stop	Paignton resident	Myself, as an individual;	TQ5 0LR	Woman	White	55-64
	To walk along the						Litter							I don't like over developed sea fronts. It ruins family time on the beach. If someone wants developed, there is Goodrington.						
Weekly Both equally Car	promenade;Dog walking;To use the beach;To use the greens; To walk along the promenade;To visit		Paignton Pier needs refurbishing	More places to stop and rest;	No change needed, there's just the right amount;	No change needed, there's just the right amount;	bins;Seating;Recycling bins;Shelters;Showers Water fountains/refill stations;	; No change needed,	No change needed, there's just the right amount;	Less wayfinding signage;	More trees on the	right amount of development and free space.	Quaint and nostalgic with lovely open spaces and a good play area.	The grassy space is used by family and young people to enjoy the sun shine.	Paignton resident	Myself, as an individual;	TQ4 7SW	Woman	Prefer not to say	55-64
Daily Paignton Walk	local attractions;To visit local restaurants/cafes;	Beach	None	Improved pedestrian crossings;	More car parking;	More car parking;	Litter bins;Seating;Loungers; Picnic tables;	Paignton only;Festoon	No change needed, there's just the right amount;	More wayfinding signage along the seafronts;	the seafront;Raised planters on the	Rundown	Rundown Nice area. Using the old toilet blocks for	Needs a makeover	Paignton resident	Myself, as an individual;	TQ4 7SU	Woman	White	55-64
	To walk along the promenade;To visit local attractions;To			Safer shared space	No change needed,	No change needed,	Picnic tables;Seafront lockers;Showers;Wate	r No change needed,	No change needed,	More opportunities	More planting on the	geo park was huge	shower or locker facilities would encourage water f sports. Surprised there are no water sports g provisions similar to	2						
Monthly Paignton Car	use the local play parks;		not safe for younger children regarding road, cafe that was	areas for cyclists and	there's just the right amount;	there's just the right amount;	fountains/refill stations;	there's just the right amount;	there's just the right amount;	for public art along th seafront;	ne planting on the	area doesn't seem to have developed		locals should not have	Paignton resident	Myself, as an individual;	TQ4 7SW	Man	White	35-44
	To walk along the promenade;To visit local restaurants/cafes;To		supposed to be temporary taking away business from other kiosks is awful, expensive and basically not nice food	Improved access to the beach;Safer shared	More car		Litter bins;Loungers;Picnic		More informal play along the whole seafront, not just in play areas;More	More wayfinding		dowdy during the winter season, pleasant on brighter days doesn't feel a safe		to pay to park bring back local kiosks as before, get rid of the awful food at the geopark (temporary) cafe						
Monthly Paignton Car	use the local play parks; Running ;For water sports;To use the beach huts;To use the	Open feeling, play areas	either. grafitti on children's play park. Tacky bucket and spade cafes	space areas for cyclists and pedestrians;		More car parking;	tables;Seating;Recyclir g bins;Showers;		seating around play spaces;	signage along the seafronts;		place to be	pleasant to walk along	sort grafitti on play g park	Brixham residen	Myself, as an at individual;	tq58ph	Woman	White	35-44
Daily Both equally Walk	greens;To use the beach;To go swimming;To visit locarestaurants/cafes;To walk along the promenade;	al	Pedestrian /cycle access between Preston and Paignton sands by the Redcliff Hotel.		-	More car parking;	Seating;Picnic tables;Showers;	No change needed, there's just the right amount;	More play space for 12 years plus;	More opportunities for public art along the seafront;	ne Wildflower planting on	·	Family friendly with a community feeling in the summer months.	Look at other solutions to prevent illegal traveller encampments on paignton Green.	Preston resident	Myself, as an t individual;	Tq31eu	Man	White	35-44
					<u>- · · · · · · · · · · · · · · · · · · ·</u>					·			Better than Paignton.	If you choose to put facilities in, do it properly. The basketball court is an example						
Weekly Preston Car	To walk along the promenade;To use th beach;To use the loca play parks;	e al	Dog mess & bad coffee. The basketball court at Preston is a too small & poorly thought out.	cycle lane as it's	No change needed, there's just the right	Remove the pay & display. Reinstate the time limited parking.		No change needed, there's just the right amount;	More play space for 12 years plus;Go look at Teignbridge facilities. Much better than Torbay.;		Leave it alone. It's a !; beach, not a garden.;	•	More for 'local' Paignton than tourists The old toilet block	The grass at Preston is regularly boggy and either needs drainage improved or rethought		Myself, as an t individual;	TQ3 1DP	Man	White	35-44
	To walk along the promenade;To visit local attractions;To visit local restaurants/cafes;To				Less car parking;Some parking relocated nearby, but away from				provided in general;More play space for 12 years plus;More play space for 6-11 year olds;More seating	No change needed,	More planting on the seafront; More trees on the seafront; Wildflower planting on the									
Weekly Both equally Car	use the beach;To use the local play parks;To use the greens; To visit local	o Safe fun areas for children		Improved pedestrian crossings;More pedestrian crossings;	Eastern Esplanade (except disabled parking);	More car parking;	Picnic tables;Showers;	No change needed, there's just the right amount;	around play spaces; More seating around play spaces;	·				. More toilets on preston seafront - free of charge	Preston resident	Myself, as an t individual;	Tq3 1dp	Woman	White	45-54
Walk/car/b Weekly Preston e	restaurants/cafes;To go swimming;To use the beach;To use the greens;To use the ilk beach huts;For water sports;		toilets and parking /	space areas for cyclists	•	No change needed, there's just the right amount;	Seating;Picnic tables;Shelters;Showe s;Water fountains/refill stations;	r No change needed, there's just the right amount;	play spaces; More lighting around play spaces; More informal play along the whole seafront, not just in play areas;	More opportunities for public art along the seafront;		Traditional, family and tourist orientated	Traditional, community, local orientated	Re tarmacing of the Marine Parade end by the beach huts Not enough space on the pavement by the Radcliffe Hotel	Preston resident	Myself, as an t individual;	TQ31EU	Woman	White	35-44
	To walk along the promenade;To visit		In many places needs painting and refurbing	, More places to stop	•	No change needed,	Litter bins;Seating;Picnic tables;Cycle stands;Recycling bins;Shelters;Showers		spaces;More informal play along the whole	opportunities for	More planting on the seafront; Wildflower		0:	The seafronts are beautiful and need to remain so. They need to have even more		N.4				
Weekly Paignton Walk	local restaurants/cafes;		such as shelters, seats and litter bins.	and rest;Improved	Esplanade (except	there's just the right amount;	Water fountains/refill stations;	there's just the right amount;	seafront, not just in play areas;	public art along the seafront;	planting on the seafront;	Family orientated,	Quieter and more for adults	facilities for people, including watersports	Paignton resident	Myself, as an individual;	TQ4 7ES	Woman	White	65-74

Appendix C Stage 2 Engagement Minutes

Minutes of Masterplan Workshop for Businesses - Phase 2

Held on: 8th June 2022 17:30 – 19:00 BST

At:

The Boathouse, Marine Drive, Paignton

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Apologies			
Name			
•••	••••		•••
Item			Action

1.0 Introductions (JP & KB)

1.1 Detailed Presentation of seafront masterplan project including project boundary, Proposals, and discussions had to date.

2.0 Open Discussion (Paignton Seafront)

- 2.1 Proposal to park on the south green in summer was seen as a problem due to seasonal/summer yacht parking and loss of greenery, Covenant Protecting Paignton Green Against Development
- 2.2 Winter parking and proposal next to Vue cinema and business parking spaces were well supported
- 2.3 Questions were asked about inland surface water runoff and explanations were given about the prioritization of the project scope for coastal defences.
- 2.4 Space to the seaward side of the public toilets providing showers and locker facility were well supported
- 2.5 Concerns were raised regarding central pedestrianization of Esplanade Road and re-arranged parking affecting revenue/existing businesses.
- 2.6 Concerns have been raised about easy access for elderly people to the seafront with limited parking spaces
- 2.7 Suggestions were given for rearranging/extending parking towards/adjacent to mini golf
- 2.8 Space for seating, informal play, and planting along the promenade was well supported
- 2.9 Concerns raised about the proposed flood defense of the green slope that extends into the common effect of the possibility of parking along the edge during summer fairs
- 2.10 Concerns raised about the proposed pedestrian pathway that extends into the common (Covenant Protecting Paignton Green Against Development)
- 2.11 Concerns were raised regarding combining the pedestrian pathway and two-way cycle route along esplanade road for safety
- 2.12 Concerns were raised regarding the Stability of Planting palm trees along the promenade
- 2.13 Coastal Planting palette/typologies for raised planters
- 2.14 Concerns raised regarding raised promenade + terraces budgets.
- 2.15 Revitalising space under the pathway adjacent t to Vue cinema (shoreline)
- 2.16 The Landward option was the preferred option of the two Paignton seafront proposals.
- 2.17 Questions were raised regarding the execution of the project timeline/budgets/phasing of construction

- 2.18 Potential to have beer garden on shoreline
- 3.0 Open Discussion (Preston Seafront)
- 3.1 Overall proposal for Preston was well supported
- 3.2 Concerns were raised regarding the combined cycleway and pedestrian route for safety.
- 3.3 More number of toilet facilities to be provided and improve existing wcs.
- 3.4 Potential to provide new shelters along the promenade was well supported

Minutes of Paignton & Preston Masterplan Phase 2 - Regen, Planning, Active Travel, Transport, Parking Focus group

Held on: 27 May 2022 15:30 - 16:00

At:

Teams Meeting

Present			
Name	Inits.	Company	Inits.
Sophie Thompson	ST	LDA Design	LDA
Kirsty Barker	KB	LDA Design	LDA
Soniya Stephen	SS	LDA Design	LDA
Alan Denby	AD	Torbay Council	TC
Adam Luscombe	AL	Torbay Council	TC
Andrew Gunther	AG	Torbay Council	TC
John Clewer	JC	Torbay Council	TC
Susie Hayman	SH	Torbay Council	TC
Apologies			
Name			
	••••		
Item			Action

1.0 Introductions (ST & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Open Discussion

- 2.1 Paignton has less amount of parking and numbers could be reconfigured.
- 2.2 Landward side option is more favourable
- 2.3 Require parking study
- 2.4 Preston: work on the existing road width
- 2.5 AD: The Victoria Center, located south of the green, provides extra high-quality spaces that help shape the community.
- 2.6 AG: Cyclist on the seaward side promenade
- 2.7 AL: potential clash of cyclist and pedestrian users
 Phasing winter and summer only

Minutes of Paignton Coastal Defence Scheme Cllr focus group

Held on: 27 May 2022 12:00 - 13:30

At:

Teams Meeting

Present			
Name	Inits.	Company	Inits.
Sophie Thompson	ST	LDA Design	LDA
Kirsty Barker	KB	LDA Design	LDA
Soniya Stephen	SS	LDA Design	LDA
Chris Lewis	CL	Torbay Council	TC
Lynn Skyes	LS	Torbay Council	TC
Joanne Penhaligon	JP	Torbay Council	TC
David Thomas	DT	Torbay Council	TC
Christine Carter	CC	Torbay Council	TC
Barbara Lewis	BL	Torbay Council	TC
Mike Morey	MM	Torbay Council	TC
Jackie Stockman	JS	Torbay Council	TC
Apologies Name			
•••			
Item			Action

1.0 Introductions (ST & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Open Discussion

- 2.1 CL: Preston Green is kept as open as possible by activity on it, including children playing there throughout the summer.
- 2.2 CC: Right turns on the road are more congested, and there are also more crossing points required.
- 2.3 CL: The yachts and individual events collide with summer parking on the south green.
- 2.4 CC: Travellers on south green
- 2.5 CL: Maintenance of the green and to be aware of the covenant of the green also using the commons for extending and implementing new the cycle tracks.
- 2.6 DT: Positive feedback about the landward option
- 2.7 CC: To explore more on the access to beach and possible open spaces on the closed prom area.
- 2.8 CL: Current shelters could be upgraded to Modern shelters along the coastline.
- 2.9 DT: Collapsible seats along the Preston seafront flood wall could be provided.
- 2.10 CL: Study on beach during hightide levels.
- 2.11 DT: South green W/C retained and developed.

Minutes of PaigntonPaignton & Preston Masterplan Phase 2 Engagement - Harbours Focus Group Held on:

27 May 2022 14:30 - 15:00

At:

Teams Meeting

Present			
Name	Inits.	Company	Inits.
Sophie Thompson	ST	LDA Design	LDA
Kirsty Barker	KB	LDA Design	LDA
Soniya Stephen	SS	LDA Design	LDA
Simon Pinder	SP	Torbay Council	TC
Rob Parsons	RP	Torbay Council	TC
Apologies			
Name			
	••••		
Item			Action

1.0 Introductions (ST & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Open Discussion

2.1 SP: On the landward side, beach huts could be maintained without being elevated on a platform. Potential to design new /modern types shelters on the seafront.

Positive feedback on the Preston and Paignton seafront proposals.

Minutes of Paignton Coastal Defence Scheme - community partnership

Held on: June 8th 2022 10:00-11:30

At:

Paignton Club, Paignton beach

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Soniya Stephen	SS	LDA Design	LDA
Joanne Penhaligon	JP	LDA Design	LDA
Richard Kaskow	RK	Community Partnership	CP
Colin Hurst	CH	Co-chair Community Partnership	CP
Chris Harvey	CH	Community Partnership	CP
Louise Gilson	LG	Co-chair Community Partnership	CP
Community Partnership			CP
Members			
Apologies			
Name			

Action

1.0 Introductions (KB)

Item

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Open Discussion

- 2.1 The 3D models were well received, and they agreed wholeheartedly with the ideas we had at Preston.
- 2.2 For Paignton they appreciated both options being shown although they went away preferring the seaward option (aware of the cost implications and difficulties at the tie-in points we showed rendered views of Pier Approach and Shoreline tie-ins with high walls). They agreed the landward designs were better and perhaps thought a hybrid of the two might be possible.
- 2.3 Parking only in summer doe south green?
- 2.4 Wildflower planting palette required.
- 2.5 Winter storm and planting durability to be taken into consideration.
- 2.6 Servicing area behind Vue cinema essential and golf activity active in summer in the adjacent space.
- 2.7 Possibility to include spill out space in the seaward side of the flood wall?
- 2.8 End of the greens and tie-ins to be confirmed with provision of the flood gates.
- 2.9 Toilet facilities on the north and south green in Preston to be improved.
- 2.10 The landward option is more convincing with the strategy and design approach
- 2.11 Existing businesses could be affected by loss of parking on the promenade?
- 2.12 Including informal play along the seafront?
- 2.13 Increasing footfall with popup markets on the seafront for Sundays?
- 2.14 Overall, everything was favourable. There was some lively debate about parking near the south green. (yacht parking and Generators are usually located on the slope of the greens during fun fair)

Minutes of Paignton Coastal Defence Scheme/Public Realm Project Board

Held on: 28th April 2022 10:30 - 12:00

At:

Teams Meeting

Present

11000110			
Name	Inits.	Company	Inits.
Sophie Thompson	ST	LDA Design	LDA
Kirsty Barker	KB	LDA Design	LDA
Soniya Stephen	SS	LDA Design	LDA
Kevin Mowat	KM	Torbay Council	TC
Simon Pinder	SP	Torbay Council	TC
Joanne Penhaligon	JP	Torbay Council	TC
Lorraine Stewart	LS	Torbay Council	TC
Mike Morey	MM	Torbay Council	TC
Dave Stewart	DS	TDA	TDA
Tim Jones	TJ	TDA	TDA
Apologies			
Name			
•••		•••	•••

Action

1.0 Introductions (ST & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Open Discussion

Item

- 2.1 KM: Two new kiosks are sufficient because there may be issues with competition from other new kiosks and existing businesses.
- 2.2 ST: Businesses may benefit from eliminating parking and may be able to draw more foot traffic by utilising the current kiosks.

3.0 Paignton comments

- 3.1 KM: Beach to promenade views are blocked by a 3 m wall, making access to the beach difficult in landward option.
- 3.2 CN: Are palm trees achievable? To provide plant specification for terraces plant palette.
- 3.3 KB: Southsea Project plant palette to be taken as reference.
- 3.4 ST: Several sections to be taken to learn the wall.
- 3.5 TJ: several points raised Floodgates, ramping: cost issues, potential ideas to downplay the wall.
- 3.6 Note: to consult with Ian Jones highway team
- 3.7 JP: budget and approximate figures for design: 4.2 million

4.0 Preston Comments

- 4.1 KM: Overall design on Preston seafront is well supported
- 4.2 Could offer two options showing 1 with shelter and 1 without shelter.
- 4.3 Shelters are affected by vandalism.
- 4.4 TJ/KB: Rationalize the space and relocate cafes.
- 4.5 KM: possibility to improve the existing shelters in Preston with new contemporary design.
- 4.6 TJ: Issue of vandalism on the wall, use of yellow limestone cladding

4.7	KM: Cladding only on the summer side (seaward) of the wall and develop wall details
	Redevelopment of the existing toilet blocks are currently on hold.
	Next steps?
	Council and stake holder meetings

Minutes of Paignton Coastal Defence Scheme Sisco

Held on: June 8th 2022 9:00-10:30

At:

Teams Meeting

Inits.	Company	Inits.
ST	LDA Design	LDA
KB	LDA Design	LDA
JP	LDA Design	LDA
••••		•••
	ST KB JP	ST LDA Design KB LDA Design JP LDA Design

Action

1.0 Introductions (ST & KB)

1.1 Quick introduction to the seafront masterplan project including project boundary and discussions had to date.

2.0 Open Discussion

Item

- 2.1 Permanent structure of the green: Covenant
- 2.2 Cycleway: right turn lanes, pedestrian and cyclist priority
- 2.3 Paignton parking: south green parking is not feasible (yacht parking)
- 2.4 Phasing priority: Flood defence.
- 2.5 Geo play park maintenance and future development possibilities.
- 2.6 Paignton: public locker facilities
- 2.7 The roadway near Redcliffe blocks vision
- 2.8 Planting schemes and palette for flood defence.
- 2.9 Resourceful planting
- 2.10 Palm trees not feasible on coastline
- 2.11 Pathways of promenade width for cleaning and maintenance.
- 2.12 Ramp of sara's café width and slope to be taken into account.

Appendix D Stage 2 Engagement Feedback

Paignton & Preston Masterplan

Phase Two Engagement

ACTIONS

What	Who / Update	Deadline	
Webpage	Kirsty to provide videos and words Jo to update existing pages		
Videos	Add to YouTube and add captions	Close to Monday 16 th May	
Questionnaire	Jo to convert to MS Forms		
Focus Groups & Workshops	Jo to arrange	By Friday 13 th May	

Focus Groups

α Who Φ	24 th May	25 th May	26 th May	27 th May	4th June	6 th June	8 th June	9 th June	10 th June
Sbuncil - Events			4 pm - Online						
Council – Community Safety	4 pm – Online – NO SHOW								
Council – Planning, Regen Active Travel, Transport, Road Safety				3.30 pm Online					
Council - Parking				9 am Online					
Council - Harbours				2.30 pm Online					
SWISCo SLT – Highways, Open Spaces								9 am	

								In- person	
Councillors				12 noon Online					
Who	24 th May	25 th May	26 th May	27 th May	4th June	6 th June	8 th June	9 th June	10 th June
Community Partnership			In-person 10 am					Town Hall Workshop	
Community Organisations - Chamber of Commerce/ BID/Beach Hut User Group	ber of Commerce/								
ERBID Board – Emailed all the de	tails to be circ	ulated to the	e board on 25	5 th May					
Hildren & Young People Bepresentatives - Youth Trust/ Play Torbay									
Soung People – South Devon College – Couldn't organise an in-person meeting due to exams but college will circulate to students – info sent May									
Children/Young people – Paignton 25 th May	Academy – C	Could not or	ganise an in-	person meet	ing but sch	ool will circu	ılate consu	Itation to pupi	ls – info ser
Adults with learning difficulties – E	mailed - Devo	n Link Up, I	Hollacombe, l	MENCAP & a	asked to go	in Adult Sc	ocial Care N	lewsletter	
Older population – Over 50's Foru	m – <mark>EMAILED</mark>	details to d	circulate to the	eir members	on 25 th Ma	y Y			

Workshops

Who	24 th May	25 th May	26 th May	27 th May	4th June	6 th June	8 th June	9 th June	10 th June
Community Organisations – Sports Clubs /Active Devon/ Community Builders/Development	Emailed								

Trust/ Healthwath/ Events Organisers						
Local Businesses + Hotels – in person					5.30 pm Boathouse	
Public face to face – stand at Airshow			All day			
Public Facebook Live				5 pm - Online		

What else

Social media posts

Social media ad

Press Releases

exper copies of questionnaire left at Paignton Library

ந்றுail to Torbay Carers asking to share

Shared in Adult Social Care Newsletter to Care Homes

Devon Link Up will speak with their clients – shared images of the final design

Evaluation of Phase 2

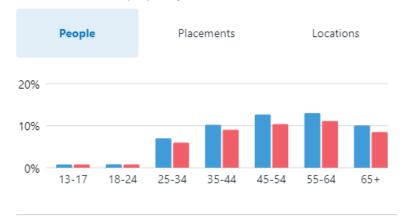
What	Result	Notes
Online Survey response including paper copies as well	Paignton consultation – 289 Preston consultation – 164 Total = 453 completed consultations This includes - 50 people completing paper copies at the Airshow on 4 th June - 2 paper copies completed & handed back into the library	In phase 1 we achieved 228 online consultations completed with a max of 350 people taking part in total Council staff only:

		To view the results of the Paignton consultation in Excel – Paignton Seafront Masterplan Your Views - Phase Two Engagement (1-289).xlsx To view the results of the Paignton Consultation in graphs – To view the results of the Preston consultation in Excel – Preston Seafront Masterplan Your Views - Phase Two
P മ ഉ ക ക ക ക		Engagement (1-164).xlsx To view the results of the Preston Consultation in graphs – Paper copies were available at the library for the whole 3 weeks of the consultation
Focus/Workshop Groups – no.s attended	In-person SWISCo SLT – 4 members of the senior leadership team attended inc. Managing Director, Highways, Open Spaces, Business Community Partnership – TBC by Kirsty Businesses – 26 registered and 18 attended from Guesthouses, B&B's seafront kiosks, Pier etc. – held at The Boathouse Airshow pop up stand – recorded approx. 400 people visited the stands to look at the plans	
Webpage visits	From Monday 23 rd May to Monday 13 June the webpage was viewed 889 times by 716 visitors. This is double the amount that visited for Phase 1 (viewed 388 times by 336 unique visitors)	https://www.torbay.gov.uk/asb-environment- and-nuisance/paignton-and-preston- seafront-masterplan/

	From the beginning of March to Monday 13 June the webpage has now been viewed 1392 times by 1158 unique visitors. This means the 3 weeks of Phase 2 views equal 64% of the views.	
Views of video	The Paignton video has been viewed 1,146 times The Preston video has been viewed 645 times	Paignton video - https://youtu.be/90mxbUDTKBE
	For comparison, the video for phase 1 was viewed 539 times	Preston video - https://youtu.be/hOkXJh- WmmY
Social media posts & paid ads	Thurs 26 May – Consultation open Facebook – this post was boosted - £58 for 6 days (cost £0.07 per post engagement which covers link clicks, views, reactions, shares, comments, saves)	
Page	In total the post received: 60 Reactions (11 organic / 49 paid) 75 Comments (55 organic / 20 paid) (see attached spreadsheet for comments) 42 Shares (18 organic / 24 paid) 810 Link Clicks (89 organic / 721 paid)	
e 276	Reach – 2,366 organic, 7,198 from paid – see below for age spread (blue women / red men)	

Audience

This ad reached 7,210 people in your audience.



Twitter

Likes - 1

Retweet - 3

Quote Tweet - 0

Comments - 0

LinkedIn

Reactions - 8

Comments - 0

Shares - 1

Click throughs - 20

Monday 30 May – Promoting Facebook Live/Asking for questions

Facebook

Reactions - 15

Comments - 12

Shares - 8

Link clicks - 20

Friday 3 June – promoting at Airshow Facebook Reactions - 16 Comments - 4 Shares - 7 Link clicks - 26 Twitter Likes - 1 Retweet - 0 Quote Tweet - 0 Comments - 0 LinkedIn Reactions - 3 Page 278 Comments - 0 Shares - 0 Click throughs -8 Monday 6 June - Reminder of Facebook Live Facebook Reactions - 15 Comments - 19 Shares - 11 Link clicks - 18 Monday 6 June - Facebook Live Reactions - 14 Comments - 88 Shares - 4 Link clicks – N/A

	Friday 10 June – Still time to take part Facebook Reactions - 8 Comments - 3 Shares - 12 Link clicks - 37	
Page :	Twitter Likes – 2 Retweet – 1 Quote Tweet – 1 Comments - 0 LinkedIn Reactions - 9 Comments - 0 Shares - 3 Click throughs - 0	
ne Torbay link clicks to webpage	Fri 27 May – 10 clicks from 8 subscribers Fri 10 June – 177 clicks from 111 subscribers	
Staff News link clicks to webpage	Thurs 26 May – 25 clicks from 20 staff Thurs 9 June – 13 clicks from 11 staff	
Press Releases	26 th May	https://www.torbay.gov.uk/news/pr8681/
Media coverage	27 May Devon Live - https://www.devonlive.com/news/devon-news/radical-new-plans-transform-paignton-7132005	

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We Are South Devon - https://wearesouthdevon.com/phase-two-consultation-for-improvements-to-paignton-and-preston-seafronts-now-open/

Boost Digital Media.net https://www.boostdigitalmedia.net/paignton-and-preston-seafront-improvements-consultation-now-open/

8 June

Devon Live - https://www.devonlive.com/news/devon-news/paignton-seafront-revamp-plans-met-7174609

6 June

Torbay Weekly - https://www.torbayweekly.co.uk/have-your-say-on-paignton-sea-defence-plans/

9 June

Devon Live - https://www.devonlive.com/news/local-news/torbay-council-were-listening-pledge-7181509

Paignton Seafront Masterplan Your Views - Phase Two Engagement

289
Responses

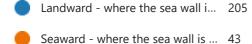
32:16

Average time to complete

Closed

Status

1. Which flood defence option do you prefer?



Neither of them



2. Please let us know why you chose neither.

41

36

Responses

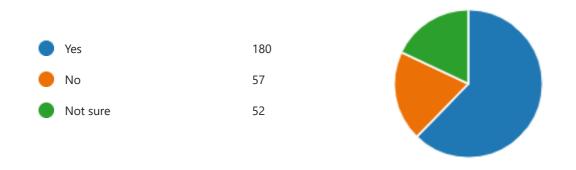
Latest Responses

18 respondents (**50**%) answered **sea** for this question.

sea and beach green and the area seaward wa
sea defence
people can see the sea Paigntons
sea from the green parking
Esplanade Road
sea levels
South green
seaward wa
access
sea v
flo
flo
South green

Page 281

3. On both options you can see there are changes to the way vehicles move around the seafront. Do you support these changes?



4. Please let us know here if you have any further comments on the ideas in both options on how vehicles could move around the seafront?

146 Responses Latest Responses

"I think there needs to be a complete rethink about how vehi...

"I don't like the idea of using the south green as a car park... I...

63 respondents (43%) answered parking for this question.

no parking parking area car parking current parking car parks

park closer Road sea parked cars people disabled parking

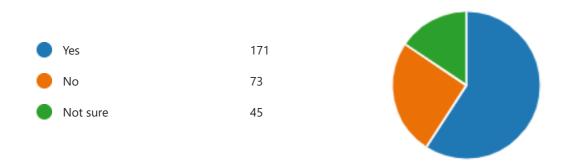
Paignton Seafront

parking on the

vehicles cal
pa

access
stor
need for more

5. Do you support the idea of a new two-way cycle lane to Esplanade Road?



6. Do you have any further comments on the idea of a new two-way cycle lane to Esplanade Road?

119 Responses

Latest Responses

"This is a great idea and the sort of thing we should be doin...

"I think the plans said the green would need to be reduced fo...

49 respondents (42%) answered road for this question.

cycle routes Cyclists ride cycle paths car need cycle way cycle lane cycle paths cycle baths cycle way cycle lane cycle paths

use of cycles seafront Esplanade road pedestrians
road safetyroads around the green pedestrial

- 7. Which parking changes, and areas for potential new parking, do you support? (select as many as you want)
 - Winter parking only on the nort... 172
 - New parking area next to the Vu... 172
 - Summer only parking area on th... 101
 - New area for business parking o... 132
 - None of the above 55



8. Do you have any further comments on the suggested parking areas and changes?

134 Responses Latest Responses

"The Victoria Road car park is in a terrible state. However, it's...

"We use public transport but the buses have become less reli...

97 respondents (73%) answered parking for this question.

not be used for parking parking area need parking summer parking sufficient parking parking spaces parking car parking car parking car parking new newlying on the confront

parking on the seafront seafront and our parking

parking off the green redu

9. In the option where the wall is by the green (landward), do you support the new area for pedestrians on the promenade?

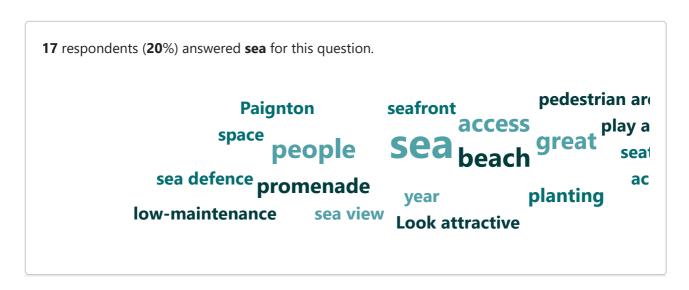
Yes
 No
 Not sure
 230
 230
 230



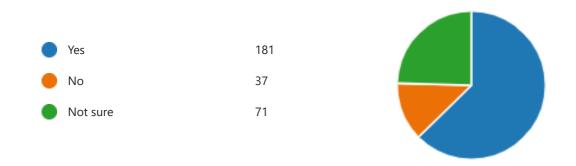
10. Do you have any further comments on the ideas for the new area for pedestrians?

Responses

**Seating and planting would be lovely a d seaward facing ca...*



11. Do you support the idea for the new 'arrival' area in front of the Vue Cinema at the end of Torbay Road?



12. Do you have any further comments on the idea for this new area in front of the Vue Cinema at the end of Torbay Road?

88

Latest Responses

Responses

"I'm not 100 percent clear what you mean by this proposal b...

25 respondents (29%) answered area for this question.

Road is pec long road car park new arrival **Vue cinema** space people current cinema Torbay Road area seafront shopping area building disabled parking arrival area cinema and seafront acc Cinema very ugly

13. Please let us know any other comments you have on these proposals for Paignton Seafront. Share anything you feel will help the project moving forward to the next

118

phase and final design.

Latest Responses

Responses

"I think this sounds like a really exciting project, which along ...

"Please make any sea defences blend into the landscape as ...

32 respondents (28%) answered **needs** for this question.

Paignton Harbour

views of

landward option Torbay Sea defence sea wall

looking **needs** areas green

seating areas

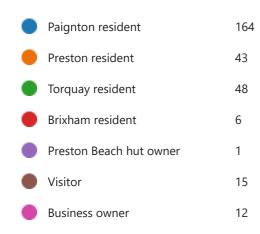
people

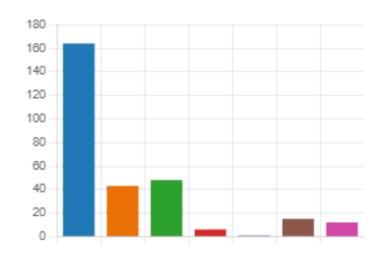
parks

parking end

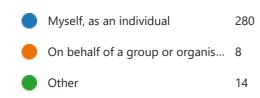
Paignton seafront

14. Are you a:





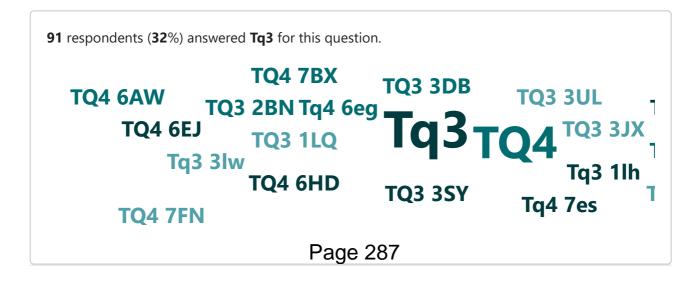
15. Who are you responding for/on behalf of



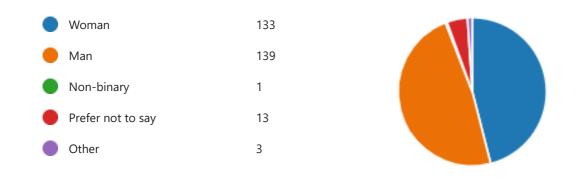


16. Please tell us your postcode

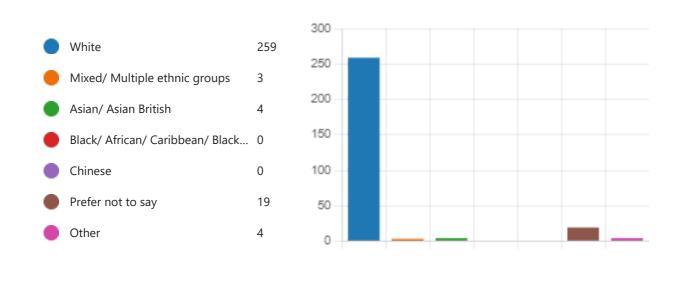
289 Responses Latest Responses
"TQ4 5LL"
"TQ4 6EY"
"TQ1 3TW"



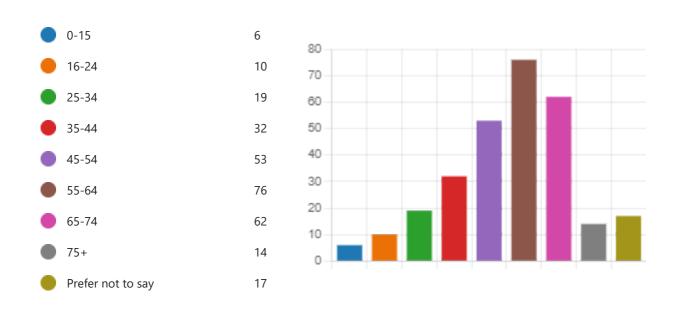
17. Please tick the box that best describes your gender:



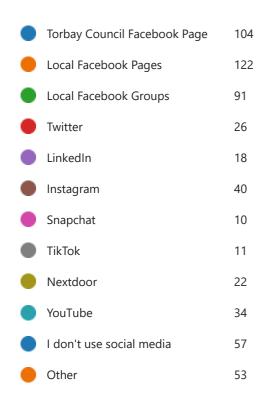
18. Please tick the box that best describes your ethnicty:

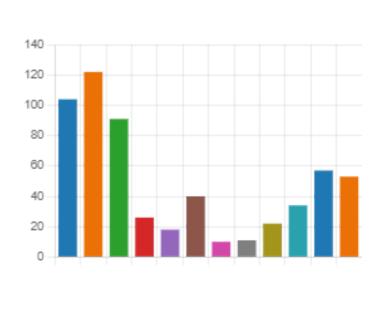


19. Which of the following age groups applies to you?



20. If you use social media which platforms / groups / pages do you use or follow? Please select all the ones you use:





21. Please list the local Facebook Pages and/or Groups that you follow:

99 Respons

Responses

Latest Responses

30 respondents (**30**%) answered **Spotted Paignton** for this question.

Undiscovered Torbay
Ships in Torbay

Club

Love Torquay Torquay memories Spotted Torbay

To

Tc

South Devon

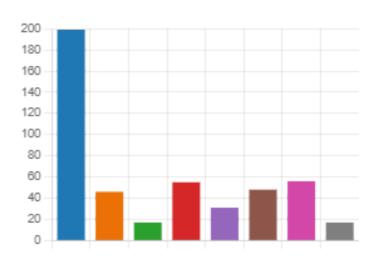
Spotted Paignton

Torbay in pictures Torbay Council Devon Live Spotted Torquay

Paignton pages Torbay or Torquay Sports Torbay Paignton in Picti

22. What online websites do you visit regularly to find out about what is going on in Torbay? Please tick all the sites that you use:





23. Which local radio stations do you listen too? Please tick all the ones that you tune into:





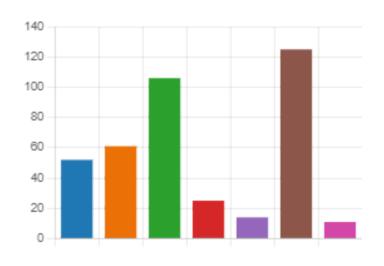
24. Which local TV news programmes do you watch regularly? Please tick all the ones that you watch:



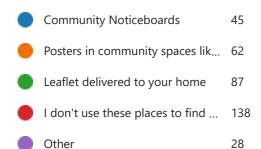


25. Which local newspapers and magazine do you read regularly? Please tick all the papers that you pick up or have delivered:





26. Do you find out what's happening in Torbay from any of these places, please tick all the places you see local information:



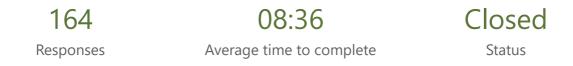


27. Did you know that Torbay Council have a weekly e-newsletter called One Torbay that provides updates on what's happening in Torbay?





Preston Seafront Masterplan Your Views - Phase Two Engagement



1. Do you support the idea of separating the cycle path and foot path which is currently joined at the edge of Marine Drive?



2. Do you have any further comments on the idea of separating the cycle path and foot path?

> 55 Responses

Latest Responses

"Not sure if this means losing some of the green. I put my su...

18 respondents (**36**%) answered **cycle path** for this question.

separate paths cycle and skate cycle along the footpath cycle use

cyclists and pede

cycle far

Cycle racks

cycle path

Cyclist

path to pedestrians cycle lane

road they cycle path/footpath foot paths

cycle routes Cycles and scooters

3. Do you like the idea of providing new informal play and seating by the cycle path and foot path to liven up the edge of the greens?





4. Do you have any further comments on the idea of informal play and seating on the edge of the greens?

54 Responses Latest Responses
"More parks for children"

"Yes it will be nice to have places to sit with planting."



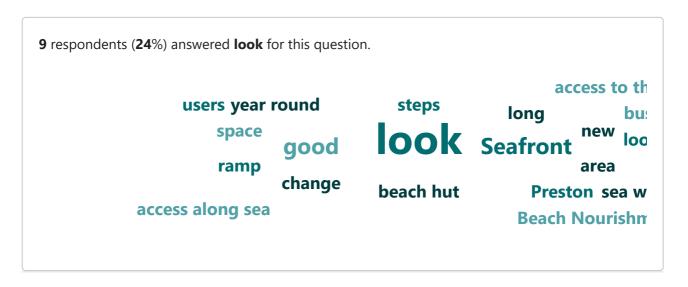
5. Do you support the idea of changing the existing walls and ramps at the southern end of Preston promenade to create a new space along the seafront?



6. Do you have any further comments on the idea of changing the existing walls and ramps to create new spaces along the seafront?

Latest Responses

"It was difficult to see the full impact of these proposals in re..."



7. Do you support the idea of a new raised footway to go either side of the flood defence wall, reducing the impact of the wall and providing space for the beach huts?



8. Do you have any further comments on providing a new raised footway either side of the flood defence wall?

> 41 Responses

Latest Responses

"Please make sea defences in natural looking materials so it's...

13 respondents (36%) answered beach huts for this question.

important to this Beach huts / lockers

Preston beach hut level

access to the beach k

huts for elderly

beach huts wall

hut use

level to the beach defence wall current wall huts become tatty locals beach walkway along

9. What option do you prefer for the existing shelters?

Retain and recondition

Replace with new shelters

Replace with new seating or pu... 29

Other 10



10. Please let us know any other comments you have on these proposals for Preston seafront? Share anything you feel will help the project moving forward to the next phase and the final idea.

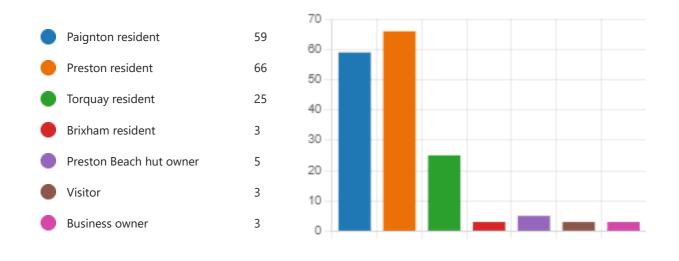
72 Responses Latest Responses

"Closed seafront. No cars allowed"

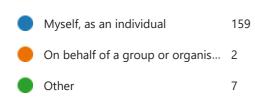
"We need nice and effective shelters for bad weather and for ...

oldbeach huts promenade central area play area needing parks parks people seating people seating people seating promenade shelters pressure people seating p

11. Are you a:



12. Who are you responding for/on behalf of





13. Please tell us your postcode

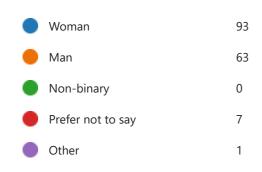
164 Responses Latest Responses
"TQ4 5AJ"
"TQ1 3TW"
"tq25uw"

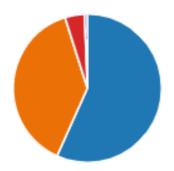
73 respondents (49%) answered Tq3 for this question.

TQ3 3XS
TQ3 3JX
TQ3 2RJ
TQ3 1PT TQ3 3BT
TQ3 2RJ
TQ3 2LP
Tq3 2LP
Tq3 2LR
TQ3 2LR

TQ3 3UD
TQ3 2NT
tq2
TQ3 1LQ
TQ3 3AP

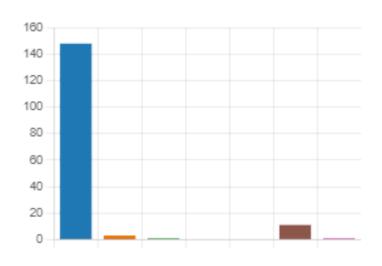
14. Please tick the box that best describes your gender:



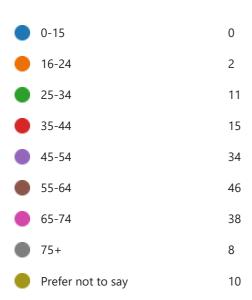


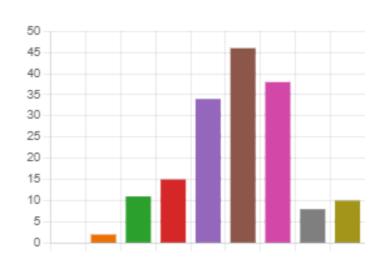
15. Please tick the box that best describes your ethnicty:



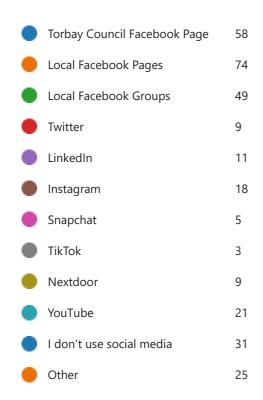


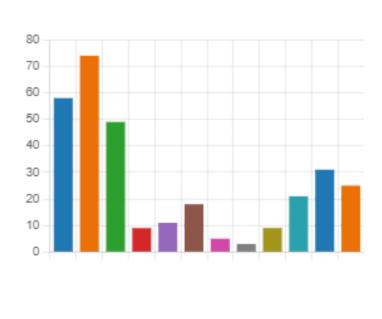
16. Which of the following age groups applies to you?





17. If you use social media which platforms / groups / pages do you use or follow? Please select all the ones you use:

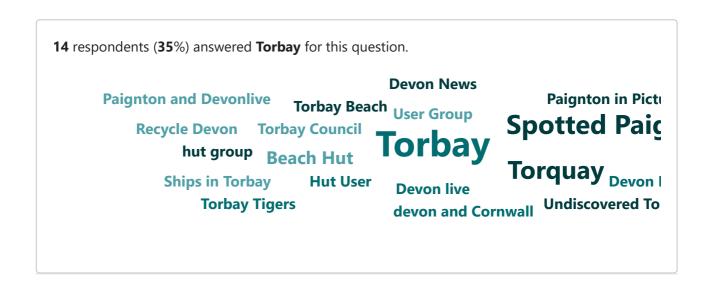




18. Please list the local Facebook Pages and/or Groups that you follow:

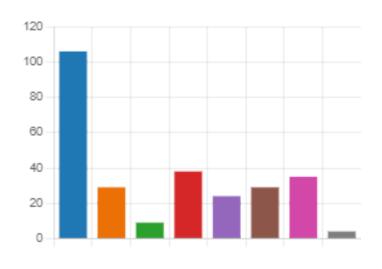
43 Responses

Latest Responses



19. What online websites do you visit regularly to find out about what is going on in Torbay? Please tick all the sites that you use:



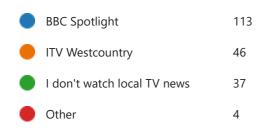


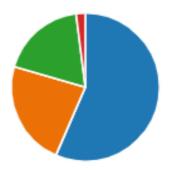
20. Which local radio stations do you listen too? Please tick all the ones that you tune into:





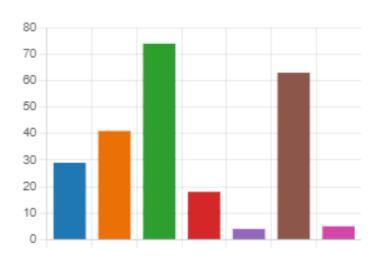
21. Which local TV news programmes do you watch regularly? Please tick all the ones that you watch:



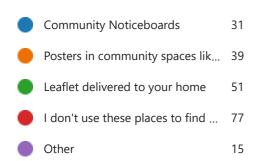


22. Which local newspapers and magazine do you read regularly? Please tick all the papers that you pick up or have delivered:





23. Do you find out what's happening in Torbay from any of these places, please tick all the places you see local information:





24. Did you know that Torbay Council have a weekly e-newsletter called One Torbay that provides updates on what's happening in Torbay?





Facebook Post Thurs 26 May 2022 - launching consultation

Likes Comment

12

2 13 I think the proposal for widening the promenade at Paignton and Preston seafront is great and to not have any cars is even better. It will be so much more relaxed when strolling along the

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- 1 Sort out the parking meters first, several not working today, one that was wouldn't take coins so rang to pay and park as I don't have the app. Took ages and then when returned tried to
- 4 8 This Council are destroying Paignton.
- 3 This is a great idea, Paignton sea front is outdated! When are these changes taking place?It would be great if you could expand geo park and add in more equipment for toddlers as there I'm concerned about access for disabled people with reduced parking, all through the year it provides instant access for those with extra needs. A vast number of disabled people use the
- 6 17 area as it is flat and safe, close to their vehicles. Could a large number of disabled spaces be provided on the northern side all year around?
- 7 6 Why choose the busiest day when thousands of people will be on the front, to have a stand there showing plans/ideas for the seafront? Choose another day or add another day.
- 8 4 In my opinion 1. The grass next to the mini golf should be made into a large car park this would take away the fear of nowhere to park. 2. Stop parking in front of the Geo Park to make it
- 9 5 What about Goodrington Sea Front. In all your plans you seem to have forgotten about this family favourite. You haven't even managed to repair the lights on the south sands side saying
- 2 Surely the carpark will be full of cars belonging to guests staying at the 2 new hotels on the seafront ?? 10
 - Elderly and others with disability, use this fantastic promenade to spend time in their cars where they can see sun and storms, where they can see life going past, where they can watch
- 16 dogs on the beach, watch children playing. This brings them so much joy and the plans suggest this is being taken away. I feel this is deeply saddening and removes such a valuable feature vie
- 11
- 13 2 To Jo? Torbay Council, are the proposed plans already fixed? I get the impression from your replies to some comments that we the public have ideas, that may be too late for the July final
- 14 0 How about Torquay seafront?

0 Still won't be enough toilets.

- Torbay population demographic highlights a higher than U.K. average of elderly and disabled residents and visitors. Equality of access is surely paramount it would arguably be unethical (illegal?) to accept any design that knowingly restricts use by those with limited mobility, especially wheelchair users. Please Expect Major National Disabled Charity objections,
- 15 2 demonstrations and negative press attention for Torbay Council if these designs are accepted without the essential attention to equality of disabled accessibility which is demanded within
- 18 2 Palm trees do not do well on our seafronts (palm court development most reacently). Big planters were put in during the 1990's with palm trees, they died.
- 19 1 Update the sea wall yes a good idea, except it's taking away space on the front for disabled people who are unable to view and smell the sea. The wall can be built, as long as there's access vie
- 20 0 Still waiting for you to start crossways improvements. Get on with that before you start anything else......
- 21 O Free parking for locals who pay crazy council tax bills.
- 0 I heard there is a meeting on Wednesday evening unfortunately the same time as the first bikers night is due to start can you confirm this please? 22
- 23 O I looked for your display at the air show but couldn't find it.
 - Why not keep the north side open to cars all year and close the south of the side in the summer (like is used to be). Im assuming the kiosks in the new plan would still need to be removed
- 24 0 during the winter as the storms would still affect them and it is unlikely they would be open as local winter trade would not be sufficient to support more tea/coffee/ice cream outlets
- 25 0 How would the sloping behind the wall affect the greens for the fair to set up?

Facebook post Monday 30 May - Promoting the Facebook Live

- 0 Is it possible to say what the beach huts numbers are that the council are thinking of removing? All beach huts are loved by their owners.
- 2 1 Take a look at Exmouths sea front area. Should give you some good idears. It looks well designed
- 0 I would imagine most cyclists would rather cycle along the seafront, for the same reason people like to walk there.

Facebook post Monday 6 June - Reminder of Facebook Live on tonight

- Ooooooh, more myths about riding sea levels and how an expensive wall will stop said levels rising through the ground, I shall do my best to listen in!
- 2 Please can people be fully informed about the covenants on the Green.

Facebook Live - Monday 6 June

14

16

17

- 2 Waste of money
- 2 Put the money where its needed in the streets where we live not a face lift for the benefit of holiday makers.
- 2 A lot of older or disabled use the parking on the sea front of Paignton What will be available for us to use
- 1 Where do Torbay Council get their figures from ... Are they just made up...
- 2 A lot of the flooding is from rain or the water table (coming up through basements). No sea wall will solve this.
- 3 Were there no Torbay design companies available? Nothing like keeping the local economy going. Bit like the Airshow using out of area companies
- The claims of extreme rising sea levels have been done over and over and not once have they come true, and even if they did come true the water table would rise through the ground and 2 not over a new wall raised well off sea level. It'd perhaps work as a wave defence but it'd do nothing for rising sea levels.
- 7 8 1 I own a kiosk on the beach and when the weather isn't great we get a lot of our trade from people parking up outside and then eating in their cars. We won't get this if the road was closed
- 0 Is the sea ward optiin affordable? 9
- 10 0 The kiosks are not open in the winter on the beach so the road being closed is not going to help us. We already get less and less of a season because of the sea
- 11 O So the cycle way will reduce the size of the green?
- 12 0 With the suggested extra planted areas is there funding going forward to keep them? We have lost so many flower beds due to lack of funds.
- 13 2 More kiosk will mean our income will go down. We only get barely 6 months of trade to make our money
 - 2 How do you plan to stop rising sea levels coming up through the water bed which will soak up through the land as it already does? Why do none of you ever want to approach this very
- 15 0 The Berlin wall option eh why have the two options prepared by Paignton Town Community Partnership and presented in Jan to LDA, leading sea wall engineers Royal Haskoning, HOK-the piers consultants, TDA
 - 0 engineer and Kevin Mowatt not been included in any of the engagement or study work. Both options provided a comprehensive approach to creating a prom fir for the 21st century.? The O Are both the wall options the same height?
- 0 We would not get people from the beach using our kiosk like we do now with the seaward approach (3) 18 0 Is it possible to increase the size of the tarmac area, by the play park, inside the fenced off area on Preston green? Many kids and adults use the area for exercise, personal 19
- 20 0training and keep fit. The grass area is under-utilised at present and the public would benefit from the increased informal play area. Thanks
- 21 O Preston already has a cycleway along the hedge, why does it need changing? 22 2 Has the Council got the money to finance all options?
- 23 2 I'm confused...what flooding issues are there in Paignton and Preston? Torre Abbey has more flooding issues than these 2 beaches
- 24 O Here's an idea...dig out loads of sand to make the existing walls higher
- 25 2 It would be a real shame to relocate Sara's kiosk. In its refurbed state, It is a great addition to the beach. Centrally located it provides refreshments to exercisers and do walkers all year
- 0 How many parking spaces will be lost? 26
- 27
- 1 Why take any of Preston Green it works the way it is! 28 O As a kiosk on the beach we have to at least once a season to go and watch our kiosk if there is a 5 metre plus ride and an easterly wind! The kiosk next to us has been damaged a few times
- 29 1 Surely the designs should be based around the budget and funding available
 - Option Two is a totally ridiculous option leaving the community with just Option One and that one leaves current sea wall to decline over next 50 years. It has no wow factor whatsoever.
- 30 O The community have designed a refined lower height/ lower cost option for a front line sea wall which is the one preferred by the community from the sea front consultation we did last
- 31 0 So if no cars will the cycle lane go as well(would be concerned children getting knocked over)
- 32 2 Torre Abbey has flooding issuesLook at the last 10 years !!! Preston and Paignton don't
- 33 O Can you please reassure us regarding disabled access please, particularly wheelchair access.
- 34 O This is all lip service, I'm sure the 'option' has already been choosen
- 35 O I cannot believe that you cone up with plans with no costs in mind. Surely Torbay Council should be saying right we have a 5 million pound pot, please provide plans to this pot.
- 36 2 This is a great idea!! Too many cars on paignton sea front my kids always have to be super careful!
- 37 O Great vision Torbay Council and LDA Design. I would support the inland defence wall and think it would really smarten up the sea front. Please also do something with Torbay road!
- 38 O I posted a question in regards to the covenants on Paignton Green, as expected it did not get addressed.
 - All very well putting sea defences up at Paignton and Preston but please don't get rid of the parking; where are people going to park to get to the beach? Do not predestinarians Torbay road and sea front. Have you been down there? Children are safe enough if their parents and actually looking after them instead of on their phones!! Even without the cars parked there
- 39 0 you still wouldn't be able to see much of the beach/sea. You cannot even keep up with white lines on the roads which is dangerous you've only got to see how may accidents there have
- 40 0 I wonder how the council manage to alter the green so much anyone would think they own it - but they don't Paignton green belongs to the people of Paignton not the council!

Stage 2 Feedback received via email

Devon Link Up

Jo Morgan

The group had a look at the pictures yesterday and were generally okay with the plan but did comment about increasing disabled access to the beach and beach front area generally. There was concern about the number of steps and asked whether some of the access could be changed for ramps.

One of the group suggested making part of the sea wall reinforced glass which would enable people to see the sea.

Mencap

Brendon Helmore

Due to the he time restraint, I could only make informal presentations to and comments from attendees of three local organisations who deal with people with Learning Disabilities and Mobility Issues. They have not made comments upon the proposed sea wall plans, but have raised a number of points which effect their use of the seafront.

- Beach Access concerns about steepness of steps and lack of slopes for wheelchair use.
- Currently the unevenness of access at Paignton from the green to the promenade and from the main road/promenade to the lower promenade/beach.
- At Preston the old North End Slipway is too steep and uneven, often with a
 drop off at the bottom, and the only easy access is to be found at the
 Southern end by the Boathouse.
- Neither Paignton or Preston have any designated Place of Safety that individuals can go to.
- There were only one or two concerns raised about Motor Vehicles at Paignton but on both promenades concerns were expressed about cyclists going too fast, weaving between people and not always observing the cycle Lane at Paignton.
- Will provision be made for an increase of wider disabled parking bays if parking is still allowed at Paignton, If parking is removed from the central section, underneath Shoreline then the disabled parking will have to be as close as possible to enable access to the Changing Places disabled toilet facility situated underneath Shoreline.
- As disabled groups use both seafronts all year round the retention, or replacement with new, beach shelters should be included.
- There used to be Beach Buggy's for the use of those with mobility issues, will consideration be made to replacing them.

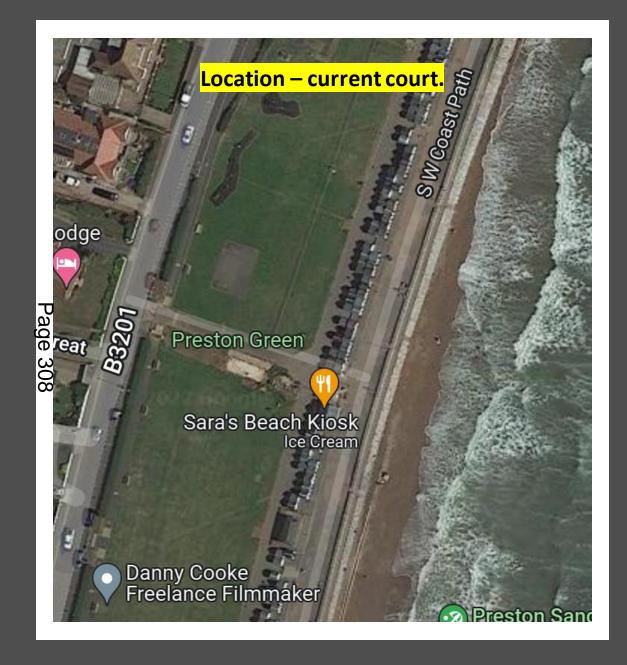
was a negative	e response for	using the gree	n for car parkir	ng.	

• There is a wish to retain as much of Paignton Green as possible and there



Rational to extend the court

- Basketball has always been a popular sport in the Torbay area.
- There are limited outdoor courts available for locals to play basketball
 - Lymington road court is in dis-repair and the baskets are at irregular heights
 - Victoria Park is run down. One basket is missing a backboard. Plus the area is not suitable for children to attend given the antisocial behaviour and drug paraphernalia in the area.
 - Goodrington Beach court has been lost to the extended development of Splash Down water park.
- The extension of the Hard Court at Preston beach, along with the installation of additional baskets, would improve the informal play provision and exercise opportunities for locals and visitors alike, throughout the gear.
- 對e existing court is currently used informally by exercisers, personal trainers and fitness groups. By increasing the size of the court, informal exercise / play opportunities will increase across a range demographics.
- Extending the court would loose a 'perimeter' of grassland around the edge of the existing court, which is currently under-utilised and often boggy.
- Members of Torbay Tigers Basketball Club (operating since 1973) routinely care for and upkeep the existing court (sweeping debris, changing nets etc).
- Opportunities would exist to potentially hold exciting, beach front, informal basketball tournaments. These could again, be fully supported and supervised by the experienced coaches at Torbay Tigers.





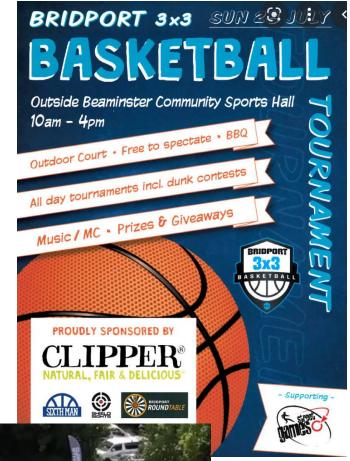








at the court – given the appropriate Council Consents etc.







Almost five decades of Torbay Tigers Basketball Club

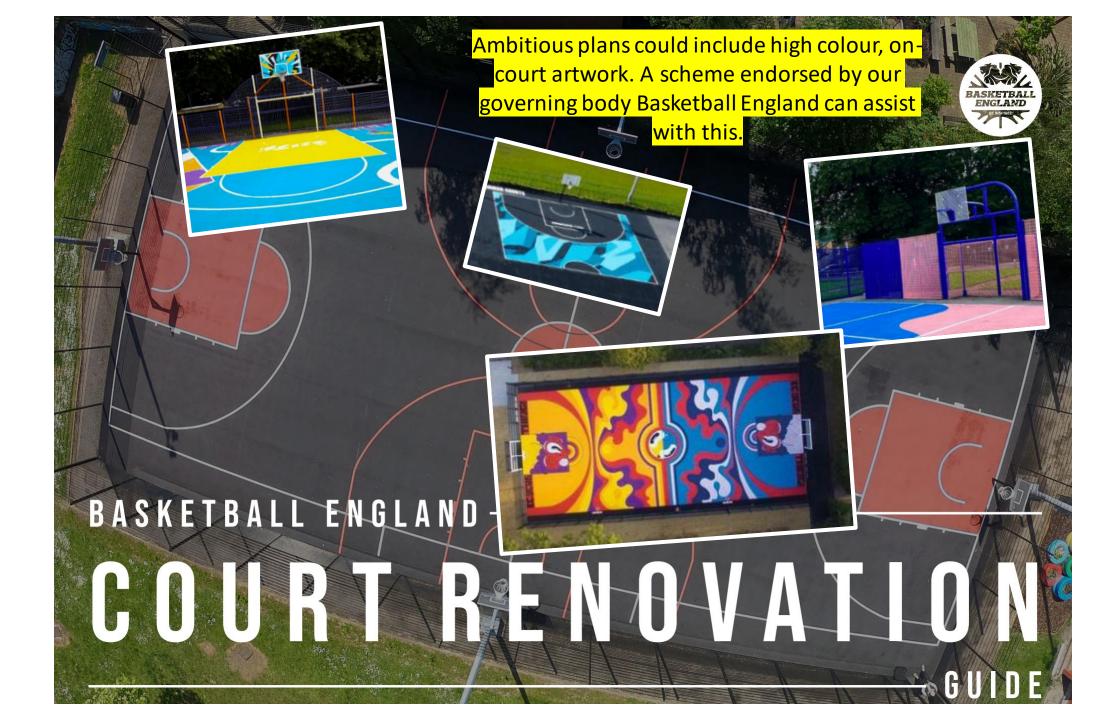




Any redevelopment of the court will be fully supported by Torbay Tigers Basketball club who will assist with housekeeping and upkeep.

The club has developed a complete age range of teams with under-12, under-14, under-16, under-18 and Senior mens teams entering the South West and National Leagues.





Thank you for your time.

I am sure you will appreciate it is difficult to put all arguments effectively on a slide show so if you feel there would be benefit in meeting in person to explore the content further, I would be more than happy to do so.

Kindest regards

Lee Pottinger
Secretary
Torbay Tigers Basketball Club
torbaytigers@aol.com

	you can see the are changes to	Please let us know s here if you have re any further the comments on the ove ideas in both			In the option where the wall is by the	Do you have any further comments on the idea			Please tick Please tick Which of the
Please let us l Which flood defence why you chosoption do you prefer? neither.	around the know seafront. Do yo	options on how Do you support u vehicles could idea of a new to move around the way cycle lane	t the Do you have any further wo-comments on the idea Which parking changes, and areas for potential to of a new two-way cycle new parking, do you support? (select as many as d? lane to Esplanade Road? you want)		green (landward), do Do you have any further Do you support the idea you support the new comments on the ideas new 'arrival' area in from	for the for this new area in Please let us know any other comments you have on these tof the front of the Vue Cinema proposals for Paignton Seafront. Share anything you feel will forbay at the end of Torbay help the project moving forward to the next phase and final Road? design.	Are you a:	Who are you responding Please tell us y for/on behalf of postcode	the box that that best following age best describes groups our describes your applies to
		you will be killing Paignton. The loss of parking is considerable on top of the loss of parking in Torbay Road Crossways and part of Victoria MS. Visitors will have nowhere to park and decide not to visit. Also in the winter to park on the promenade and take our children and elderly relatives for a walk and enjoy the sea will be lost especially when elderly relatives				It seems to take one perspective without taking into account all the other plans at present. There does not appear to be a			
Landward - where the sea wall is by Paignton		are less mobile. Leave what little parking is left alone after the loss of Crossways Torbay	Put the cycle lane on the existing carriageway. Cyclists in the main have no regard and think they	Leave as much as possible it is always busy even on some awful winter days. Families like to have the car accessible when visiting the beach and want a long walk. You will lose visitors to other		cohesive approach for all the projects and the impact on the economy or a resolution to all the lost parking for Paignton. Great to have but no one will visit as they will not find any parking. Not thought for the less ambled who still want to enjoy these types of amenity but cannot walk far. Just shows no			
Green Landward - where the sea wall is by Paignton Green	No Yes	Road and Victoria No Yes	are above the law. None of the above; New area for business parking on Pier Approach spaces);New parking area next to the Vue Cinema	areas of Devon. 8 Please can you incorporate a greater number of	No No Yes	thought for those who are older or less capable of exercise.	Torquay resident Paignton resident	Myself, as an individual; Tq1 5LJ Myself, as an individual; TQ4 7GG	Woman White 55-64 Woman White 35-44
Landward - where the sea wall is by Paignton Green Landward - where the	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces); Winter parking only on the northern section of	No parking needed on the grass at the Harbour end of the Greens, there is plenty of car parking in Paignton.	Yes Not sure		Torquay resident	Myself, as an individual; TQ1 4JR	Man White 45-54
sea wall is by Paignton Green	Yes	Yes Love the raised	Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only		Yes Yes	The landward plans are excellent	Paignton resident	Myself, as an individual; Tq47al	Man White 45-54
Landward - where the sea wall is by Paignton		planter idea, definitely needs more white lighting to make it classy	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); New area for						
Green Landward - where the sea wall is by Paignton Green	Yes Yes	like Torquay Yes Not sure	business parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only		Yes Yes Yes		Torquay resident Paignton resident	Myself, as an individual; TQ12jf Myself, as an individual; Tq3 3rn	Man White 35-44 Man White 55-64
Seaward - where the sea wall is by the beach Seaward - where the sea	Not sure	Only allow vehicles to park on the north side as there is a wall there already, obstructing the view to the sea No	There is enough space to clearly mark out a cycle pathway on the large footpath, its more to do with educating cyclist & pedestrians alike. To reduce the carriageway would mean even more congestion along the main road Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of		No Yes	Sea defence should be on the seaward side of the promenade. This is a good idea This will give more space to pedestrians & cyclist away from trafic		Myself, as an individual; TQ14JF	Man White 55-64
wall is by the beach	Yes	No	Eastern Esplanade (71 spaces);		Yes Yes		Paignton resident	Myself, as an individual; TQ3 3HD	Woman White 55-64
Landward - where the sea wall is by Paignton Green	Yes	I believe loosing the car movement all together would be the best option, parking although well thought out should also be removed and relocated further away from the front to service both the front and town as a one stop shop Yes	I support the cycle system but would suggest adding multiple crossings over the road via raised zebra crossing the area should be safe and a priority for pedestrians and cycles even e scooter can then be introduced, the crossings would add safety as well as traffic calming None of the above;	As above need to simply find a better location for parking that serves both the town and beach remove now and bring something in with the town works all the areas behind the main front are run down this should be explored for redevelopment wholesale	I like all the options my only comment would be adding huts etc how is this protected from the storms maybe should look to elevate the huts on stilts out towards the beach off the new defence I turn future proofing the facilities and making them of use Yes I like all the options my only only only only only only only onl	I hate the cinema it needs to go ruins the front should bring back the Victoria gate Send it up to long road knock it down and build parking and shopping in its place This should be the crown jewel in the front Pier point restaurant is discussing and the cinema is dead an expansion at long road would solve this I hate the cinema it needs to go ruins the front should bring back the Victoria gate Send it up to long road knock it down and build parking and shopping in its place This should be the crown jewel in the front family friendly and not like old Torbay we also need to nod to the heritage of the Bay it's a seaside town OWN IT also add some features to roundabout at the end large Bucket and spade or something play on that and don't forget to have some connection to the harbour as that should be next	Paignton resident	Myself, as an individual; TQ3 3JX	Man White 35-44
Landward - where the sea wall is by Paignton Green	Yes	The limitation of driving space is concerning around the green. Regardless of what happens to the sea front you still need to be able to drive around it. No	Why not include the cycle Lane across the back of the promenade (take Brighton's cycle lanes as an example). New area for business parking on Pier Approach spaces);Summer only parking area on the south green (85 spaces);New parking area next to the V Cinema (45 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces)	bays aren't so small). Then the tourists will walk	If adding new kiosks they should be vetted appropriately so that this new space isn't brought down by poorly thought out products being sold (I point to the rubbishy trinket shop on Oddicombe as an example). Perhaps Torbay council should keep the ownership and just lease the available shop/kiosk space, this would bring money in and ensure that the products sold are high Yes	This is a great idea, especially if the high street does get pedestrianised. Perhaps a pedestrian at the end to allow people to cross from one pedestrianised to another would be needed. The landward plan is very good. If combining the sea defence wal with planters that would be a great idea. That would maximise absolve space. I do think that the cycle Lane should be brought to the rear of the promenade. Even if this loses a metre of green. The seaward plan seems to have had a lot less work done to it. This would seem to show Torbay Council is pushing towards the landward proposal. Perhaps further work on the seaward proposal needs to be done. However, I am in agreement having such a high wall on the seaward side probably wouldn't work.		Myself, as an individual; Tq14qp	Man White 25-34
Landward - where the sea wall is by Paignton Green	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only		Yes Not sure	G	Torquay resident	Myself, as an individual; tq2 7ha	Man White 35-44
Landward - where the sea wall is by Paignton		I like the idea of a wide promenade like other seafront towns, but as a resident living close to the seafront I would like to know the measures proposed to prevent increased parking in our	The proposed plans give wider footpaths, when you are making the promenade pedestrian as well. This will limit the amount of space for vehicles, especially goods vehicles. Reduce the width of the paths to current levels and the cycle lane would fit wider parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); New area for	•	styling to make a promenade that is usable. More places to sit and admire the view	I'm not sure of the purpose of this area, unless it is used for temporary parking/unloading whilst accessing the seafront. This would have to be			
Green	Not sure	streets? Not sure	better. business parking on Pier Approach (8 spaces);	people will move there and close by.	Yes between. Not sure	strictly enforced. It shouldn't negatively impact the cinema and it	Paignton resident	Myself, as an individual; TQ4 6DG	Woman White 45-54
Landward - where the sea wall is by Paignton Green	Yes	Not sure	New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area		Yes Yes	should keep both the cinema staff and customers safe. Please can the council stop looking at projects in isolation and Hopefully Vue cinema consider the impact on other areas. The terrible idea of the	Paignton resident	Myself, as an individual; TQ3 3AP	Asian/ Asian Woman British 25-34
Landward - where the sea wall is by Paignton Green	No	No	next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Summer only parking area on the south green (85 spaces);	visitors to the Bay, they block drives, park on pavements, grass verges, drive at speed around the residential areas and leave appalling levels of rubbish behind - dirty nappies, drink bottles, half	No No	will be made to refurbish pedestrianisation of Torbay Road again reduces parking - pushing the tatty eyesore of a more into residential areas. Unless you enforce use of car parks building in a prominent by day visitors they bring no income into the area but leave a place on the seafront mess behind.	Paignton resident	Myself, as an individual; TQ4 6HD	Woman White 45-54
Landward - where the sea wall is by Paignton Green	Yes	I think the promenade area should not have vehicle parking on it or access, with parking moved to nearby carparks, potentially the smaller proposed car parks for business use only. No	The cyclists cause endless issues with traffic (which is already bad) along esplanade rd, the cycle lane should remain along the promenade area. Hardly any cyclists even bother to use it so I do not see why we should pay for even more cycle lanes which go unused as the ones along preston do. Whenerer I drive past preston seafront the cyclists always cycle in the road instead on on the path which is literally right next to it. I don't see how this would be any different along paignton seafront. The money could be put towards far better things. New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces);	ALI parking besides business should be scrapped at paignton seafront along the prom.	Yes Yes		Paignton resident	Myself, as an individual; TQ4 6HD	Woman White 25-34
Landward - where the sea wall is by Paignton Green	Yes	Yes	Summer only parking area on the south green (85 spaces); New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern		Yes Yes		Paignton resident	Myself, as an individual; TQ3 3AQ	Man White 55-64
Landward - where the sea wall is by Paignton Green	Yes	Yes Nothing has been	New area for business parking on Pier Approach spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the sou		Yes Yes		Paignton resident	Myself, as an individual; TQ4 6HD	Man White 75+
Seaward - where the sea wall is by the beach	Yes	nothing has been said about any restrictions that vehicles will have 'in season'. Yes	green would make an New parking area next to the Vue Cinema (45 ideal route for cycling spaces); Winter parking only on the northern sect races at some time in the of Eastern Esplanade (71 spaces); New area for year. business parking on Pier Approach (8 spaces);	on	Yes Yes		Paignton resident	Myself, as an individual; TQ4 6EZ	Man White 65-74
Landward - where the sea wall is by Paignton Green	Yes	No Use the edge of	Winter parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only park area on the south green (85 spaces);	ing	Yes Yes Yes		Paignton resident Paignton resident	Myself, as an individual; TQ4 6E2 Myself, as an individual; TQ4 7RF	Woman White 25-34
Seaward - where the sea wall is by the beach	Not sure	Paignton green by the main road for parking like teignmouth No	New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);		Yes Not sure	Definitely put parking on the edge of the green all the way along to replace the existing parking otherwise where are visitors going to park they just won't come to paignton	Preston resident	Myself, as an individual; Tq32ew	Woman White 65-74
Sy tile beach	ivor sui e	I think removing cars from the seafront could be	Approach (8 spaces); You have given the cyclist various cycle lanes and to be honest	Do something for the disabled for a change as it is getting harder to park in and around the town for disabled drivers. You are the most disabled		to park they just won't come to paignton It should be made into a disabled parking as this	socom resident	, sen, as an maividual; 1932ew	vviiile 05-/4
Seaward - where the sea wall is by the beach Landward - where the sea wall is by Paignton	No	seafront could be detrimental to disabled people. No	they are dangerous to the public walking None of the above; Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area	disabled drivers. You are the most disabled unfriendly council when it comes to disabled parking	seaward side and look something like the sea No defence in Teignmouth No	disabled parking as this would make the seafront accessible to all As I have already said the sea defences should be seaward side	Paignton resident	Myself, as an individual; TQ4 5NG	English Man white 45-54
sea wall is by Paignton Green	Yes	Yes Lots of people use	Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only		Yes Not sure		Paignton resident	Myself, as an individual; TQ3 3XS	Woman White 55-64
Landward - where the		the beach for water sports including paddleboarding and kayaking and surfing etc. with no parking along the front how are people expected ted to get their equipment to the beach? Carrying such equipment long distances is not practical and will deter people		Along with the proposed pedestrian alienation of Torbay road you seem to be losing a lot of	The idea of pedestriansisation in	Libeliove the main issue here is the parking. The seafrent does			
Landward - where the sea wall is by Paignton Green	No	from using the beach Yes	None of the above;	parking.how can the seafront be accessible for all whenpeople can't actually park anywhere near it? See my earlier comment on parking.	theory sounds great but people need to park Not sure nearby to use the space. Yes	I believe the main issue here is the parking. The seafront does need updating and so sprucing up. The wild flowers is a fantastic idea.	Business owner	Myself, as an individual; TQ33BQ	Woman White 25-34
Landward - where the sea wall is by Paignton		I don't think there should be any cars on the seafront. It is too dangerous with so many children around. There is too much space being taken up for car parking. Especially The south end of the green. It appears to have cars parked all over the green in different areas, which will benefit the council as you make a lot of money with these spaces! Get the cars off the seafront and off the greens. There's no need for them to be there. Only	How will there be enough room for a Two way cycle lane plus two way traffic? Only by taking some of the green away for more concrete	No parking! Encourage walking!	Think it will stop our sea	Why is there so much need for parking spaces in such a beautiful area. Surely we should encourage walking should only be for the			
Green	No	to make money! No	or tarmac! None of the above;	. <u> </u>	Not sure view from our garden. Not sure	disabled people.	Paignton resident	Myself, as an individual; TQ3 2BH	Woman White 55-64

		Possible car parking could be placed along the							
Landward - where the		western edge of the green instead of the proposed cycle path which is	A cycle lane here would have very little use summer and winter. Cycles could use the						
sea wall is by Paignton Green	Yes	only included to be politically correct. No	proposed Queens Road Winter parking only on the northern section of	Yes	s Yes		Paignton resident	Myself, as an individual; tq4 7nr	Man White 65-74
		You haven't addressed the							
		issue of disabled parking - many many people park	Why, when you are considering reducing the car traffic on the sea						
		up with blue badges - will this valuable resource of getting close to	front, are you going to spend a large amount of Winter parking only on the northern section of money to change Eastern Esplanade (71 spaces);New parking area Esplanade road ? Sure its next to the Vue Cinema (45 spaces);Summer only			It'll just snarl up the junction onto Torquay			
Seaward - where the sea wall is by the beach	No	the sea for disabled people be protected? No	better to keep cars, parking area on the south green (85 spaces); New pedestrians and cyclists area for business parking on Pier Approach (8	Yes	s No	road - unless you pedestrianise Torquay Road	Visitor	Myself, as an individual; St5 2ew	Non-binary White 45-54
Landward - where the sea wall is by Paignton Green	Yes	Access only for emergency and service vehicles. Yes	New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier No. Approach (8 spaces);	No Yes	s No Not sure	? None.	Paignton resident	Myself, as an individual; TQ4 7PS	Man White 55-64
Landward - where the sea wall is by Paignton Green	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces);				Paignton resident	Myself, as an individual; TQ3 3NP	Man White 55-64
		seriously problematic. When there is an event on south green,							
		when attendance will increase, parking spaces are							
		reduced by 110. Where will these people park? The southern junction	While cycling is						
		also seems to need substantial revision. Traffic	important there seems to be more emphasis on this than on actually encouraging people to						
		turning left would seem to directly conflict with traffic from the existing	drive to the sea front - and that is the vast majority of likely users. Pedestrian areas, by		Pedestrians and cyclists still not adequately				
		roundabout and Paignton Club entrance. Also no	definition, should be for pedestrians not for cyclists. What about		separated. Comments about children running between cars being	No details on what this			
		mention of access to any disabled parking. Current arrangements	electric bikes travelling at 15 mph? Not a safe mix with walkers and children. Move tge cycle	As above, the dramatic reduction in parking spaces especially during a South Green event will	dangerous sem to apply equally to the presence of cyclists. Why do cyclists have to he	is. Elucidation needed. Is it a drop off zone (who Actually doing something in Paignton would be of be will enforce?) or an lived here 2.5 years but Crossways, Victoria Square, information zone? Need Square, Torquay Road seem no nearer advancemen	Station		
Seaward - where the sea wall is by the beach	No	allow direct access to the promenade - No parking on the	way onto existing	be detrimental to the number of visitors attracted so no need for enhanced pedestrianisation!	allowed any access to a	to explain this aspect Debenhams and Torquay Harbour seem to be progr more. speed.		Myself, as an individual; TQ4 5JW	Man White 65-74
		Esplanade, at all. Most, current, parking is done by	10 metres wide to an average of 6 metres is unnecessary and,						
		people who are fully mobile but choose not to walk five minutes. This	potentially, dangerous It will continuously halt the traffic flow as vehicles travelling						
		is an unnecessary use of land and mixed (vehicle / pedestrian) use is	southbound want to turn right at junctions. Pedestrians will see the halted traffic and						
		dangerous even if the cars are travelling at	assume it's safe to quickly cross the road between the cars. It						
		reduced speeds. Alternative parking- allocated space should be sought.	won't be. Leave the road as it is and provide additional space, for the cycle lane,						
		Parkfield House and grounds are under utilised. With the current	by taking the land from the edge of the green and existing footpath (nobody ever uses the	Emergency vehicles and time-limited business					
Seaward - where the sea		boundary, you can't see it from the road anyway	footpath green side) creating the new, dedicated, cycle lane	loading / unloading access only. Remove the existing parking at the front of the cinema too. This existing parking provision should	I think the sea defence should be seaward side. Makes no sense	With all but emergency vehicle and loading / unload access only (perhaps by some sort of barrier), the green can be closed off to all vehicles including il	legal		
wall is by the beach Landward - where the sea wall is by Paignton Green	Yes Yes	so if it wasn't Yes Yes	New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern section	be for new arrival area only. No on Yes		It's a great idea. encampments. This will make it easier to monitor.	Paignton resident Paignton resident	Myself, as an individual; TQ4 7HE Myself, as an individual; TQ3 3LZ	Man White 55-64 Man White 35-44
							ÿ		
		I don't agree with any parking on the							
		seafront. If people were encouraged to park in the multi storey car park,	During the summer season, the traffic is at a standstill along						
		and directed to the beach via Torbay road, it would	esplanade road for long periods of the day. Whist I welcome a cycle lane, I	I don't agree with any parking on the seafront. If					
Landward - where the sea wall is by Paignton Green	Yes	encourage visitors to spend at the coffee shops and cafe's. Yes	feel it would need to be constructed without making the road even slower. None of the above;	people were encouraged to park in the multi storey car park, and directed to the beach via Torbay road, it would encourage visitors to spend at the coffee shops and cafe's.	s Yes	It should be able to be seen along Torbay Road, and make a real statement.	Paignton resident	Myself, as an individual; TQ4 5BP	Man White 65-74
		Preventing flow of vehicles along the	New area for business parking on Pier Approach (8 spaces);Summer only parking area on the south	·		The video clips on the proposals are very informativ	e and helpful		
Landward - where the sea wall is by Paignton Green	Yes	seafront in Paignton, like Preston is a very good idea. Yes	green (85 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);	Local businesses should have preferential access to parking on seafront, to allow them to provide services to the community.	Pedestrian access should be encouraged as much s as possible. Yes	to residents that want to be involved in consultation wish to travel to the site to participate in workshops consultation. Excellent work. Please continue as you engaging and helpful.	/events for	Myself, as an individual; TQ2 5YE	Man White 45-54
Landward - where the sea wall is by Paignton Green	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only	Yes	s Yes		Preston resident	Myself, as an individual; Tq31hl	Woman White 45-54
		I agree that closing the majority of the sea front to traffic is a positive to							
		keep pedestrians safe, but would like to see cyclists kept	Cyclists should be kept where possible off of the	It would be a stupid move to eliminate or drastically reduce the parking as you will limit the	Alot can be learnt from				
Landward - where the		off the road with the pedestrians or on cycle paths that are off road for the	road and on cycle paths like the one that runs parallel to rosealands drive. It's safer for New parking area next to the Vue Cinema (45	volume of visitors and reduce the potential income of the local businesses. Pedestrianising areas is a great idea but not at the expense of putting motorists off due to a lack of parking, cars aren't	the Spanish sea fronts, if its pedestrianised leave wide open areas for walking and planting				
sea wall is by Paignton Green	Yes	benefit and safety of both. No	pedestrians, cyclists & spaces);Summer only parking area on the south cars. green (85 spaces);	going away if anything provide parking for energy efficient cars and reap the parking charges. Yes	don't clutter it with tacky	No	Paignton resident	Myself, as an individual; TQ4 7EQ	Man White 35-44
		I understand you are demolishing							
		the multi-storey car park too? Where will extra parking be							
		provided? Is there not opportunity to provide a few	New parking area part to the Mus Ciners (AF					Muself or an	
Landward - where the sea wall is by Paignton Green	Yes	hundred meters from the sea on brown field land in the town centre? Yes	New parking area next to the Vue Cinema (45 Bikes and the new spaces);Winter parking only on the northern section scooters should be away of Eastern Esplanade (71 spaces);New area for from pedestrians business parking on Pier Approach (8 spaces);	n Encourage parking by being free/cheaper elsewhere and charge on the seafront? Yes	s Not sure	I wasn't really sure what Generally good. Needs a complete update to bring i you meant by arrival then other things like bars, restaurants and B&B updates. follow.	· · · · ·	Myself, as an individual;also a local business owner (Torquay);	Man White 45-54
		I would prefer that the promenade is							
Landward - where the sea wall is by Paignton	No.	completely vehicle free except for servicing	New parking area next to the Vue Cinema (45	V-	No.		Delegation and deat		N/I-1- 75
Green	Not sure	e businesses Yes	spaces);	Yes	s Not sure		Paignton resident	Myself, as an individual; TQ4 5AT	Man White 75+
		I support the reduction of traffic, the seafront							
		always used to be closed to cars in winter. I like the idea of some							
		planting to increase biodiversity. Please							
		can you refurbish the old toilets and shelters rather than destroy them,							
		Torbay is losing some of its character due to demolishing old							
Landward - where the		hotels, toilets and shelter. Much better for the environment to	As long as cyclists are						
sea wall is by Paignton Green	Yes	preserve and enhance. Yes Paignton Seafront	away from pedestrians, Winter parking only on the northern section of	Yes	It is lovely to walk away s from cyclists and cars. Not sure	It would be great if the fairground didn't visit, it is no certainly not what I like to see.	pisy and Paignton resident	Myself, as an individual; Tq4 7es	Woman White 55-64
		is one of the key attractions for visitors and residents alike. It							
		affords good access and viewing for all abilities (Not							
		just disabled). In terms of risk to pedestrians, is there a past history	Cyclists ride far too fast along explained road and						
		of incidents occuring or are the risks identified	create a far greater risk to pedestrians than cars IMO. This is not helped						
		simply anecdotal or perceived. Parking in Paignton (and Preston) are	where cyclists are riding contra flow to traffic. I do not believe there is a need to expand the						
		not good at the best of times. The removal or	current scheme to a two way arrangement but I do feel strongly that the						
Landward - where the sea wall is by Paignton		restriction of access to what is clearly a popular are of attraction	current cyclist scheme should be changed to flow with the direction of traffic and not against it						
Green Landward - where the sea wall is by Paignton Green	No Yes	will deter visitors No	in any section. None of the above; Winter parking only on the northern section of	No further comments other than above. No	s Yes	No No further comment	Visitor Paignton resident	Myself, as an individual; Me174du Myself, as an individual; TQ4 6DH	Man White 65-74 Man White 75+
Landward - where the sea wall is by Paignton			Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only					On behalf of a group or organisation (please	
Green	Yes A sea wall will not	Yes	parking area on the south green (85 spaces);	Yes	s Yes		Business owner	detail who under Other); tg47jp	Man White 45-54
	prevent underground high tides reaching as								
	far as basements in Great Western Road. The Hyde & Dendy pub,								
	formerly The Mermaid, always had smelly								
	basement even in the 1980's when it was a children's play area.								
	Reclaimed land in Torbay cannot be protected from								
	future sea levels - you're flogging a dead horse. Look at Abbey								
	Meadows, always flooded after heavy rains. No	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);	Stop charges for parking. All the council is interested in is making money. Stop summer parking on Esplanade as it used to be.	o No		Preston resident	Myself, as an individual; TQ3 2RJ	Prefer not to Prefer not Prefer not to say say

		You need to provide enough parking. But I don't								
		think the north green idea is good. How about	Make it wide enough.							
Landward - where the sea wall is by Paignton Green	Yes	renovating the multi storey? It's not far to walk. Yes	Make sure people can't New parking area next to the Vue Cinema (45 park on it. Don't let it spaces); New area for business parking on Pier end abruptly. Approach (8 spaces); New parking area next to the Vue Cinema (45	I agree car parking on the seafront is a bit of an	/es Yes	Pre It doesn't come within the boundaries of this enquiry, exactly, but	ston resident Myself,	as an individual; Tq32en	Woman White	55-64
Landward - where the sea wall is by Paignton Green	Not sure	Yes	spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces)	eyesore and limits both visibility and safety, and approve of much of it being removed. However, I	As much attractive and low-maintenance yes planting as possible! Not sur	I would love to see pedestrian access along the length of the pier which does NOT involve having to navigate the noisy, over-	ston resident Myself,	as an individual; TQ3 1BN	Woman White	45-54
		The bay itself is					·			
		one of the best in the country, but the current "design								
Landward - where the		for cars" is such a shames. The proposals are good but still make too	Keep e-scooters off the New parking area next to the Vue Cinema (45	My lack of support for winter only parking means not at all here. In winter it is mostly locals why	It is a promenade and am pleased to see the design does recognise this. The focus must be	The presentation makes much of biodiversity, but in the designs it is a token. More space needed for local coastal plant shrubs and				
sea wall is by Paignton Green Landward - where the	Yes	many concessions for cars. Yes	main pedestrian areas spaces); New area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of	should we have to walk through a seaside car park	on people walking /es talking and just sitting Yes	trees. And isn't it time we dropped the palm trees, Devon has	quay resident Myself,	as an individual; tq2 8nn	Man White	55-64
sea wall is by Paignton Green Landward - where the	Yes	Yes	Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only New parking area next to the Vue Cinema (45	Y	/es Yes	Tor	quay resident Myself,	as an individual; TQ1 3JG	Man White	55-64
sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes	No	spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area	Υ	/es Yes	Pai	nton resident Myself,	as an individual; Tq3 1lh	Woman White	55-64
Green	Not sure	No Yes	No next to the Vue Cinema (45 spaces);Summer only	No Y	Yes No Yes	No No Pai _l	nton resident Myself,	as an individual; TQ3 2AX	Man White	75+
		As long as we can still park on the front I'm happy,								
		I've gone down there nearly every night for 4 years to watch the waves, if		Leave it open at all times, or if you really have to		Seafront parking is very important to me, I can almost guarantee I have spent more time down there than anyone else, it's where people go to talk, to figure out their lives, to me it is simply the				
Landward - where the sea wall is by Paignton		I lost access to it I wouldn't see much point in coming		do it, set it on a time period, so in the summer no parking inbetween 6am-8pm, but I believe we should have access to our seafront and our	Whatever keeps em	best factor about Paignton, without it, I may finally give into the itch to leave torbay and follow the rest of my friends out of here. Don't over clutter the town, keep it simple, build your defences,				
Green Seaward - where the sea	Not sure	down. Not sure	None of the above;		es happy Not su		nton resident Myself,	as an individual; TQ3 1AY	Man White	16-24
wall is by the beach Seaward - where the sea	Yes	Yes	None of the above; Winter parking only on the northern section of		Not sure Yes		·	as an individual; TQ4 6EL	Man White	
wall is by the beach Landward - where the sea wall is by Paignton Green	Yes	Yes No	Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the		/es Not su		·	as an individual; TQ4 5JT as an individual; tq3 3xh	Man White Woman White	
Green	1,0	110	Cyclists would be better separated from		i es	, un	mysen,	25 dif iliawada, eq5 5xii	Wille	03 74
		Ban cars	pedestrians, so along esplanade road would be better and try to			I walk along the seafront every morning before work, I have noticed it's very quiet now as dogs are not allowed on the beach compared to the winter months. I don't have a dog, but most in				
Landward - where the sea wall is by Paignton Green	Yes	completely like Teignmouth, make it totally pedestrianised. Yes	discourage cars on New parking area next to the Vue Cinema (45 esplanade road, except for access, may be a one way system New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces);		⁄es Yes	the winter are well behaved and think Cornwall have got it right by allowing dogs on beaches all year round with time restrictions in the summer months. It would attract more people and more tourists. Pai	gnton resident Myself,	as an individual; TQ3 2JZ	Woman White	45-54
Green	103	Lots of locals like	way system business parking of the Approach (o spaces),	·		Courists.	monresident mysen,	35 dif ilidividudi, 1Q3 232	Woman Wine	43 34
		just parking on the seafront and watching the world								
Landward - where the		goby especially people with limited movement so	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area			Can not believe there is no mention of proper free toilets not little huts which if you asked the question nobody's likes				
sea wall is by Paignton Green	Not sure	keeping parking is essential No	next to the Vue Cinema (45 spaces);Summer only not needed parking area on the south green (85 spaces);	If you want tourists you must have parking Y	es looks a lot better Yes	open Preston's lovely old toilet block which worked perfectly Sorry but there are no where near enough Pre	ston resident Myself,	as an individual; tq3 1jl	Man White	65-74
		I don't like the idea	Will both directions be on the same side of the							
		of converting part of the green to use for parking. There	road, or will they be on opposite sides like a standard cycle lane?							
		is a perfectly good multi storey car park, that just needs to be	There is going to be a lot of extra traffic on this road when Torbay Road is pedestrianised, I'm not			I preferred the idea for the planting shown in the seaward option				
Landward - where the sea wall is by Paignton Green	Yes	upgraded so people actually want to use it Not sure	sure how safe it will be for cyclists. Will they be New area for business parking on Pier Approach (8 segregated? spaces);		⁄es Yes	section. Could we have it a bit more loose and informal like this in the landward option? I don't like the idea of hemming it in in	quay resident Myself,	as an individual; TQ2 5YE	Woman White	35-44
		Being a local person I can								
		remember when there were no vehicles allowed on								
		the seafront in the summer. I believe this worked much			Further consideration should be given to attracting the					
		better and of course much safer all round. This also			unwelcome and unfriendly younger people over the night					
		precluded mobile homes from parking overnight			period. I do a lot of running and if the weather is congenial	Please do nothing that will facilitate camper vans to stay overnight				
Seaward - where the sea wall is by the beach	Not sure	and dumping their waste on the beach! Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);	Definitely no more cars or spaces on the seafront. Too uch of an impact on the eye and escalated pollution. Not environmentally friendly at all.	they will congregate and cause trouble and vandalise the area. Not su	as they are now. If you make it easy for them the facilities will be I am not sure of it's abused i.e. taking of water from the toilets and washing clothes re purpose? and the dumping of waste wherever they can get away with it. Pre	ston resident Myself	and my husband; TQ3 2BN	Woman White	55-64
Landward - where the sea wall is by Paignton Green Landward - where the	Yes	Not sure	New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45	Υ	/es Yes	Pai	nton resident Myself,	as an individual; Tq33gp	Woman White	65-74
sea wall is by Paignton Green	Yes	Yes	spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only		/es Yes	Pai	gnton resident Myself,	as an individual; TQ4 7BX	Woman White	55-64
		Prefer the first option very strongly. The								
Landward - where the sea wall is by Paignton Green	Yes	second option will give less pleasure and more restrictions Yes	New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema lined and sign posted (45 spaces); Summer only parking area on the sout and enforced. green (85 spaces);	th	The first design is massively preferred. the second is ugly, and not Not sure as useful and friendly Yes	Pai	nton resident Myself,	as an individual; TQ3 3UL	Man White	75+
Landward - where the sea wall is by Paignton Green	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only		/es Yes	I really like the Landward option. The space appears so much more inclusive, I would feel proud to live in Paignton with the		as an individual; TQ33JS	Woman White	45-54
		of no cars on the seafront, a bit like covid times you								
		could walk anywhere on the seafront and it was								
		a much nicer experience, but if you get rid of cars								
		you need to make sure people still want to come, you should look to								
		incorporate a parking ticket that you can reclaim £2								
		back at any of the local company's on the seafront, you								
		should also look at a £3 standard day rate on a Sunday								
Landward - where the sea wall is by Paignton		all year round and make the multi storey more accessible in term		make the parking around town cheaper and redeemable with £3 Sunday charge, you have then flooded the town with potential customers, people will moan at first but they will park somewhere	Good quality local business, a watersports					
Green Landward - where the sea wall is by Paignton	Yes	of signage and the Yes	None of the above; Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area		/es hire/shop is a must Yes	Pai _l	nton resident Myself,	as an individual; Tq33qp	Man White	35-44
Green	Yes	Yes	next to the Vue Cinema (45 spaces);	Υ	Yes Yes	Pai _l	nton resident Myself,	as an individual; tq45er	Man White	65-74
		Would like to see no vehicular access along sea front Start of June to end								
		of August. Cyclists / electric scooters users to be								
		restricted to cycle routes when riding, perhaps								
		cycle racks could be incorporated into design.	Cycle lane to include electric scooters. Start of	Additional Summer parking on South Green should be restricted to disabled parking only, and only one row adjacent to proposed new cycle lane. This		Drop off point only, with disabled parking. Would need further information on other parking				
		Restrict use of larger camper vans, which can take up 2 or 3	electric scooters, Start of June to end of August cycles and scooters should be restricted to	one row adjacent to proposed new cycle lane. This area could also be used in the summer for the 8 Business spaces, with delivery and drop off access available before 10am or after 5 pm. Service		on other parking available ie Victoria Park, Would like to see decent we facilities provided, South end of multi Storey car park, Beach poorly serviced, now facilities under Cinema reduced, perhaps some new especially if you are looking to link South end of Beach to Paignton				
Landward - where the sea wall is by Paignton Green	Yes	spaces, and protrude into carriageway.	cycle routes when being ridden. Consider some Winter parking only on the northern section of cycle racks in new plans. Eastern Esplanade (71 spaces);	spaces on pier approach should be for emergency vehicular use only, or spaces for service vehicles	⁄es Not su	parking in Queens Park Harbour redevelopments. adjacent to Sands Road Link from South Sands to Harbour, roundham gardens and	ston resident Myself,	as an individual; Tq31bz	Man White	55-64
						Unsure of the impact on				
						the quality of the design. This area could be so beautiful but has been neglected for so long.				
Landward - where the						neglected for so long. The Vue cinema is an example of terrible design that looks				
sea wall is by Paignton Green Landward - where the	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);	Parking could be resolved not by new car parks by the beach but inland in the town.	/es Not su	dreadful bsnlocks the	tor Myself,	as an individual; TQ3 1SF	Woman White	55-64
sea wall is by Paignton Green	Not sure	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);	Y	∕es Not su	re Pai	gnton resident Myself,	as an individual; TQ4 7TD	Woman White	55-64
							inysen,			
		Take a look at Teignmouth sea					, redirection in the second			
		Take a look at Teignmouth sea front. They welcome vehicles to the area	Single lane is sufficient, the existing lane is hardly used properly with				, redirection in the second			
		Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas.	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be				, itom esident impen,			
Landward - where the		Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the	The green is large enough to create roadside			, itom esident impen,			
Landward - where the sea wall is by Paignton Green	Yes	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the	parking bays, forget the cycle lane, they will use	⁄es Yes	More cross section views of the new sea defence levels are needed.		as an individual; TQ50RA	Man White	55-64
sea wall is by Paignton	he flood I still	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to New parking area next to the Vue Cinema (45)	parking bays, forget the cycle lane, they will use				as an individual; TQ50RA	Man White	55-64
sea wall is by Paignton Green Because the water will so come up will spring tides flood the ce property's a	the flood I still with the es and cellars of 's as far	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to New parking area next to the Vue Cinema (45)	parking bays, forget the cycle lane, they will use				as an individual; TQ50RA	Man White	55-64
sea wall is by Paignton Green Because the water will so come up will spring tides flood the celeproperty's a back as Dar Road as the always have	the flood I still with the es and cellars of s as far eartmouth hey	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to New parking area next to the Vue Cinema (45)	parking bays, forget the cycle lane, they will use		needed. Brix		as an individual; TQ50RA	Man White	55-64
sea wall is by Paignton Green Because the water will so come up will so spring tides flood the celeproperty's a back as Dar Road as the	the flood I still with the es and cellars of s as far eartmouth hey ave. by they aps to	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to New parking area next to the Vue Cinema (45)	parking bays, forget the cycle lane, they will use the seafront regardless. I don't want to see any parking on the sea front in the summer as it always used to be.		I can see this area being abused if it's not I'm not sold on the need for a wall at all as you will still get	ham resident Myself,	as an individual; TQ50RA as an individual; Tq46jp	Man White	
sea wall is by Paignton Green Because the water will so come up with spring tides flood the ceaproperty's a back as Dark Road as the always have That's why have pumps	the flood I still with the es and cellars of s as far eartmouth hey ave. by they aps to	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car parking. No	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to commuting cyclists. New parking area next to the Vue Cinema (45 spaces); None of the above; Winter parking only on the northern section of	I don't want to see any parking on the sea front in the summer as it always used to be. I would want to be satisfied that parking / transport in the wider town area is also being considered. I am not opposed, in principle, to the	Ves Yes Not sure Yes I want the promenade to	I can see this area being abused if it's not I'm not sold on the need for a wall at all as you will still get	ham resident Myself,			
sea wall is by Paignton Green Because the water will so come up with spring tides flood the ceaproperty's a back as Dark Road as the always have That's why have pumps	the flood I still with the es and cellars of s as far eartmouth hey ave. by they aps to	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car parking. No	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to commuting cyclists. New parking area next to the Vue Cinema (45 spaces); None of the above;	I don't want to see any parking on the sea front in the summer as it always used to be. I would want to be satisfied that parking / transport in the wider town area is also being considered. I am not opposed, in principle, to the ideas laid out above, but losing 110 spaces on the	Ves Yes	I can see this area being abused if it's not I'm not sold on the need for a wall at all as you will still get	ham resident Myself,			
sea wall is by Paignton Green Because the water will s come up wi spring tides flood the ce property's a back as Dar Road as the always have That's why have pumps Neither of them Landward - where the sea wall is by Paignton Green Landward - where the	the flood I still with the es and cellars of s as far eartmouth hey ave. by they aps to	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car parking. No Not sure	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to commuting cyclists. New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Summer only parking area on the south green (85 spaces); New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern section	I don't want to see any parking on the sea front in the summer as it always used to be. I would want to be satisfied that parking / transport in the wider town area is also being considered. I am not opposed, in principle, to the ideas laid out above, but losing 110 spaces on the days when summer events are taking place on south green is considerable. What issues would this potentially cause to other areas in the town? Does this put people off? Is there room for a mini	Ves Yes I want the promenade to be designed in a way that allows pedestrians, families with buggies, sensible skaters to enjoy	I can see this area being abused if it's not patrolled regularly. I want to know more about its purpose and I can see this area being I'm not sold on the need for a wall at all as you will still get flooding as there always has been There is an opportunity here to provide an amazing space for locals and visitors alike, across a range of ages and interests. Water sports are a real draw here, so please consider access for	ham resident Myself,		Man White	75+ 35-44
sea wall is by Paignton Green Because the water will scome up wispring tides flood the ceproperty's aback as Dar Road as the always have That's why have pumps Neither of them cope with it. Landward - where the sea wall is by Paignton Green	the flood I still with the es and cellars of s as far vartmouth hey ave. by they aps to a it. Not sure	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car parking. No	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to commuting cyclists. New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); Summer only parking area on the south green (85 spaces); New parking area next to the Vue Cinema (45	I don't want to see any parking on the sea front in the summer as it always used to be. I would want to be satisfied that parking / transport in the wider town area is also being considered. I am not opposed, in principle, to the ideas laid out above, but losing 110 spaces on the days when summer events are taking place on south green is considerable. What issues would this potentially cause to other areas in the town? Does this put people off? Is there room for a mini	Not sure I want the promenade to be designed in a way that allows pedestrians, families with buggies, sensible skaters to enjoy the space. Yes	I can see this area being abused if it's not I'm not sold on the need for a wall at all as you will still get patrolled regularly. flooding as there always has been Paig There is an opportunity here to provide an amazing space for locals and visitors alike, across a range of ages and interests. Water sports are a real draw here, so please consider access for those who do those things. Pre	nton resident Myself, ston resident Myself,	as an individual; Tq46jp	Man White	75+ 35-44 not
sea wall is by Paignton Green Because the water will so come up wis spring tides flood the celeproperty's a back as Dar Road as the always have That's why have pumps Neither of them cope with it. Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	the flood I still with the es and cellars of s as far eartmouth hey ave. by they aps to a it. Not sure	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car parking. No Not sure Yes Need to ensure there is adequate	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to commuting cyclists. New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Summer only parking area on the south green (85 spaces); New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern sectio of Eastern Esplanade (71 spaces);Summer only	I don't want to see any parking on the sea front in the summer as it always used to be. I would want to be satisfied that parking / transport in the wider town area is also being considered. I am not opposed, in principle, to the ideas laid out above, but losing 110 spaces on the days when summer events are taking place on south green is considerable. What issues would this potentially cause to other areas in the town? Does this put people off? Is there room for a mini	Not sure I want the promenade to be designed in a way that allows pedestrians, families with buggies, sensible skaters to enjoy the space. Yes	I can see this area being abused if it's not I'm not sold on the need for a wall at all as you will still get patrolled regularly. flooding as there always has been Paig There is an opportunity here to provide an amazing space for locals and visitors alike, across a range of ages and interests. Water sports are a real draw here, so please consider access for those who do those things. Pre	nton resident Myself, ston resident Myself,	as an individual; Tq46jp as an individual; TQ3 1QS	Man White Woman White Prefer not to Prefer not	75+ 35-44 not
sea wall is by Paignton Green Because the water will so come up wis spring tides flood the celeproperty's a back as Dar Road as the always have That's why have pumps Neither of them cope with it. Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	the flood I still with the es and cellars of s as far eartmouth hey ave. by they aps to a it. Not sure	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car parking. No Not sure Need to ensure there is adequate parking. Not sure Not sure	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle alne to commuting cyclists. Nome of the above; Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); when yearking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south green (85 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); Summer only parking area on the south green (85 spaces);	I don't want to see any parking on the sea front in the summer as it always used to be. I would want to be satisfied that parking / transport in the wider town area is also being considered. I am not opposed, in principle, to the ideas laid out above, but losing 110 spaces on the days when summer events are taking place on south green is considerable. What issues would this potentially cause to other areas in the town? Does this put people off? Is there room for a mini Need to ensure that there is sufficient parking It seems that the amount of parking spaces have been reduced ?! A problem for us locals and holiday makers which could reduce business opportunities for restaurants, coffee and ice cream kiosks etc: Ing Why have seasonal parking ? Any plans for new	Not sure I want the promenade to be designed in a way that allows pedestrians, families with buggies, sensible skaters to enjoy the space. Yes	I can see this area being abused if it's not I'm not sold on the need for a wall at all as you will still get patrolled regularly. flooding as there always has been Paig There is an opportunity here to provide an amazing space for locals and visitors alike, across a range of ages and interests. Water sports are a real draw here, so please consider access for those who do those things. Pre	nton resident Myself, ston resident Myself,	as an individual; Tq46jp as an individual; TQ3 1QS	Man White Woman White Prefer not to Prefer not	75+ 35-44 not
sea wall is by Paignton Green Because the water will so come up wis spring tides flood the celeproperty's a back as Dar Road as the always have That's why have pumps Neither of them cope with it. Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	the flood I still with the es and cellars of s as far eartmouth hey ave. by they aps to a it. Not sure	Teignmouth sea front. They welcome vehicles to the area not force them away to block up residential areas. Take some of the green alongside the full length of main road for car parking. No Not sure Yes Need to ensure there is adequate parking. Not sure Not sure	the existing lane is hardly used properly with cyclists wandering all over the promenade. Cyclists will not be denied a sea view and will cycle all over the new prom, leaving the new cycle lane to commuting cyclists. New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only parking area not the south green (85 spaces); New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces); Ust trying to imagine how a two way would narrow the main road Winter parking only on the northern section of	I don't want to see any parking on the sea front in the summer as it always used to be. I would want to be satisfied that parking / transport in the wider town area is also being considered. I am not opposed, in principle, to the ideas laid out above, but losing 110 spaces on the days when summer events are taking place on south green is considerable. What issues would this potentially cause to other areas in the town? Does this put people off? Is there room for a mini Need to ensure that there is sufficient parking It seems that the amount of parking spaces have been reduced ?! A problem for us locals and holiday makers which could reduce business opportunities for restaurants, coffee and ice cream kiosks etc: Why have seasonal parking ? Any plans for new parking elsewhere ? Could do with a multi storey somewhere to keep footfall and business up in	Not sure I want the promenade to be designed in a way that allows pedestrians, families with buggies, sensible skaters to enjoy the space. Yes	I can see this area being abused if it's not patrolled regularly. I'm not sold on the need for a wall at all as you will still get flooding as there always has been Pail want to know more about its purpose and practical workings. There is an opportunity here to provide an amazing space for locals and visitors alike, across a range of ages and interests. Water sports are a real draw here, so please consider access for those who do those things. Pail	nton resident Myself, ston resident Myself, ston resident Myself,	as an individual; Tq46jp as an individual; TQ3 1QS	Man White Woman White Prefer not to Prefer not	75+ 35-44 not 65-74

	I have lived in Preston for 50 years apart from when my family and I moved here i have only seen the sea front flood										
Landward - where the sea wall is by Paignton		Yes	Why does cycle lane have to be on B3201 Esplanade Road/Marine Drive. Surely it should be on the Eastern Esplanade Road nearer to beach which would allow cars only on Esplanade Road. Why have Cycle lanes if cyclists continue to use the normal lanes and do not use designated cycle Why does cycle lane have to be on B3201 Esplanade Road/Marine Drive. Surely it should be on the Eastern Esplanade Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking	Can do away with Parking on the seafront if parking in the remainder of Paignton is resolved. Modernise both Victoria and Crossways Car Parks and reduce cost of Parking altogether. Unsafe to park in either at present.	lot sure N	Not sure	No costings provided for the options proposed! Surely residents should be able to see the costings before deciding on which offer	Preston resident	Myself, as an individual; TQ32PF	Man	White 55-64
Green Landward - where the sea wall is by Paignton	Not sure	No Landward is	lanes? area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only		es If you can provide similar to your artist impressions we will have a seafront to be	No Unsure to look and impact on seafront gras	they prefer. Who will have the final say on the design ?	Paignton resident	Myself, as an individual; TQ4 7LT	Man	White 55-64
Green	Yes	fantastic Yes	Speed bumps parking area on the south green (85 spaces);	Not sure how the vue parking will look Y	es extremely proud of. You could still have a pedestrian area if the			Business owner	Myself, as an individual; Tq4 6eg	Woman	White 45-54
Seaward - where the so	sea Not sure	No	Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces);		wall is next to the sea. By having it all pedestrianised you will have people complain about the parking issue.	Not sure		Paignton resident	Myself, as an individual; TQ4 6EG	Woman	White 16-24
Landward - where the		parking has to be allowed, (though why people have to park on the seafront with their engines running for half an hour I dont know) then allow on the Eastern end only, and in winter only, May to Sept. Never on the green under any circumstances, not even on the westerrn end. ITS Not necessary. Park in Victoria car park. 744 spaces in there and rarely full as it is a filthy drug den. Keep all cars away from the sea front. Business	Cyclists go too fast. would Need zebra	Most cars are owned by dog walkers in the winter.		Will be abused. Dont understand what it will be used for unless 10				Mr & Mrs,	
sea wall is by Paignton Green Seaward - where the se	n No	owners car park a good idea. Yes	crossings for pedestrians. Could New area for business parking on Pier Approach (8 become a speed track. spaces);	· · · · · · · · · · · · · · · · · · ·	As many trees as possible.	min unloading space only, then who will No police it?	No Cars at all. Like the landward proposal. Try and make it all vandal proof and safe. Especially in winter, As a business owner at Goodrington, I would like to know what plans are in place to prevent and address the problem of regular	Business owner	Myself, as an individual; TQ4 6EG	Male and Female	White 55-64 Description Prefer not to
wall is by the beach Landward - where the sea wall is by Paignton Green	Yes	Not sure Yes	None of the above; Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only	instead of turning them away. Y		Not sure Yes	flooding to the area due to lack of sea defences and inadequate	Business owner Paignton resident	Myself, as an individual; TQ4 6BU Myself, as an individual; TQ4	say Woman	to say say White 65-74
Landward - where the sea wall is by Paignton Green Landward - where the	n Not sure	Yes	None of the above;			Not sure		Paignton resident	Myself, as an individual; TQ3 3SY	Man	White 65-74
sea wall is by Paignton Green		Leave the roads as they are and reduce the speed	Cyclist ride against the traffic in Marine Drive and it is dangerous there are cycle paths and they should be used as None of the above; Summer only parking area on the south green (85 spaces); New parking area next to the Vue Cinema	Y	I would only support this in front of the geo Park and leading to it leaving	There also IIII	The seafront Victorian shelters are a DISGRACE and should be taken away we have wasted thousands of pounds to see them looking uncared for. Take a look at Bournemouth they have	Paignton resident	Myself, as an individual; TQ3 3AF Myself, as an individual;Every council tax payer should have had this sent to them a year ago. (Visitors	Woman	White 35-44
Seaward - where the sewall is by the beach Landward - where the sea wall is by Paignton	Not sure	limit all along the seafront to 20mph. No	money has already been (45 spaces); Winter parking only on the northern spent for this. section of Eastern Esplanade (71 spaces);	We should not reduce parking unless its to make it safe. Y Find a way to keep current parking levels or as	the other end as it is but es renewing the paving.	6 disabled spaces or	concrete ones which need little or no maintenance. If you were paying for this service you would not spend any money on them. Will be fantastic having all new sea front areas etc but as with everything Torbay council never keep up maintenance and	Preston resident	should not have a say in this); TQ3 2NT	Man	White 65-74
Green Landward - where the sea wall is by Paignton Green	Yes	Yes	None of the above; New parking area next to the Vue Cinema (45 spaces);	close too as possible N		Not sure	everything ends up looking run down and old after just a couple	Torquay resident Paignton resident	Myself, as an individual; Tq2 Myself, as an individual; TQ3 1RX	Man Woman	White 35-44 White 35-44
Landward - where the sea wall is by Paignton Green Landward - where the	າ Yes	As little car use as necessary Yes	New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only		es Y	⁄es	I feel the VUE building needs to be somehow enhanced to make it less of an eyesore obstructing the view to the beautiful seafront. Why not let climbing plants cover the building not only improving	Preston resident	Myself, as an individual; TQ3 1QF	Woman	White 45-54
sea wall is by Paignton Green Neither of them	Not sure The sea defence should be by the road where the chain fence is located Not sure	No Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);			res res	There were opportunities for consultation on this project 2 years ago, which were raised and ignored. I still believe there are better options than the ones offered, which is not real community engagement. This has lead to wasted time and resources, which	Paignton resident Preston resident	Myself, as an individual; TQ4 5PQ Myself, as an individual; Tq31pt	Woman Man	White 35-44 White 55-64
Landward - where the sea wall is by Paignton Green		Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only	Y	es yes make it safer and	⁄es	wall structure inside it and retain all the parking all year around to	Paignton resident	Myself, as an individual; TQ33DN	Woman	White 35-44
Neither of them	is a huge sacrifice when taken as part of Paigntons total regeneration and the loss of parking in total is immense. We have spent so long trying to keep parkers off our greens to see you just put hundreds back on South green is heartbreaking and shows a lack of understanding of the green and the area. Cyclists can find easy space on the wide roads here so to also see you create another pedestrian no go No	See other answers please. No	The roads are wide and safe enough to accommodate all, from the road safety data is there apart from the central crossing any cases of cyclist issues. Sort the junction out for those crossing over seems simple and safer than creating a new danger. None of the above;	Don't create space for travellers just as we are keeping them off the green for the first time in years and the whole point was to create a sea wall to protect the green and town not park all over it or concrete large sections of it.	ideas look lovely, but do not remove the parking, please don't look at this project in isolation we are proposing to remove many hundreds of parking spaces Victoria street carpark reduced, crossways gone, housing on Station Lane, and full pedestrianisation of Torbay Road in the next 3 years from the town. Yes the promenade can be shut off for events and that's great no one minds but taking it away completely all year around will affect the economic viability of this seaside town. With regard to the grass banks on the landward	proposed, obviously need the disabled parking and loading space for the cinema an pub. Plus the pedestrianisation of Torbay road proposed I don't know what is bein suggested or why in all honestly make it look prettier yes but not just	parking. The roads are wide and please evidence the accident data for a need to add a new pedestrian obstruction with the cycle lane, this track will need protection all the way along for when people play and have leisure activities on the green but also when there are events, views of this track will be obstructed due to multiple fair vehicles or stalls leading to potential pedestrian accidents. The junctions however could be safer I am sure. Move play equipment rather than break the grass defences. Do something nice at the approach but not just because you can as those spaces are required for accessibility. y Do not put parking on the greens anywhere ever, please. Kids love walking on the jaggedy walls and parents can hold their hands please do not remove these, people love walking on the beach side too or they can walk on the wider pavement it's about do choice, move mature cyclists from the promenade for safety but not kids on scooters or those learning to ride their bikes. Incorporate the toilet block and beach office into the sea defence rather than break it for it. Even, from the promenade side new kiosks could be built back into the banks rather than take up valuable pedestrian space as many beach and seafront locations do across the world, which you only discover when you reach the seaward side. Don't go planting much other than grass as torbay just don't have	Business owner	Myself, as an individual; Tq3	Man	White 45-54
Landward - where the sea wall is by Paignton Green		Change the direction of traffic in the one way part of Lower Polsham Road, so make it easier for traffic to avoid the seafront Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New area for business parking on Pier Approach (8 spaces);New parking area next to the Vue Cinema (45 spaces);	Make a more attractive and better signposted pedestrian route from Colin Road car park, through Parkfield and on to the seafront. Park and ride service in summer between seafront &		A pedestrian bridge between Torbay Road and this arrival area would help to stop it getting so busy at other pedestrian crossings. A the moment the Torbay Road side of the crossin gets really crammed in summer and doesn't allow people to carry walking straight past,	I'm sure you've thought about it already, but when there are the summer events with fireworks its a really good opportunity to think about where they will be launched from and which areas will need to be closed for safety. The current closures can make getting around the seafront really difficult when there is a fireworks display. Please include some really fun and innovative infrastructure, such as litter and recycling facilities which engage the users of the seafront and enable positive action on climate change. See Hubbub project in Bournemouth. Consider a reuse point for buckets / spades and other beach items (like Teignbridge). Make it		Myself, as an individual; TQ33ST	Woman	White 45-54
Landward - where the		landward option as it is less intrusive on the character of the beach area and means that the current historical and characterful limestone wall remains in situ. It should also save money by not removing the current limestone blocks. I'd prefer no cars anywhere along the seafront apart from those necessary for the businesses there and disabled access. I've always thought it odd that the lovely seafront was spoiled by parked cars, even	New parking area next to the Vue Cinema (45	Reduce completely, the number of spaces directly on the seafront, apart from essential business and disabled parking, and put it somewhere else	The ideas for planting, seating and play areas are all lovely. Please keep the traditional beach shelters. No to public art - a waste of space. The planting, beach, sea, etc are art in themselves. Spend the money on more	Just wondering how the 'new arrival' area fits with the pedestrianisation of					Mixed/ Multiple
sea wall is by Paignton Green	n Not sure	though I've parked there myself in Yes	Just make it wide enough spaces);New area for business parking on Pier for two lanes. Approach (8 spaces);	entirely. How about expanding the current car park next to Parkfield?	necessary things for es Torbay. Y	Torbay Road (which I Yes totally approve of).	constant music, which often clashes. Unless there is an event on, the seafront should be a place of peace, tranquillity and reflection.	Paignton resident	Myself, as an individual; TQ3 3DB	Woman	ethnic groups 35-44
Seaward - where the so wall is by the beach Landward - where the sea wall is by Paignton	Yes	Not sure	New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45	Y	es N	The current cinema could be demolished and rebuilt on the current Crossways site. This would mean if you arriv by train in Paignton, as you walk along Torbay Road you would see the sea rather than the unsightly buildings that are currently there.	ee	Brixham resident	Myself, as an individual; TQ5 8BU	Man	White 45-54
Green	Yes	Not sure	spaces);	Y	es Y	/es		Brixham resident	Myself, as an individual; Tq5 Ore		White 55-64
		a complete ban on vehicular access to the seafront would be good. the multi				the view on approach is terrible at the moment - the side of a building with some cars parked -				Man	
Neither of them	too unsightly Yes	vehicular access to the seafront would	New area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces spaces); Summer only parking area on the south	on anywhere on the green - north or south, winter or	it could look good with es artwork and seating. Y	terrible at the moment - the side of a building with some cars parked - not enticing at all. anything would be an	as before - complete removal of vehicular access to the seafronts	Preston resident	Myself, as an individual; tq3 2by	Woman	Prefer not Prefer not to to say say
Neither of them Landward - where the sea wall is by Paignton Green		vehicular access to the seafront would be good. the multi storey car park is 100yards away so drivers can use this. Yes Yes	spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45	on anywhere on the green - north or south, winter or summer. it is a public space for recreation.	es artwork and seating. Y	terrible at the moment - the side of a building with some cars parked - not enticing at all. anything would be an improvement It wasn't made clear	as before - complete removal of vehicular access to the seafronts is my preferred option	Preston resident Brixham resident	Myself, as an individual; tq3 2by Myself, as an individual; TQ5 9AS		
Landward - where the sea wall is by Paignton Green Seaward - where the seaward - where -	e n Yes	vehicular access to the seafront would be good. the multi storey car park is 100yards away so drivers can use this. Yes Yes Vehicles should be banned from the seafront. Give disabled drivers access only at the	spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);New area for business parking on Pier New parking area next to the Vue Cinema (45)	on anywhere on the green - north or south, winter or summer. it is a public space for recreation. Y	es artwork and seating. Y	terrible at the moment - the side of a building with some cars parked - not enticing at all. anything would be an improvement It wasn't made clear what this means. I cannot see anything wrong with current Not sure layout	as before - complete removal of vehicular access to the seafronts is my preferred option The seafront needs updating as it is very tired looking compared to places like Brixham and Teignmouth. Open up the toilets again as free but monitored regularly. Get community projects involved in planting up fenced off areas and have 2 minute beach clean	Brixham resident	Myself, as an individual; TQ5 9AS	Woman	to say say White 55-64
Landward - where the sea wall is by Paignton Green	e n Yes	vehicular access to the seafront would be good. the multi storey car park is 100yards away so drivers can use this. Yes Yes Vehicles should be banned from the seafront. Give disabled drivers access only at the south end green. Yes	spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);New area for business parking on Pier New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier New parking area next to the Vue Cinema (45 spaces); Can't bicycles still use the promenade as a shared Spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);New area for	on anywhere on the green - north or south, winter or summer. it is a public space for recreation. Yellow the green - north or south, winter or summer. It is a public space for recreation. Yellow the green - north or south, winter or summer. It is a public space for recreation. Yellow the green - north or south, winter or summer. It is a public space for recreation. Yellow the green - north or south, winter or summer. It is a public space for recreation. Yellow the green - north or south, winter or summer. It is a public space for recreation. Yellow the green - north or south, winter or summer. It is a public space for recreation. Yellow the green - north or south, winter or summer. It is a public space for recreation.	es artwork and seating. Y	terrible at the moment - the side of a building with some cars parked - not enticing at all. anything would be an improvement It wasn't made clear what this means. I cannot see anything wrong with current	as before - complete removal of vehicular access to the seafronts is my preferred option The seafront needs updating as it is very tired looking compared to places like Brixham and Teignmouth. Open up the toilets again as free but monitored regularly. Get community projects involved in planting up fenced off areas and have 2 minute beach clean stations along the front.	Brixham resident Paignton resident	Myself, as an individual; TQ5 9AS Myself, as an individual; Tq3 3lw	Woman	White 55-64 White 45-54
Landward - where the sea wall is by Paignton Green Seaward - where the swall is by the beach Landward - where the sea wall is by Paignton	Sea Yes Sea	vehicular access to the seafront would be good. the multi storey car park is 100yards away so drivers can use this. Yes Yes Vehicles should be banned from the seafront. Give disabled drivers access only at the	spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); Can't bicycles still use the Winter parking only on the northern section of	It's not clear to me that extra parking is required Y Yehicles should be able to park on the sea front from 5th September to 30th June, during quieter times, and NO vehicles (including Disabled badge holders) should be able to park anywhere on the sea front during the height of the season 1st July to 4th September. Also, parking fees should be lower for locals to use and no fees should be charged after 6pm and before 9am every day. Also no more/new parking meters should be placed anywhere in Paignton and ALL disabled drivers and those with a Disabled parking badge should have to pay full prices for parking in all car parks and parking meter bays, irrelevant of disability. Also, too many tourists get confused of the driving entry & exit on to Paignton sea front, the signs need to be bigger and clearer and more of them, to stop cars entering at both ends, causing obstruction and chaos. Also, there needs to be more road signs of how to get out of Paignton with more clear signs to Torquay, Newton Abbot, Exeter, Brixham, as many get confused of which	es artwork and seating. Yes	terrible at the moment - the side of a building with some cars parked - not enticing at all. anything would be an improvement It wasn't made clear what this means. I cannot see anything wrong with current layout Yes	as before - complete removal of vehicular access to the seafronts is my preferred option The seafront needs updating as it is very tired looking compared to places like Brixham and Teignmouth. Open up the toilets again as free but monitored regularly. Get community projects involved in planting up fenced off areas and have 2 minute beach clean stations along the front.	Paignton resident Paignton resident Torquay resident	Myself, as an individual; TQ5 9AS	Woman	White 55-64 White 45-54

		I fully agree with	People on bikes are more dangerous than						
Landward - where the		making the seafront a no parking area for vehicles. It needs	people in cars. They go way too fast and don't look where they are going. Full		As said before, full	I fully ag	ree with what Torbay Council want to achieve. Once this		
sea wall is by Paignton Green	Yes	to be fully pedestrianised. No	pedestrianisation is New parking area next to the Vue Cinema (45 needed. spaces);	Ye	pedestrianisation with es no bikes or scooters. No	has been	n done perhaps you would like to sort out Goodrington and South Sands. Paignton res	sident Myself, as an individual; TQ4 7ES	Woman White 55-64
			Moving the cycle lane means reducing the road to six metres which						
Seaward - where the sea wall is by the beach	No	No	would be insufficient for large vehicles to pass Winter parking only on the northern section of each other safely. Eastern Esplanade (71 spaces);	N	lot sure Not sure	2	Preston resi	ident Myself, as an individual; Tq32dl	Man White 65-74
		Absolutely incredible idea and NEED for the vehicles to be removed during summer months, the pictures of the plans which the kiosks, lights, and palm trees are insane! I love it!! This will bring a	New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); Summer only	on	Ensure that the palm trees, like the very hardy canary island date palm or the butias get focal points. Really excited to see these being enjoyed, I think more importantly is that such introduction of planting is very low maintenance! Suitable for the warming climate as they are drought tolerant, and biggest of all They will attract younger visitors who	with the passing with the passing with the passing with the Using the years to and fast but on the business where years to where years to with the passing with the years to business where years wher	e, the widened prom with kiosks and palm trees, the slide lights etc. Will see people enjoying the area, not just a walk. The views from the new hotels will be improved. e palms like other areas will future proof the area for come!! Canary Island date palms are extremely hardy growing, imagine those big Palms along Torquay prom, ne plans here for Paignton but with proper seating and les around! Going to be a new staycation and culture pung people will actively want to visit, sharing pictures of		
Landward - where the sea wall is by Paignton Green	Yes	huge amount of income into the area Yes	parking area on the south green (85 spaces);New area for business parking on Pier Approach (8 spaces);	Ye	come and visit stay at the English Riviera all es year around! Yes		ves on Instagram Is that in Spain!? No it's the English This will have a knock on effect in investment in the wider Preston res	ident Myself, as an individual; Tq31pz	Man White 25-34
	sabled access is clear No	Again no clarity of disabled access No	Why are cycle lanes more important than mobility impaired New parking area next to the Vue Cinema (45 access? spaces);	How many blue badge bays are you proposing? N	lo Not sure		and mobility impaired people are largely ignored despite ms that the landward option improves accessibility Paignton re	sident Myself, as an individual; Tq4 6be	Man White 55-64
Seaward - where the sea wall is by the beach	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);		es Yes		Paignton re		Woman White 35-44
		Both options restrict parking which I believe to be a mistake. By restricting parking, you restrict the number of visitors to the beach, including the elderly and disabled, who are unable to cycle or walk. Out of the two options, landward retains more of the parking, and	I think it would be better to have a cycle lane on the promenade instead, as vehicular traffic will be a lot more common and will use Esplanade Road more than cyclists, as well as being safer away from traffic. Torbay is not geographically suitable for cyclists, there are simply too many hills, and we have an large	Removing parking, in my opinion, is not the way to go. Visitors to the beach need parking, as do locals. Torbay is not geographically suitable for cycling or walking, there are too many hills. Public transport brings its own problems, many people do not live on or near a suitable bus route, as well as taking longer than driving, and less		I am unclear on what exactly this is, the video with the proposal did not			
Landward - where the sea wall is by Paignton Green	No	therefore I believe this to be the better option. Not sure	percentage of elderly New parking area next to the Vue Cinema (45 residents, who cannot spaces); New area for business parking on Pier cycle, and need to drive. Approach (8 spaces);	comfortable. Limiting parking will only limit the number of visitors to Torbay, and thus lowering	es Not sure	give enough detail to enable me to comment	Preston resi	ident Myself, as an individual; TQ3 2NB	Woman White 16-24
		Vehicles are dangerous on the promenade, so I							
Landward - where the sea wall is by Paignton Green	Yes	feel they should not have access at all. Yes	Winter parking only on the northern section of No Eastern Esplanade (71 spaces);	Ye	es Yes		Paignton re	sident Myself, as an individual; TQ4 7FN	Woman White 35-44
		The landward wall presents a nicer esplanade. There appears to be too much provision for service vehicle - if it is essential to provide this access it should be time restricted 21:00 - 9:00 only. Otherwise an impressive promenade is created - which is disrupted by	The flow of traffic should	It is ESSENTIAL to maintain the existing grassed areas. Grassed areas should not be used for parking Suitable and sufficient parking should be provided in the multi-storey car park (Garfield		providin _į maintain			
Landward - where the sea wall is by Paignton Green Landward - where the	Yes	lorries or business owners having priority parking. Not sure	not be hindered - Winter parking only on the northern section of reducing the width of the Eastern Esplanade (71 spaces); New parking area road is unacceptable. next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45	road) away from the seafront - this would require the council to remove drug users from the car park! Perhaps more parking could be included in the	es Look attractive. Yes	is just a s	ot a countryside scene, wild flowers are not needed. This story to allow the council to reduce maintenance. Todays ver bed = tomorrows weed beds. Torquay res	ident Myself, as an individual; Tq2 7db	Prefer not to Prefer not say to say 55-64
sea wall is by Paignton Green	Yes	No vehicles at all at anytime of the year Yes	spaces);New area for business parking on Pier Approach (8 spaces);	Crossways development to support the reduction	es Yes		Paignton res	sident Myself, as an individual; TQ32AR	Woman White 45-54
Landward, whore the		The seafront should be a cycle and vehicle free	There must be clear	Business should not have parking, they do not have any in the town. No current green space					
Landward - where the sea wall is by Paignton Green Landward - where the	Yes	zone except for deliveries at early times Yes	signage prohibiting the use of cycles on the front. Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of	should be given up for parking. Torbay council must ensure that we retain and improve the current parking facilities in the town.	Just that must have es priority. Yes	The mair etc.	n drive up to the pier should be enhanced with planting Preston Bea	nch hut owner Myself and my family; TQ31RD	Prefer not Man to say 65-74
sea wall is by Paignton Green Landward - where the	Yes	Yes	Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45	Ye	es Not sure	2	Preston res	ident Myself, as an individual; TQ3 1AW	Woman White 45-54
sea wall is by Paignton Green	Yes	Yes	spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the	Ye	es Yes	pedestria In essend	ike to see more tree planting and raised beds etc on the an promenade. Torquay rescribed the Landward option is by far the better -	ident Myself, as an individual; TQ2 7SH	Woman White 35-44
Landward - where the			Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south green (85 spaces); New			and not a This is th	le 'selling point' of Paignton seafront is the seafront view, a 2m+ high wall! e one chance/possibility to create an almost ranean looking seafront along the whole length of		
sea wall is by Paignton Green	Not sure	Yes	area for business parking on Pier Approach (8 spaces);	Ye	es Yes	Paignton		ident Myself, as an individual; TQ3 2TH	Man White 65-74
		If you are going to							
		reduce or take away parking at the seafront then you need to take into account the number of people who use the cinema, pub and restaurants at the seafront. The multi storey car park near Victoria Park hardily anyone uses due to its rundown	No problem with cycle	As I mentioned before you need to address the	I think if there is a wall	If we are not careful with the concerns about cars			
Landward - where the sea wall is by Paignton Green	No	reduce or take away parking at the seafront then you need to take into account the number of people who use the cinema, pub and restaurants at the seafront. The multi storey car park near Victoria Park hardily anyone uses due to its	No problem with cycle lanes but not to the detriment of narrowing the roads for vehicles. No problem with cycle lanes but not to the detriment of the cycle lanes but not to the detriment of narrowing the cycle lanes but not to the cycle	state of the nearby multi storey car park if you are going to reduce or take away parking on the front. I see no reason why you cannot park on the whole	I think if there is a wall along the Green this will keep children running into the road which seems to be a concern. Not sure	the concerns about cars and access etc we could end up losing our cinema which is the main	Paignton re	sident Myself, as an individual; TQ3 1LT	Woman White 55-64
sea wall is by Paignton Green	No	reduce or take away parking at the seafront then you need to take into account the number of people who use the cinema, pub and restaurants at the seafront. The multi storey car park near Victoria Park hardily anyone uses due to its rundown appearance and safety at night so this needs to be	lanes but not to the detriment of narrowing the roads for vehicles. Obsession this Council has with cycling. Since I moved here in 2009 I have seen large amounts spent on adding cycle lanes, additional cycle access and cycle boxes at junctions, allowing cyclists to share pavements and paths with pedestrians and other cyclist centric changes. I am out walking every day and there are very few cyclists and those I see just go wherever they want, regardless of cycle lanes and signs. The proposal includes giving up road width and part of Paignton Green to provide a 2 way cycle lane between the existing road and the Winter parking only on the northern section of	state of the nearby multi storey car park if you are going to reduce or take away parking on the front. I see no reason why you cannot park on the whole	along the Green this will keep children running into the road which	the concerns about cars and access etc we could end up losing our cinema which is the main	Paignton re	sident Myself, as an individual; TQ3 1LT	
Seaward - where the sea wall is by the beach	No	reduce or take away parking at the seafront then you need to take into account the number of people who use the cinema, pub and restaurants at the seafront. The multi storey car park near Victoria Park hardily anyone uses due to its rundown appearance and safety at night so this needs to be	lanes but not to the detriment of narrowing the roads for vehicles. obsession this Council has with cycling. Since I moved here in 2009 I have seen large amounts spent on adding cycle lanes, additional cycle access and cycle boxes at junctions, allowing cyclists to share pavements and paths with pedestrians and other cyclist centric changes. I am out walking every day and there are very few cyclists and those I see just go wherever they want, regardless of cycle lanes and signs. The proposal includes giving up road width and part of Paignton Green to provide a 2 way cycle lane between the existing road and the Green. I don't feel this can be justified. The Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier	state of the nearby multi storey car park if you are going to reduce or take away parking on the front. I see no reason why you cannot park on the whole length of the seafront in the winter months. No.	along the Green this will keep children running into the road which	the concerns about cars and access etc we could end up losing our cinema which is the main highlight in Paignton.	Preston resi	ident Myself, as an individual; TQ3 2AZ On behalf of a group or	Asian/Asian Man British 55-64
sea wall is by Paignton Green Seaward - where the sea		reduce or take away parking at the seafront then you need to take into account the number of people who use the cinema, pub and restaurants at the seafront. The multi storey car park near Victoria Park hardily anyone uses due to its rundown appearance and safety at night so this needs to be looked at. Yes	lanes but not to the detriment of narrowing the roads for vehicles. obsession this Council has with cycling. Since I moved here in 2009 I have seen large amounts spent on adding cycle lanes, additional cycle access and cycle boxes at junctions, allowing cyclists to share pavements and paths with pedestrians and other cyclist centric changes. I am out walking every day and there are very few cyclists and those I see just go wherever they want, regardless of cycle lanes and signs. The proposal includes giving up road width and part of Paignton Green to provide a 2 way cycle lane between the existing road and the Green. I don't feel this can be justified. The Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45	state of the nearby multi storey car park if you are going to reduce or take away parking on the front. I see no reason why you cannot park on the whole length of the seafront in the winter months. No.	along the Green this will keep children running into the road which seems to be a concern. Not sure	the concerns about cars and access etc we could end up losing our cinema which is the main highlight in Paignton.	Preston res	ident Myself, as an individual; TQ3 2AZ On behalf of a group or organisation (please	Asian/ Asian
Seaward - where the sea wall is by the beach Seaward - where the sea wall is by the beach Landward - where the	Yes	reduce or take away parking at the seafront then you need to take into account the number of people who use the cinema, pub and restaurants at the seafront. The multi storey car park near Victoria Park hardily anyone uses due to its rundown appearance and safety at night so this needs to be looked at. Yes	lanes but not to the detriment of narrowing the roads for vehicles. obsession this Council has with cycling. Since I moved here in 2009 I have seen large amounts spent on adding cycle lanes, additional cycle access and cycle boxes at junctions, allowing cyclists to share pavements and paths with pedestrians and other cyclist centric changes. I am out walking every day and there are very few cyclists and those I see just go wherever they want, regardless of cycle lane sand signs. The proposal includes giving up road width and part of Paignton Green to provide a 2 way cycle lane between the existing road and the Green. I don't feel this can be justified. The Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking on Pier Approach (8 spaces);	state of the nearby multi storey car park if you are going to reduce or take away parking on the front. I see no reason why you cannot park on the whole length of the seafront in the winter months. No.	along the Green this will keep children running into the road which seems to be a concern. Not sure	the concerns about cars and access etc we could end up losing our cinema which is the main highlight in Paignton.	Preston resine whole Mediterranean feel would fit best with palm odern similar to the Torre abbey area in Torquay in design	ident Myself, as an individual; TQ3 2AZ On behalf of a group or organisation (please	Asian/ Asian Man British 55-64
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I have said yes, but I would like further Information to totally agree. Not improve the cinema altogether as it is	Preston res the whole Mediterranean feel would fit best with palm odern similar to the Torre abbey area in Torquay in design preston res Preston res Torquay res tessed by proposals taking over 100 pages to explain!! Paignton res Paignton res Preston res	ident Myself, as an individual; TQ3 2AZ On behalf of a group or organisation (please detail who under Other); Tq31bd ident Myself, as an individual; TQ3 1LQ ident Myself, as an individual; TQ4 5AD ident Myself, as an individual; TQ3 3js	Man Asian/ Asian British 55-64 Man White 25-34 Woman White 55-64 Woman White 35-44 Man White 65-74 Man White 45-54

ch	ption one looks a neap solution ption is a														
	onstrous olution I	No	Not sure		None of the above; Winter parking only on the northern section of		No	No			Business owner	Myself, as an individual; TQ4 6AA	Woman	White	35-44
Green Seaward - where the sea		Yes	Not sure		Eastern Esplanade (71 spaces);		Yes	Yes			Preston resident	Myself, as an individual; Tq31ae	Man	White	35-44
wall is by the beach Seaward - where the sea wall is by the beach		Not sure Yes	Not sure Yes	Bike lock up points, for cyclists to leave their	None of the above; Winter parking only on the northern section of Eastern Esplanade (71 spaces);New area for business parking on Pier Approach (8 spaces);		Not sure Yes	Yes			Paignton resident Paignton resident	Myself, as an individual; TQ3 £lt Myself, as an individual; TQ4 5JJ	Woman Man	White White	55-64 55-64
,			I like the idea of								Ü	,			
			opening up the seafront but what about access for paddleboards and												
Landward - where the sea wall is by Paignton Green	,	Yes	kayaks? Could there be a drop off area for this? Not sure		New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);	Could there be parking on the edge of the green, adding Esplanade Road (angled to fit more spaces)?	Yes	Yes			Paignton resident	Myself, as an individual; TQ3 1JZ	Woman	White	35-44
	ne Paignton Preston floods are		it is not legal to shut a road unless												
w se	early all rain rater floods a new ea wall will not	M-	there is a 'more commodious route' or the road		Name of the observe		N	Na			Deignton nocident	Marcelf are are individual. TO 4 FMC	Mari		t Prefer not to
Neither of them st	op them I	No	is no longer used. No		None of the above;		No	No			Paignton resident	Myself, as an individual; TQ4 5NG	Man	to say	say
Landward - where the sea wall is by Paignton Green		Not sure	Concerned about the reduction of parking available - will there be a new car park built else where to accommodate. Especially as we've had a increase in tourists and people moving to live here. Also, worry about the elderly and disabled who would park on the seafront to have a short walk or enjoy the sea, that they might be less able to do so. At the moment I should also note how expensive it is to park there. Yes	Particularly the roads and paths either side of the new proposed	New area for business parking on Pier Approach (8		Yes	As long as it looks pretty - lots of seating, plants, easy access for all. Not sure	It's not clear what it is or	Parking costs are expensive (across the whole of Torbay in fact). Important to ensure there is lots of seating. Encourage more small businesses to have pop-ups. Ensure the spaces are kept clean and well maintained.	Paignton resident	Myself, as an individual; TQ4 7HU	Woman	White	25-34
Landward - where the sea wall is by Paignton Green		Yes	Do not make travelling in a car difficult and dangerous by reducing road width and creating obstacles to movements for motorists. Remember not everyone living in the bay is physically able to ride around on a bike, consider all when making decisions on mobility on and around the sea front. No	Find the room, as you have on Preston green, without infringing	New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);New area for business parking o Pier Approach (8 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);	ne	Yes	Not sure		No wall to block the view. Open our seafront and make it attractive and welcoming.	Preston resident	Myself, as an individual; TQ3 1LQ	Woman	White	55-64
Landward - where the sea wall is by Paignton			Better bus services to allow residents to travel in would help to reduce cars. The other sensible option to achieve this would be park and ride for external visitors. Reducing car parking is futile without other	As I understand it the idea is to narrow the road which is frequently		Reducing parking is a bad idea for an area with			Not sure what anew	Reducing parking is a bad idea since most people will use cars in				Prefer no	pt
Green Landward - where the sea wall is by Paignton Green		Yes	actions. No Not sure	·	None of the above; Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only	p	Yes	No Not sure Not sure			Preston resident Paignton resident	Myself, as an individual; Tq3 1lq Myself, as an individual; TQ3 1lb	Man Woman	·	65-74 65-74
Green		res	The summer car park at the end of		next to the vue Cinema (45 spaces), summer only		Tes	Not sure			Paignton resident	iviyseii, as an maividual, TQS Tib	Woman	white	05-74
Landward - where the sea wall is by Paignton Green		Yes	the green would be better if it was all year parking, that way locals get to park closer in the winter as well as tourist in the summer. Not sure	good to not have cyclists on the seafront for	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces);	I think the summer parking should be all year. Also you could clean up the harbour car park it's only a short walk to the beach but the stairs are very unpleasant as are dark damp and very smelly.	Yes	I think the pictures look lovely, it is great what you are doing. It's time for Paignton to get some money instead of Torquay and Brixham.		I think the plans are great and will definitely make the area safer for children and a lot prettier to look at. Thank you for all your hard work in making this happen.	Paignton resident	Myself, as an individual; Tq33sh	Woman	White	45-54
			I think only business parking			I think summer parking on the south green is a definite NO. We do not want to lose the open space in the summer months where families and children play and use and is very popular away from all the hassle and bustle of the fun fares and events on North greens. Also all the guest houses dont want there summer visitors looking onto a mass car park. It would completely spoil the area. We have only just reclaimed the green from the travelling community with the installation of boulders and gates and is looking lovely. Even with protective webbing the green would be ruined. Also what would the summer season be???? It would start temporary but would become permanent!!!! More appropriate temporary parking could be made at the Rugby club end of Queens Park with easy access to front through the park. Parking between the Vue and crazy golf would be ideal with allocation for disabled parking. More parking spaces could be created on the pier entrance road at least 40 spaces not 8 including		The area would be great but will need lots of planting and trees to soften to mass of concrete. Plenty of tasteful seating and areas for outside dining. I have concerns about the height of the defence along the green and wonder whether it could be lower but with an additional defence on Esplanade side of green in the form of a raised grass mound or a smaller natural stone wall running along edge of the cycle lane	This area could be really nice and enhance the seafront. A really nice extra large fountain display which could be lit up at night would be a lovely visual sight as you come down Torbay Road. Especially when Torbay Road is pedestrian it will link the town to the seafront.						
Landward - where the sea wall is by Paignton Green Landward - where the	,	Yes	and disabled parking should be near front. No		New parking area next to the Vue Cinema (45 spaces);	disabled parking if designed on a angle similar to current seafront parking. Or parking could run along Esplanade Road similar to that in Preston or I would like to see parking moved away fro the sea	Yes	/parking. This would give 2 sea defence barriers. Yes	hide the current ugly	Although you may need to look forward to build a sea defence wall it has to be done sympathetically and not block the view of the sea by building it too high.	Business owner	Myself, as an individual; TQ4 6EJ	Woman	White	55-64
sea wall is by Paignton Green		Yes	Yes		None of the above;	front it restricts the view and is dangerous for	Not sure	Yes			Torquay resident	Myself, as an individual; Tq2 6eb	Prefer no say		t Prefer not to say
ha	ne community ave come up with etter solutions	Not sure	No i belive the cars		None of the above;	keep parking off the green	No	Not sure		Will be interested to know exactly what the community have said they want to happen to sea front to make it fit for the future.	Torquay resident	Myself, as an individual; TQ2 6RU	Man	White	Prefer not to say
Seaward - where the sea			should me more inland away from the front of the	-	Winter parking only on the northern section of										
wall is by the beach		Yes	beach No It would be good if parking along the	pedestrians	Eastern Esplanade (71 spaces);		Yes	Yes		I do not support parking along the seafront	Preston resident	Myself, as an individual; TQ3 2PF	Man	White	65-74
Seaward - where the sea wall is by the beach	,	Yes	seafront was removed. Not sure		None of the above;		Yes	No		Which encourages people to sit, eat and gather around the cars. It was lovely on jubilee days to see people free of cars and walking	Paignton resident	Myself, as an individual; TQ33AR	Woman	Prefer no to say	ot 65-74
Seaward - where the sea wall is by the beach	ı	Not sure	Yes		None of the above;	We need to reduce parking and encourage people to use public transport or green modes of transport, not increase car parking.	Yes	Yes		The present scheme for the landward side of the esplanade has	Preston resident	Myself, as an individual; TQ3 1QT	Woman	White	55-64
Seaward - where the sea wall is by the beach	· ·	Yes	Yes		New area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of	I cannot support parking on the Southern Green. I believe that parking on the Esplanade should be looked at seasonally with the ability to quickly put in place restrictions and the ability to remove them. This space can be very beneficial to Paignton if handled correctly. Being fluid is the key		Open to the sea, will not withstand the firs Easterly Not sure	What is the exact purpose of this arrival area. There is scope to make improvements, this is undeniable, but what are they and what are the advantages as	merit insofar as it is well landscaped but it requires a separate sea defence on the seaward side to protect the public realm and businesses. The improved seaward sea wall would be too costly, take away too much of the Eastern Esplanade and could look quite overwhelming and ugly. A difficult circle to square. In relation to the landscaping of the landward sea wall the proposed landscaping is pleasant on the eye but would either produce a steel, potentially dangerous slppe or take away too much of the green that has a revenue for the council attached to it.	Torquay resident	Myself, as an individual; TQ2 6PZ CF72 9FU	Man	White	75+
Landward - where the sea wall is by Paignton Green		Yes	Like it being closed for events by Park. Like having some parking Not sure		Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south green (85 spaces); New area for business parking on Pier Approach (8		Yes	Yes			Visitor	Originally Paignton a family tha Myself, as an individual; regularly	and have t we	White	25-34
Landward - where the sea wall is by Paignton Green Landward - where the		Yes	Not sure		Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only		Yes	Yes			Visitor	Myself, as an individual; CF72 9FU		White	25-34
sea wall is by Paignton Green Landward - where the	· ·	Yes	Like the central area closed Yes		Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of	Motorhomes staying overnight	Yes	Yes	Don't have an identity at the moment		Paignton resident	Myself, as an individual; TQ3 2JR	Man	White	55-64
sea wall is by Paignton Green	,	Yes	Yes		Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area		Yes	Yes			Paignton resident	Myself, as an individual; TQ4 6AW	Woman	White	65-74
Landward - where the sea wall is by Paignton Green		Yes	Need to ensure that the middle pedestrian section can be opened up for events i.e. positions of permenant planters need careful considerartion for		next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Summer only parking area on the south green (85 spaces);		Yes	Yes	Other than the changes will look amazing and links the town centre directly to the seafront		Paignton resident	Myself, as an individual; TQ3 3JX	Woman	White	55-64
Landward - where the sea wall is by Paignton Green		Yes	flexibility for events and vermin in large planted areas. Not sure	use the seafront as well	New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces);		Yes	See previous comment Yes		TO ensure that events can use the whole length of the seafront. Ensure cyclists can use whole length of seafront	Preston resident	Myself, as an individual; TQ3 1JQ	Woman	White	55-64
Seaward - where the sea wall is by the beach		Yes	Yes		Winter parking only on the northern section of Eastern Esplanade (71 spaces);		Yes	No			Paignton resident	Myself, as an individual; TQ4 5UD	Woman		75+
Landward - where the sea wall is by Paignton Green	· ·	Yes	Yes Better for the community	i.e. keep pedestrianised as possible	New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of		Yes	Yes	Time limiting drop off area		Torquay resident	Myself, as an individual; TQ2 5LR	Man	White	65-74
Landward - where the			Easier access for disabled people Something new	Much better to save	Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south green (85 spaces); New				Easy access to the						
sea wall is by Paignton Green Landward - where the sea wall is by Paignton	,	Yes	and different for the Bay. Yes	need to slow down	area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area		Yes	Easy access to the beach Yes	cinema and seafront from Torbay Road		Torquay resident	Myself, as an individual; TQ1 4JW	Woman		0-15
Green Landward - where the sea wall is by Paignton Green		Yes	Yes		next to the Vue Cinema (45 spaces);Summer only Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);New area for		Yes	Yes			Torquay resident Torquay resident	Myself, as an individual; TQ1 4JW Myself, as an individual; TQ1 4JW	Woman Man	White White	0-15 35-44
Landward - where the sea wall is by Paignton			Makes it more	Feel it will remove	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); New area for	Think less parking will be better but feel something should be considered on Pier Approach instead of		Really like that, better for kids area and food	Prefer cinema be gone, vehicle conflicts here,			·			
Green Landward - where the sea wall is by Paignton Green		Yes	people friendly Yes Yes	conflicts	business parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);New area for	South Green	Yes Yes	kiosks Yes Yes	would prefer no traffic		Visitor	Myself, as an individual; B24 9RW Myself, as an individual; B24 9RW	Woman Man	White	55-64 55-64
Landward - where the sea wall is by Paignton Green		Yes	Prefer the complete absence of traffic from end to end except for servicing and delivering Yes	The idea of mixing pedestrians and cycling as present is unsafe for	winter parking only on the northern section of Eastern Esplanade (71 spaces);	Don't like the idea of any parking on the seafront; the safety of children moving across the promenade needs considering and large camping vans abuse the parking bays as well as spoiling the	Yes	From the landward side the idea looks attractive but the wall isolates the beach from the town and green Yes	the front would be much	I like the photo impressions for the centre section of the landward proposal and think it would look great all the way along, or at		Myself, as an individual; B24 9RW Myself, as an individual; TQ45AF	Man	White	65-74

		Access to the												
		Southern end of the sea front seems a little complicated, with			Rather concerned about the reduction in parking				ncerned that the narrowing of Esplanade Road, coupled with extra access points for the various proposed car parks					
		3 roads, mini roundabout, and access to sea front			spaces on the sea front, together with the loss of spaces when part of Victoria car park is redeveloped, and Crossways is redeveloped, and		struggle to	on the Western side of cou Esplanade Road to open poir up the sea front Cur	upled with Torbay Road pedestrianisation will create conflict nts, and add to summer congestion. rently, cars have various options to reverse their course if the	y				
Landward - where the sea wall is by Paignton Green	Yes	and Paignton Club - could be confusing/dangero us. Yes	Winter parking only on t Eastern Esplanade (71 sp See reply to Q3 next to the Vue Cinema (paces);New parking area	the loss of spaces with the possible redevelopment of Station Lane car parks, and Harbour car park, without any replacement car parking.	beds - p need a f	n existing flower plans seem to fair amount of paintenance Not sure	allowing extra screened and parking, or more find	re made a wrong turn, but a car that has taken a wrong turn, if finds themselves heading North along Esplanade Road will in o real opportunity to reverse their course until they reach nor Road traffic lights.	Paignton resident	Myself, as an individual; TQ4 5NX	Man	White	65-74
Seaward - where the sea wall is by the beach	Yes	Yes		the northern section of paces);New parking area (45 spaces);Summer only		⁄es	Yes		ŭ	Paignton resident	Myself, as an individual; TQ47NT	Woman		16-24
											On behalf of a group or organisation (please			
Landward - where the sea wall is by Paignton			Winter parking only on t Eastern Esplanade (71 sp						the organiser of the Torbay Half Marathon will we still be able send 2000 runner's around Paignton Green without any		detail who under Other);Torbay Athletic Club organisers of the Torbay Half Marathon			
Green	Yes	Yes have a place in a sea front	business parking on Pier	•	\		Yes ful not to create a on-permeable		structions	Torquay resident	for 30 years ; TQ14RT	Man	White	65-74
		environment, especially in this setting, where families play across				between the gras	c/concrete) area in the sand and ss; Paignton gets , but not millions	main access road, and it disconnects the beach from the shopping area near the Station. It is						
		the beach and grass areas. But be careful not to	It does not need a dedicated 2 way lane, it			and a va will look current	ast empty space k worse than the setup. Your	illogical and was not thought through properly when it was						
		create a huge non- permeable (tarmac/concrete) area between the	just needs sufficient space for cyclists on the roadway; allowing vehicles to pass cyclists			Paignto the 2 pla	o drawings made on look like Miami; laces are different s of climate and	transformed from the Theatre. Vue should be forced to maintain the building or forced to lose Kee	ep it sufficiently different from Preston. Don't forget to apply					
		sand and the grass; Paignton gets visitors, but not millions and a vast	ratherthan getting impatient and causing hazards. Moving the cycle route back on to			aim? W going to	e. What is the /hat are people o do on that area ally if antisocial	pavement is too tight for area the groups of people mid	changes all the way along Paignton Beach, to link the Harbour a with the main beach, so to avoid creating a dead zone in the ddle. Any plans must include a permanent Traveller caravan errent. Small hills, Large rocks, seating, etc can all offer nicer					
		empty space will look worse than the current setup.	the landward road route is fine in theory, but cyclists will always want		Torbay Council restricts parking all across the Bay,	behavio discour visit Pai	our is to be aged)? When I ignton Beach I do	away from the beach. repe But equally do not rem overthink the space; law	rellent mechanisms. If you have wide pavements, just nember to block vehicular access (all vehicular access not just r-abiding vehicular access). Remove the filter lane for the old					
		The main roadway behind the green needs to remain, or else it will cause	to take the shortest route and will continue Winter parking only on t to cycle straight between Eastern Esplanade (71 sp Redcliffe Hotel and next to the Vue Cinema (and charges for the rest. If you restrict/remove beach parking, cars will just go elsewhere - residential streets, lanes, access alleys, double yellows etc. Plan ahead and offer solutions before	people I the tarn	throngs of hanging around mac road; they soing to start just	it, not to it. People come doe for the sand, not buzz inst	Incil nurseries (Parkfield House); no-one ever drives there so it es not need a lane! If the Seaward Defence option is chosen tead of the landward one, don't panic; it works in Burnham-on I, Dawlish, Slapton, Clevedon, Broadsands, Goodrington, and					
Landward - where the sea wall is by Paignton Green	Yes	even more traffic chaos in the rest of Paignton. Not sure	·	th green (85 spaces);New	you alienate even more local tax payers; the ones who have to put up with no services when all the	because concret	e it is now ce - people go to d and the grass. Yes	Victoria Park to the hun	ndreds of other seasides I am sure, and we all know how to use ps (and ramps), the views would be great, and no-one would	e Preston resident	Myself, as an individual; TQ3 2LR	Man	White	35-44
							r thing that me feel unsafe	I thi	ink we need to be realistic about biodiversity. The council					
			As a pedestrian, I use the promenade most days. The cars and the cyclists		Is there really room for 45 cars next to the Vue	are the are runi	on the sea front pedestrians who ning. This will be pated if the kiosk	win scru	I't afford to stock and maintain its existing parks. I can see us adding up with a lot of ugly empty planters. or planters full of ubby stunted low maintenance desert plants. I prefer the an lines of the exisiting green. Sometimes it is better to go for					
Landward - where the sea wall is by Paignton			make me feel unsafe. I Winter parking only on t would be delighted if Eastern Esplanade (71 sp there were a proper two area on the south green	paces);Summer only parkin (85 spaces);New area for	Cinema? Would there still be a pedestrian route g through there? I know there is a pedestrian route the other side of the cinema, but this gets	are mov walkwa conside	ved into the ny. Have you ered zoning for	som wha vide	nething you can afford, rather than a watered down version of at you would ideally like. The illustrations of plantings on the eo look really pretty, but they are high cost, you know you can	t				
Green Landward - where the	Yes	Yes Happy to remove parking if parking			incredibly crowded in the summer	Not sure walkers	s and runners? Yes	affo	ord anything like that.	Paignton resident	Myself, as an individual; TQ4 7RU	Woman	White	55-64
sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes	for disabled people. Yes	area for business parkin Winter parking only on t		Y	es Like nev	w seating Yes			Visitor	Myself, as an individual; TQ12 4NE	Woman	White	0-15
Green Landward - where the sea wall is by Paignton	Yes	Yes	next to the Vue Cinema (Winter parking only on t Eastern Esplanade (71 sp	(45 spaces);Summer only the northern section of paces);New parking area		⁄es	Yes			Visitor	Myself, as an individual; TQ12 3SU	Woman		0-15
Green	Yes	Yes natural pedestrian way-finding to the Harbour and	next to the Vue Cinema ((45 spaces);New area for	\	/es	Yes	Great idea, needs to be an obvious natural flow		Torquay resident	Myself, as an individual; TQ1 4ES	Woman	White	0-15
		businesses have been overlooked - walls of parked						from the station to the seafront (shame the cinema blocks the view						
		cars and no natural pavement flow prevents people venturing towards						of the sea as that would be the natural way- finding!) Would suggest that the						
		our area. Consider pedestrianising the southern end of Eastern Esplanade						west side of the road - the war memorial is re- located so that pedestrians can have						
		or Winter only parking on the Southern	If the Esplanade North and South were					space to enter / exit from Torbay Park (make the park more useable and						
		Esplanade. Would also add that the muted	pedestrianised / summer only pedestrianised then promotion of share space would still be		Winter parking only on the southern section of Eastern Esplanade or fully pedestrianised - need to	the sou the Espl	re, pedestrianised thern section of lanade towards bour to join the	obvious) Would suggest on the east side to the south of the cinema that a						
Landward - where the		extension of the train service to a Goodrington Park&Ride may in	beneficial to attract cyclists to stop and use local businesses and Summer only parking are	rea on the south green (85	encourage people to the harbour. If required to mitigate an if absolutely necessary Summer only parking area on the very north end of the green / very northern section of Eastern	two are do not r	eas up. Tourists realise there is a r and bars /	pedestrian route is added in up to the sea front and join a	a landward ention keeps the area feeling of anonness but more		Myself, as an individual;Business			
sea wall is by Paignton Green	Not sure	the long-term promote Paington Yes	onwards to the harbour. (45 spaces);Winter parking section of Eastern Esplar Winter parking only on t	nade (71 spaces); the northern section of	Esplanade. However there are parking options away from the sea-front.	/es	Yes	esplanade all the way to ped the harbour. Har	e landward option keeps the area feeling of openness but more destrianisation required to make every area of Paignton bour obvious to all without barriers.	Paignton resident	owner in Paignton Harbour; TQ4 6HF	Man	White	45-54
Landward - where the sea wall is by Paignton Green	Yes	Like the cycle route Yes		paces);Summer only parkin (85 spaces);New area for r Approach (8 spaces);		can mov	ant that families ve onto the it safely Yes	This area need to change. Current one is unappealing to people		Paignton resident	Myself, as an individual; TQ4 5HU	Woman	White	65-74
Landward - where the sea wall is by Paignton				the northern section of paces);New parking area (45 spaces);Summer only	South Green needs flexibility of use. Weather dependent. Can it be year round even? Happy to	_	od. Because when nigh there would	Needs Softening. Cinema			On behalf of a group or or organisation (please detail who under Other);Paignton Lions			
Green	Yes	Yes	parking area on the sout	· ' '' '	• • • • • • • • • • • • • • • • • • • •		ewhere to go. Yes	very ugly The Paig ove	e Paignton Green is important for community events. gnton town centre and seafront quite frankly needs an erhaul as a whole and not as some ragtag patchwork job. It	Visitor	Club; TQ6 0QL	Man	White	55-64
		I would like to know if any of the designs incorporate the						How will proposed school changes to Torbay road design.	esn't really work anymore, however, it's not in the grand eme of things a large place and having multiple conflicting signs for the area won't help much until the public can see the aposals for the town as a whole.					
Landward - where the sea wall is by Paignton		proposed changes in access to the area should Torbay road become	New parking area next to spaces);Summer only pa		Whatever you do don't use the proposed design layout shown at 8:46 of the presentation video.			.uk/council/consultation acce	e best thing that could be done for Paignton is to make it more essible to visitors and locals. I live 15 minutes on foot from the vn centre and there's nothing there that can convince me that					
Green	Yes	pedestrianised. Yes Less cars the better. But parking	green (85 spaces); Winter parking only on t			/es Lots of s	Yes seating, wers, beach bar		a worthwhile place to visit. For anyone further afield that relie	s Paignton resident	Myself, as an individual; tq4 5pg	Woman	White	25-34
Landward - where the sea wall is by Paignton		must be accommodated to support local	next to the Vue Cinema (Good to encourage more parking area on the sout people on their bike by area for business parking	(45 spaces);Summer only th green (85 spaces);New		with mu (like Boo facilities	usic for everyone urnemouth), s - toilets, bins	Need something to greet						
Green Landward - where the sea wall is by Paignton Green	Yes Yes	businesses. Yes Yes		the northern section of paces);New parking area (45 spaces);Summer only	Increase parking facilities away from the seafront	/es etc. /es	Yes Yes	people		Paignton resident Paignton resident	Myself, as an individual; TQ4 6BG Myself, as an individual; TQ4 6BG	Woman Man		45-54 45-54
Landward - where the sea wall is by Paignton Green Landward - where the	Yes	Yes	Winter parking only on t Eastern Esplanade (71 sp next to the Vue Cinema (paces);New parking area (45 spaces);	١	⁄es	Yes		ve the new plans and think that the seafront is desperately in ed of modernisation		·			35-44
sea wall is by Paignton				o are rae errerra (re					a of modernisation	Paignton resident	Myself, as an individual; TQ4 7EE	Man	White	
Green Landward - where the	Yes	Not sure	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to	area for business parking or o the Vue Cinema (45	n Y	⁄es	Yes		a of modernisation	Paignton resident Visitor	Myself, as an individual; TQ4 7EE Myself, as an individual; TQ8 8AL	Man Man		55-64
Green	Yes Yes No	Not sure Not sure Not sure	New parking area next to spaces);Summer only pa green (85 spaces);New a	area for business parking or o the Vue Cinema (45		⁄es	Yes Not sure Yes		a of modernisation		·		White !	
Green Landward - where the sea wall is by Paignton Green	Yes	Not sure	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces);	area for business parking or o the Vue Cinema (45 arking area on the south	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	⁄es	Not sure			Visitor Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given	Man Woman	White :	55-64 55-64
Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the	Yes No No Yes	Not sure Not sure Not sure Yes	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Easte	area for business parking or o the Vue Cinema (45 arking area on the south the northern section of paces); the northern section of paces);New parking area	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	/es /es /es	Not sure Yes Yes Yes			Visitor Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR	Man Woman Woman	White White White White	55-64 55-64 55-64 65-74
Green Landward - where the sea wall is by Paignton Green Neither of them Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes No No	Not sure Not sure Not sure	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Easte	area for business parking or the Vue Cinema (45 arking area on the south the northern section of paces);	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	/es /es	Not sure Yes Yes			Visitor Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA	Man Woman Man Woman	White White White White	55-64 55-64 55-64
Green Landward - where the sea wall is by Paignton Green Neither of them Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes No No Yes	Not sure Not sure Yes Yes	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Easte	area for business parking or o the Vue Cinema (45 arking area on the south the northern section of paces); the northern section of paces);New parking area	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	/es /es /es	Not sure Yes Yes Yes			Visitor Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR	Man Woman Man Woman	White White White White	55-64 55-64 55-64 65-74
Green Landward - where the sea wall is by Paignton Green Neither of them Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes No No Yes	Not sure Not sure Yes Yes	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Easte	area for business parking or o the Vue Cinema (45 arking area on the south the northern section of paces); the northern section of paces);New parking area	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	/es /es /es	Not sure Yes Yes Yes			Visitor Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR	Man Woman Man Woman	White White White White	55-64 55-64 55-64 65-74
Green Landward - where the sea wall is by Paignton Green Neither of them Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes No No Yes	Not sure Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Easte	area for business parking or o the Vue Cinema (45 arking area on the south the northern section of paces); the northern section of paces);New parking area	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	/es /es /es	Not sure Yes Yes Yes	The building with Vue Cinema should come down and Paignton Seafront should become		Visitor Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR	Man Woman Man Woman	White White White White	55-64 55-64 55-64 65-74
Green Landward - where the sea wall is by Paignton Green Neither of them Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes No No Yes	Not sure Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Harbour to Paignton Pier. It is important that	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Easte	area for business parking or o the Vue Cinema (45 arking area on the south the northern section of paces); the northern section of paces);New parking area	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	/es /es /es	Not sure Yes Yes Yes	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with		Visitor Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR	Man Woman Man Woman	White White White White	55-64 55-64 55-64 65-74
Green Landward - where the sea wall is by Paignton Green Neither of them Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes No No Yes	Not sure Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Easte	area for business parking or o the Vue Cinema (45 arking area on the south the northern section of paces); the northern section of paces);New parking area	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED wtih cars parking in our street	/es /es /es	Not sure Yes Yes Yes	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new		Visitor Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR	Man Woman Man Woman	White White White White	55-64 55-64 55-64 65-74
Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green	Yes No No Yes Yes	Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected with Torbay Road	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Eastern Esplanade (71 sp. next to the Vue Cinema (11 sp. next to the Vue Cinema (12 sp. next to the Vue Cinema (13 sp. next to the Vue Cinema (14 sp. next to the Vue Cinema (15 s	the northern section of paces); New parking area for business parking on the south the northern section of paces); New parking area (45 spaces); New area for the northern section of paces); New area for the northern section of paces are not paces are not paces are not paces are not paces.	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED with cars parking in our street	/es /es /es The 15 is pedestry promeins the way	Not sure Yes Yes Yes Yes The second of	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue Cinema is disconnecting		Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR Myself, as an individual; TQ3 3JU	Man Woman Man Man	White White White White White	55-64 55-64 55-64 65-74 55-64
Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green	Yes No No Yes	Not sure Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected	New parking area next to spaces);Summer only pa green (85 spaces);New a New parking area next to spaces);Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on t Eastern Esplanade (71 sp. Winter parking only on t Eastern Esplanade (71 sp. next to the Vue Cinema (11 sp. next to the Vue Cinema (12 sp. next to the Vue Cinema (13 sp. next to the Vue Cinema (14 sp. next to the Vue Cinema (15 s	the northern section of paces); New parking area for business parking on the south the northern section of paces); New parking area (45 spaces); New area for the northern section of paces); New area for the northern section of paces are not paces are not paces are not paces are not paces.	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED with cars parking in our street	/es /es /es The 15 is pedestry promeins the way	Not sure Yes Yes Yes Yes arm wide area for trians on the hade should be all	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue		Visitor Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; None given Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR	Man Woman Man Woman	White White White White White	55-64 55-64 55-64 65-74
Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green	Yes No No Yes Yes	Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected with Torbay Road	New parking area next to spaces); Summer only pa green (85 spaces); New a New parking area next to spaces); Summer only pa green (85 spaces); None of the above; None of the above; Winter parking only on to Eastern Esplanade (71 spaces) winter parking only on to Eastern Esplanade (71 spaces) is next to the Vue Cinema (71 spaces). Winter parking only on to Eastern Esplanade (71 spaces) is next to the Vue Cinema (71 spaces) is next to the Vue Cinema (71 spaces). The cycle route needs to be designed so that pedestrians don't have to cross the path of the	the northern section of paces); New area for paces); New area for paces); New area for Approach (8 spaces);	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED with cars parking in our street	/es /es /es The 15 is pedestry promeins the way	Not sure Yes Yes Yes Yes The second of	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue Cinema is disconnecting		Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR Myself, as an individual; TQ3 3JU	Man Woman Man Man	White White White White White	55-64 55-64 55-64 65-74 55-64
Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green	Yes No No Yes Yes	Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected with Torbay Road	New parking area next to spaces); Summer only pa green (85 spaces); New at New parking area next to spaces); Summer only pa green (85 spaces); None of the above; Winter parking only on t Eastern Esplanade (71 sp. winter parking only on t Eastern Esplanade (71 sp. next to the Vue Cinema (11 sp. designed so that pedestrians don't have to cross the path of the cyclists. Perhaps a barrier like there is at present between the winter to the Vue Cinema (12 sp. designed (13 sp. designed so that pedestrians don't have to cross the path of the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present between the winter parking only on the cyclists. Perhaps a barrier like there is at present parking only on the cyclists and the cyclists and the cyclists and the	the northern section of paces); New area for Approach (8 spaces); the northern section of paces); New area for Approach (8 spaces); the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10 the northern section of paces); New area for the northern section of paces (10	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED with cars parking in our street	/es /es /es The 15 is pedestry promeins the way	Not sure Yes Yes Yes Yes The second of	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue Cinema is disconnecting the entire area		Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR Myself, as an individual; TQ3 3JU	Man Woman Man Man	White White White White White	55-64 55-64 55-64 65-74 55-64
Green Landward - where the sea wall is by Paignton Green Neither of them Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green	Yes No No Yes Yes	Not sure Not sure Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected with Torbay Road	New parking area next to spaces); Summer only pa green (85 spaces); New a New parking area next to spaces). Summer only pa green (85 spaces); None of the above; Winter parking only on t Eastern Esplanade (71 sp. next to the Vue Cinema (11 sp. next to the Vue Cinema (12 sp. next to the Vue Cinema (13 sp. next to the Vue Cinema (14 sp. next next next next next next next next	the northern section of paces); New area for paces); New parking area (45 spaces); New parkin	We live in Oldenburg Park TQ3 2UA. We will be OVERWHELMED with cars parking in our street	/es /es /es The 15 is pedestry promeins the way	Not sure Yes Yes Yes Yes The second of	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue Cinema is disconnecting the entire area		Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR Myself, as an individual; TQ3 3JU	Man Woman Man Man	White White White White White White	55-64 55-64 55-64 65-74 55-64
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Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Seaward - where the sea wall is by the beach Dont like them dont go with the keeping of the front Neither of them Seaward - where the sea wall is by the beach Landward - where the sea wall is by Paignton Green Seaward - where the sea wall is by Paignton Green Seaward - where the sea wall is by Paignton Green	Yes No No Yes Yes Yes Yes No Yes No Yes Not sure	Not sure Not sure Yes Yes Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected with Torbay Road and the city centre. Yes Yes Yes Yes Yes No Yes No Yes No Vehicles should not be parking in the summer to dangerous with a children's play park and beach and they have to cross a busy road No Vehicles should not be parking in the summer to dangerous with a children's play park and beach and they have to cross a busy road No Yes No Yes Yes Yes Yes Yes Yes Yes Ye	New parking area next to spaces); Summer only parking only on the stern Esplanade (71 sy Winter parking only on the sastern Esplanade (71 sy next to the Vue Cinema (spaces); Summer only parking only on the sastern Esplanade (71 sy next to the Vue Cinema (spaces); Summer only parking area on the sout cross the path of the cyclists. Perhaps a barrier like there is at present between the path and cyclists and crossing points similar to the pedestrian crossings. We dont need any more cycle lanes will cause more problems along the road's Winter parking only on the sastern Esplanade (71 sy next to the vue Cinema (spaces); Summer only parking area next to spaces); Winter parking only on the sastern Esplanade (71 sy next parking area next to spaces); Winter parking only on the sastern Esplanade (71 sy next parking area next to spaces); Winter parking only on the sastern Esplanade (71 sy next parking area next to spaces); Winter parking only on the sastern Esplanade (71 sy next parking area next to spaces); Winter parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy next parking only on the sastern Esplanade (71 sy ne	the northern section of paces); New parking area for business parking or on the Vue Cinema (45 arking area on the south arking area on the south of paces); the northern section of paces); New parking area (45 spaces); New parking area (45 spaces); Summer only the green (85 spaces); New parking area (45 spaces); Summer only the green (85 spaces); New parking area (45 only on the northern section of pac	Would be happy for no parking on the southern green. There are other parking options for visitors,	/es	Not sure Yes Yes Yes Yes Yes Yes Yes Yes	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue Cinema is disconnecting the entire area We are assuming this is a drop off area. Spaces should still be available		Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR Myself, as an individual; TQ3 3UU Myself, as an individual; TQ3 3UU Myself, as an individual; TQ3 3UH Myself, as an individual; TQ4 5XW Myself, as an individual; Tq4-6jw Myself, as an individual; Tq3 Myself, as an individual; Tq3 Myself, as an individual; Tq26bp	Man Woman Man Man Man Man Man Man Man	White White	55-64 55-64 55-64 65-74 55-64 65-74 25-34 65-74 45-54
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Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Seaward - where the sea wall is by the beach Dont like them dont go with the keeping of the front Neither of them Seaward - where the sea wall is by the beach Landward - where the sea wall is by Paignton Green Seaward - where the sea wall is by Paignton Green Seaward - where the sea wall is by Paignton Green	Yes No No Yes Yes Yes Yes No Yes No Yes Not sure	Not sure Not sure Yes Yes Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton Harbour to Paignton Pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected with Torbay Road and the city centre. Yes Yes Yes Yes Yes No Yes No Yes No Vehicles should not be parking in the summer to dangerous with a children's play park and beach and they have to cross a busy road No Vehicles should not be parking in the summer to dangerous with a children's play park and beach and they have to cross a busy road No Yes No Yes Yes Yes Yes Yes Yes Yes Ye	New parking area next to spaces); Summer only parking area next to spaces); Summer only parking area next to spaces); Summer only parking area next to spaces); Winter parking only on the statem Esplanade (71 sg. Winter parking only on the statem Esplanade (71 sg. Winter parking only on the statem Esplanade (71 sg. next to the Vue Ginema (17 sg. next to the Vue Ginema (1	the northern section of paces); New parking area for business parking or on the Vue Cinema (45 arking area on the south arking area on the south of paces); the northern section of paces); New parking area (45 spaces); New parking area (45 spaces); Summer only the green (85 spaces); New parking area (45 spaces); Summer only the green (85 spaces); New parking area (45 only on the northern section of pac	Would be happy for no parking on the southern or parking in the summer at all no parking in the summer at all no parking are by the parking are by the southern or parking are by the southern or promise and the southern or parking are by the souther	/es	Not sure Yes Yes Yes Yes Yes Yes Yes Yes	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue Cinema is disconnecting the entire area We are assuming this is a drop off area. Spaces should still be available to disabled cinemagoers.		Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ8 8AL Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR Myself, as an individual; TQ3 3UU Myself, as an individual; TQ3 3UU Myself, as an individual; TQ3 3UH Myself, as an individual; TQ4 5XW Myself, as an individual; Tq4-6jw Myself, as an individual; Tq3 Myself, as an individual; Tq3 Myself, as an individual; Tq26bp	Man Woman Man Man Man Man Man Man Man	White White	55-64 55-64 55-64 65-74 55-64 65-74 25-34 65-74 45-54
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Green Landward - where the sea wall is by Paignton Green Neither of them Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green Seaward - where the sea wall is by the beach Dont like them dont go with the keeping of the front Neither of them Seaward - where the sea wall is by the beach Landward - where the sea wall is by Paignton Green Seaward - where the sea wall is by Paignton Green Seaward - where the sea wall is by Paignton Green	Yes No No Yes Yes Yes Yes No Yes No Yes Not sure	Not sure Not sure Not sure Yes Yes Yes Yes I support a landward flood defence that is 15 m wide from Paignton Harbour to Paignton Pier. Then there is a 15 m wide promenade from Paignton pier. It is important that Paignton get an impressive promenade and also that Paignton Seafront becomes better connected with Torbay Road and the city centre. Yes Yes Yes Yes No Yes No Yes No Yes No Yes No Yes Yes Yes Yes Yes Yes Yes Ye	New parking area next to spaces); Summer only parking area next to spaces); Summer only parking area next to spaces); Winter parking only on the above; None of the above; Winter parking only on the astern Esplanade (71 styles) winter parking only on th	area for business parking or o the Vue Cinema (45 arking area on the south the northern section of paces); the northern section of paces); New parking area (45 spaces); New parking area (45 spaces); New parking area (45 spaces); Summer only the green (85 spaces); New parking area (45 only on the northern section of paces); New parking area (45 spaces); New parking area (45 only on the northern section of paces); New parking area (45 spaces); New parking area (45 only on the northern section of paces); New parking area (45 spaces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of paces); New parking area (45 only on the northern section of pa	Would be happy for no parking on the southern or green. There are other parking on price and a sufficient of the southern or service and the southern or service. The sufficient of the summer at all or service and the summer at all	/es	Not sure Yes Yes Yes Yes Yes Yes Yes Yes	Cinema should come down and Paignton Seafront should become better connected with Torbay Road and the city centre. The building with the Vue Cinema dosen't fit in with the new environment, with a new promenade and Torbay Road redeveloped. The building with the Vue Cinema is disconnecting the entire area We are assuming this is a drop off area. Spaces should still be available to disabled cinemagoers. We are assuming this is a drop off area. Spaces should still be available to disabled cinemagoers. It is encouraged in the entire area for increase in the content of the property of the content of the	s not clear how high the sea defence would be but I hope not higher than additional additional and the search are running along lefence what E apadiation roads.	Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Paignton resident Torquay resident Torquay resident Torquay resident	Myself, as an individual; TQ8 8AL Myself, as an individual; TQ3 3UA Myself, as an individual; TQ3 2UA Myself, as an individual; TQ4 5HR Myself, as an individual; TQ3 3UU Myself, as an individual; TQ3 3UU Myself, as an individual; TQ3 3UH Myself, as an individual; TQ4 5XW Myself, as an individual; Tq4-6jw Myself, as an individual; Tq3 Myself, as an individual; Tq3 Myself, as an individual; Tq26bp	Man Woman Man Man Man Man Man Man Man	White	55-64 55-64 55-64 65-74 55-64 65-74 25-34 65-74 45-54

Landward - where the sea wall is by Paignton Green	Not sure	Not sure	New parking area next to the Vue Cinema (45 spaces);	Υ	res N	ot sure	Preston resident	Myself, as an individual; Tq3 1bd	Woman White 55-64
Seaward - where the sea wall is by the beach	a Not sure	No	New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);	N	lo N	0	Paignton resident	Myself, as an individual; TQ3 3DB	Prefer not to Man White say
		I believe that the seafront shouldn't							
		have vehicles on it as it's a health and safety issue all year							
		round specially in the summer and that space could be used for the kiosks							
Landward - where the sea wall is by Paignton Green	No	instead of having them destroyed by the sea. Yes	None of the above;	Parking should be band on the seafront full stop. Y	es Ye	es	Paignton resident	Myself, as an individual; Tq47ur	Man White 25-34
		I feel that disabled			There needs to be full access for the elderly				
		access is being forgotten, many people can't get out of their			and disabled not lots of steps and no ramps etc. Also height needs to be thought of many	Adding more trees and buildings surely take away which you comment parking does? The			
Landward - where the		vehicles all the time and in different weathers go down and view the sea	I agree there needs to be	Parking looking over the sea is important in	disabled are in wheelchairs and scooters they need to be able to see the sea and	Paignton is parking overlooking the sea such that. Taking parking away will surely impact visite Accessibility is a huge issue for a lot of disable to the control of the c	or numbers.		
sea wall is by Paignton Green Landward - where the	No	by sitting in their vehicles. Yes	better safety for cyclists and pedestrians. None of the above; Winter parking only on the northern section of	Paignton it brings many visitors in. Loosing this will make the seafront less useable to the disabled too. N	views not be cut off from	The parking is better consider that they can view the beach fully i	not have to look at big	Myself, as an individual; TQ3 3TW	Woman White 35-44
sea wall is by Paignton Green Landward - where the	Yes	Yes No vehicles on seafront all	Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only	Fed up of camper vans parking on seafront all night and day. Some have blue badges so free	ies Ye	es 	Paignton resident	Myself, as an individual; TQ3 1LH	Man White 35-44
sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes	summer and school holidays No	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45	parking and holiday. Travellers stopped having free holdays(rightly) so stop others having free N	lot sure N	o	Paignton resident	Myself, as an individual; TQ32LA	Woman White 65-74
Green	Yes	No	spaces);	Υ	es N	ot sure	Paignton resident	Myself, as an individual; Tq3 1jx	Woman White 55-64
		I really think that is							
		important that there is some parking available overlooking the							
		beach in the winter. As an older local, it can be a							
		great pleasure to park and look at the sea in comfort in inclement							
		weather, with fish and chips or a coffee. It would be sad to loose this.		I really think that is important that there is some parking available overlooking the beach in the					
Landward - where the		The tall beachside sea wall is appalling (and	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south group (85 spaces); New parking area of the south group (85 spaces); New parking area of the south group (85 spaces); New parking area of the south group (85 spaces); New parking area of the south group (85 space	winter. As an older local, it can be a great pleasure to park and look at the sea in comfort in inclement weather, with fish and chips or a coffee. It would					
sea wall is by Paignton Green	Not sure	expensive and does not allow sea view parking ever). Yes Narrow the road	parking area on the south green (85 spaces);New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45	appalling (and expensive and does not allow sea view parking ever).	'es N	ot sure	Brixham resident	Myself, as an individual; tq5 9fn	Man White 65-74
Landward - where the sea wall is by Paignton Green	Yes	and make it 20mph enforced by an average speed check Yes	spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces);New area for business parking on Pier Approach (8		res Ye	es	Torquay resident	Myself, as an individual; TQ1 4JH	Man White 16-24
	future rise in sea levels and not definite which	obsession with trying to stop people using cars					. ,		
	means that destroying the seafront could be a complete waste of	and if it continues it will damage the tourist industry as many people come	You are trying to say that						
	time. The council obviously need	here on holiday by car as trains are expensive and they	everybody will be riding cycles in the future in an area with a large elderly		We have always had				
	new tape measures because the road widths that they describe	like to tour part of the time when here, trying to discourage the use	population which is simply ridiculous. There are very few cyclists on Paignton sea front and I		pedestrians on the seafront, this is nothing new and people have always been aware of				
	only exist in a couple of small places and a large cycle path as	of cars in a tourist area is short sighted and a danger to the	doubt that will change so you are creating problems for local drivers who are paying		pedestrians and make allowances for them. To offer better facilities for them in the way of				
	described, apart from being a pathetic attempt at driving the public	industry. We are not a town that people rarely visit, we are a	for the roads that they use which are still very poor as can be seen in Palace Avenue and	Make Victoria Park Car Park fully usable which will	seating and shelters is something that the council should have done automatically but it	It would be nice to enhance Paignton seafro	ont as it has been		
	onto cycles, would hardly leave enough room for	destination for people to travel to and to treat it in	Manor Road, if you want to spend money on roads then re-surface	allow people to park for longer when going to the Green or the Beach. I would also suggest a lower rate which will encourage people to park all day,	does not seem to realize how much the tourist industry contributes to	neglected for so long by all parties of the co need to remember that drivers are essentia It seems a pointless to actively discourage them is financial suici	ouncil but they also Il to the economy and ide. The new lights are		
Neither of them	one car let alone either way, 2 lanes. No	other way is pure nonsense which No	them as they are a disgrace. None of the above;	there is much more profit a high volume at a lower cost than a higher cost with a low volume. Y	the bay.It seems a es pointless N	gesture and serves little a poor reflection on the area as they are so o purpose. they are supposed to enhance the area at n		Myself, as an individual; TQ3 2LR	Prefer not to Man White say
			I did not see any place						
		Personally, I would prefer to see the parking moved to	for bicycles to park. Bike theft is a huge problem in the UK and I would						
		be next to the road / hotels and run the walkway along the entirety of the	like to see bike parking made available on the concourse itself. I would also like to see bike						
		beach front. Also I would like to see much better signage to the	parking on concrete. Many new electric bikes come with bike stands that fall over when						
		multi-story car park to try to move traffic away from parking next to the	parked on grass. Naturally, I would like to see bike parking as free to encourage people to						
		beach. Lastly, I would like to see preference given to	use bikes. Lastly I would like to see the cycle lane linking Preston and Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only	and the sea front (safest for kids and best for		Given that Torbay Road dogs extended up to include the promenade will be pedestrianized I covered (almost like bus stops) to enable pe	e. Areas that are eople to sit and eat		
Landward - where the sea wall is by Paignton Green	Yes	blue badge holders (of which I am not one). Yes	Paignton beaches so that parking area on the south green (85 spaces); New families and children can area for business parking on Pier Approach (8 cycle between them. spaces);	aesthetics). I do accept that cars are part of life though and given that support all the ideas as a big improvement. Y	es Ye	think it is a wonderful without seagulls dive bombing us. Add an exidea! Obviously it should gym equipment). I know I've asked for a lot naturally blend with that. presented are fantastic already!!		Myself, as an individual; tq33nj	Man White 45-54
		Over provision for							
		cyclists that might not be needed. Tourists very							
		seldom come with cycles and current usage is cycling enthusiasts only.							
	Lack of provision for older people in their cars to sit watching out to	We are an aging population in the bay and car driving will continue to be	Over provision of cycleways is not needed. The ageing population and visitors do not use	We need to be providing parking for older people to enjoy access to the sea front without having to					
Neither of them	sea. No	much needed. No disabled the ONLY way I can access the beach is for a	cycles. None of the above;	As someone who is disabled the ONLY way I can	lot sure N	ot sure	Torquay resident	Myself, as an individual; TQ1 2AR	Man White 75+
		car to bring me to the slipway of either end of the		access the beach is for a car to bring me to the slipway of either end of the beach. The option of parking a distance away and then travelling by					
		beach. The option of parking a distance away and then travelling by		wheelchair to the beach is too hard. Just imagine pushing wheelchairs through sand! With all its faults at least at the moment I can access the beach because I can walk the short distance from					
		wheelchair to the beach is too hard. Just imagine pensioners having		the parked car to the sand. The suggested car parks although may seem close are too far away for someone with poor mobility. There has been much thought about allowing access for					
		to push their spouses' wheelchairs		businesses, please give some thought to disabled access to allow some form of access by car to one or other end of the beach for disabled people to be					
		through thick sand! With all its faults at least at the moment I can		dropped off/parked up. Disability access isn't just about making areas flat for wheelchairs, there are also members of the community who for whatever health reason struggle to use	I genuinely welcome a more environmental approach to our sea				
Landward - where the		access the beach. The suggested car parks although may seem close		wheelchairs in a beach environment. Please consider the disabled and elderly members of the community. Plans to pedestrianise much of Paignton will mean much of the town centre will	front, but please consider access at one or both sides of the beach to allow disabled people				
sea wall is by Paignton Green	you have listed	are too far away. There has been Yes	Great idea. None of the above;	be inaccessible to myself, please do not remove	the ability to access the	Please, please consider my suggestion aboutes no spot at one end of the beach.	ut a disabled parking Paignton resident	Myself, as an individual; TQ4 45Q	Woman White 45-54
	with a summer car on the green out the front of my hotel is ridiculous.								
	We already have issues with boy racers zooming along Esplanade								
	Road, caravans arriving at bank Holidays and noise pollution at night.								
	We all envisage these to get worse. Why not put car								
	park at other end of Paignton Green where only one or two hotels exist. All	Ban push bikes and scooters. Menace							
	our sea view rooms on ground and first floor will no longer be sea	to all. Allow cars at 10mph max. Same for motorbikes,	Cost vs use figures needed. Currently only see a few cyclists. As non	Clearly not considered the Esplanade Road hotels at all in your plans. Never had a single letter posted through door or email invite. Only heard	Plenty of room there now. Never too jammed to be able to walk along.	Build a wall or make a mound. How does the running off of the hills above town? A large Bulldoze eyesore and piped out to sea on float switches. Gulle cinema. It is hardly used. uear event and pumps send it back out. Gle	gulley with sub.pumps ey fills up on 1 in 100		
Neither of them	view and we will have to reduce our selling cost No	not the current speed fest they enjoy. Not sure	paying minority why waste the money when New area for business parking on Pier Approach (8 needed elsewhere. spaces);	through Bridge Group the day before this latest	We walk our dog twice a day and never had	We watched Top Gun permeable membrane to hide from view. last week along with 6 You state the promenade buildings look run other people. you have allowed it and are now using it as	n down. Is that because	Myself, as an individual; TQ4 6EB	Prefer not Man to say 45-54
		The proposals appear to envisage							
		vehicles circling around the seafront looking for parking spaces		I would prefer there to be no parking on the seafront at all. However, I can see a case for parking at the northern section between the Pier					
Landward - where the sea wall is by Paignton Green	No	and I'd prefer to remove the parking and the vehicles. Not sure	As an experienced, local cyclist it is hard to see Winter parking only on the northern section of the benefit of this lane. Eastern Esplanade (71 spaces);	and the Redcliffe in winter. However, parking at the southern end would be a mistake since it will remove the opportunity to link the traffic free area proposed for Torbay Road with the Harbour.	es But no palm trees please. N	ot sure Overall, some good ideas.	Paignton resident	Myself, as an individual; TQ4 6RB	Man White 55-64
		resident I am not concerned with parking on the		, s.c.iidibodii I	2 pann a cea picase. N		s.g. sen resident	ESS., TQT OND	
		seafront although I appreciate there are many that will be. The current							
		mixture of cars, pedestrians and bicycles etc is absolute chaos and							
		how more accidents don't happen I don't							
		know. In the summer the area is often totally gridlocked with	Cycling along the seafront with children, (did it last week) is taking						
		vehicles reversing in and out of space sand waiting for spaces. Many	your/their life in your hands. Pedestrians just walk out from either side without looking.	The less traffic on the Seafront the better in my opinion. The business owners need to park somewhere and 8 spaces would not take up too much room. Depending on what is happening	It looks lovely. No				
Landward - where the		seaside towns in Europe have pedestrianised	Vehicles also reverse without a clear view of what's coming. The	with the rest of Paignton we have a huge, mostly unused multi storey above Lidl. Maybe a drop off/loading area could be introduced at the	traffic, planters, benches a couple of small tasteful kioks maybe. Just for	Something needs doing and quickly. Paignto			
sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes	seafronts and it seems to lend itself Yes	Esplanade road plan has New area for business parking on Pier Approach (8 spaces); New area for business parking on Pier Approach (8 spaces);Winter parking only on the northern sections.	disabled visitors or just first come first served? Y 8 on		beautiful seaside town and it can be again. es It makes sense to me. and maintaining.	Paignton resident	Myself, as an individual; TQ3 3LN	Woman White 45-54
Green Landward - where the sea wall is by Paignton Green	Yes	Yes Yes	of Eastern Esplanade (71 spaces);New parking are New area for business parking on Pier Approach (8 spaces);New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern	a No parking on the green Y 8	res N	o es	Preston resident Torquay resident	Myself, as an individual; TQ3 2DU Myself, as an individual; tq2 8px	Woman White 55-64 Man White 35-44
Landward - where the sea wall is by Paignton Green Landward - where the	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New area for business parking on Pier Approach (8 spaces); New area for business parking on Pier Approach (8	Υ		es es	Paignton resident	Myself, as an individual; TQ4 6JQ	Man White 55-64
sea wall is by Paignton Green	No	No	New area for business parking on Pier Approach (8 spaces);New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern		lo Ye	es	Paignton resident	Myself, as an individual; TQ3 3JT	Man White 65-74

				STRICTLY enforceable no	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area onext to the Vue Cinema (45 spaces); Summer only						Excellent proposals. There were so many people in opposition to				
Landward - where the sea wall is by Paignton Green		Yes	Yes	ehicles and cycling in the	e parking area on the south green (85 spaces);New a area for business parking on Pier Approach (8 spaces);		Yes	Ye	S		the play park. It turned out to be a massive success. We need a safe, totally vehicle free multi-use area, and that is what the landward scheme delivers.	Torquay resident	Myself, as an individual; Tq2 6uf	Man White	65-74
			If you close the middle section of Eastern Esplanade in the summer I												
Landward - where the			think that the north and south end would be fine to have parking all		New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier	I think you could leave parking on the south all									
sea wall is by Paignton Green		Not sure	year round as well as a car park Yes	The pedestrian path needs to be bigger on	Approach (8 spaces);Summer only parking area or the south green (85 spaces);	year around as it is not near the geo park, so potentially not likely to be children running across.	Yes	Ye	S			Business owner	Myself, as an individual; TQ4 6ED	Woman White	45-54
Landward - where the sea wall is by Paignton Green Seaward - where the se	ea	Yes	Not sure	esplanade road as it's often difficult to get around others.	New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45		Yes	Ye	S			Paignton resident	Myself, as an individual; TQ45EA	Man White	25-34
wall is by the beach Seaward - where the se		No	No I'd prefer it to be Emergency services access		spaces); h New parking area next to the Vue Cinema (45	I'd prefer them to get rid of the parking along the seafront have a small gated access for businesses and have a small carpark down the side by Vue	Yes	People only along the beach and road have a	s		No parking along the seafront only down by Vue cinema. More activities such as the golf on the green and more seating also for picknicks etc	Paignton resident	Myself, as an individual; Tq3 3uf	Woman White	65-74
wall is by the beach Landward - where the		Not sure	only No Second option is		Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south	cinema for the public as the multi story carpark	Yes	market style approach Ye	S		Some food outlets in a market style by the geo Park would be	Torquay resident	Myself, as an individual; Tq1 4HP	Woman White	16-24
sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green		Not sure Yes	ugly and would ruin the seafront. No Yes	travel by car not cycle to the coast.	o green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces) New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for	on	Yes	No Ye	ot sure			Visitor Torquay resident	Myself, as an individual; DY8 3LZ Myself, as an individual; TQ2 6TG	Woman White	
Landward - where the sea wall is by Paignton Green Landward - where the		No	Yes		Summer only parking area on the south green (85 spaces); New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern		Yes	Ye				Paignton resident	Myself, as an individual; TQ3 3SY	Man White	
sea wall is by Paignton Green		Yes	Yes Proposals seem sympathetic to the		New parking area next to the Vue Cinema (45 spaces);	The South Green needs to be available as open space and available to regatta sailors for	Yes	Ye	S			Paignton resident	Myself, as an individual; tq3 2jt	Man White	e 45-54
Seaward - where the se wall is by the beach	ea	Yes	needs of the visitors Yes For pedestrian safety, cars should	Cycle lanes are dangerous to	New parking area next to the Vue Cinema (45 spaces);	numerous events organised by Paignton Sailing Club which bring visitors to the the town and	Yes	Ye	S			Paignton resident	Myself, as an individual; TQ5 6LT	Man White	55-64
Neither of them	They would both block the seaview.	No	be banned from the seafront entirely. No	pedestrians. Cyclists should be on the road. The traffic flow is slow a it is.	as None of the above;	There should be no parking at all on the green or promenade. To allow parking on the green would spoil the view competely.	Not sure	No)	Keep cars away from the	The idea of allowing parking on the southern end of the green is monstrous. It would spoil the area completely. People do not come to Paignton seafront to see cars.	Paignton resident	Myself, as an individual; TQ4 6AW	Man White	Prefer not to
			I don't understand why the businesses need												
Landward - where the sea wall is by Paignton			parking all day. I don't see how blue badge holders are going to be able to	Concerned that the design will meet best-practice standards, as	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area	Why are there any spaces here other than for blue badge holders. Make them use Victoria car park,					I think existing businesses are being given undue weight. There need to be far more small businesses, kiosks etc on the seafront.				
Green		Yes	get to the seafront. Yes		r next to the Vue Cinema (45 spaces);	·	Yes	No	ot sure	•	It looks like some kind of dodgy cartel is running everything.	Paignton resident	Myself, as an individual; TQ3 2BE	Woman White	45-54
	I like the alternative version from the Paignton and Preston Partnership														
	especially the natural lanndscaping and environmental		Just to emphasis that if you are truely consulting then you should												
	merits with Devon banks etc This should be presented as an		include alternative suggestions especially from the local partnership												
Neither of them	option for the public to consider	Not sure	or explain why not? Yes		None of the above;		Not sure	No	ot sure			Paignton resident	Myself, as an individual; Tq4 7ns	Man White	55-64
			Only have vehicular access to the right hand side and leaving the left for full												
Landward - where the sea wall is by Paignton			pedestrianised so that people and kids can freely cross without the		New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section	on									
Green Landward - where the sea wall is by Paignton Green		Yes	need of safety Yes No		of Eastern Esplanade (71 spaces); None of the above;		Yes	Ye No			As a business owner, I would like to know what is being planned to address the constant flooding at Goodrington ?	Torquay resident Paignton resident	Myself, as an individual; Tq13hx Myself, as an individual; TQ3 3EB	Man White Prefer not to Prefer say to say	not Prefer not to
			Many parking spaces would be lost, with Victoria												
Landward - where the			Park car park being closed, where exactly are locals and visitors going			Paignton is desperately short of parking spaces now, people want (and are entitled) to use their									
sea wall is by Paignton Green		No	to park in Paignton? No The prevalence of		None of the above;	cars but we do not have enough spaces now, these plans will destroy Paignton.	No	No	ot sure			Paignton resident	Myself, as an individual; TQ4 5AU	Woman White	Prefer not to say
Landward - where the sea wall is by Paignton			camper vans is unsightly and they should be banned. They should use park and ride or	Anything to encourage exercise and promote	Winter parking only on the northern section of	Leave the south green as it is because its used as a boat park for sailing competitions, which brings					The palm trees are a good idea, also innovative use of outdoor fitness and sporting facilities should be encouraged. The country				
Green	the sailing club survives with the	Yes	campsites. Yes	cycling is good.	Eastern Esplanade (71 spaces);		Yes	Ye	S		is a ticking time bomb of an overweight population.	Torquay resident	Myself, as an individual; TQ26TE	Man White	55-64
	income from national championships, where access to														
Neither of them	the green and also access to the sea from the green is paramount.	No	Yes		None of the above;		Yes	Ye	s			Torquay resident	Myself, as an individual; TQ1 4JR	Woman White	16-24
	Both look awful and cost a fortune. Please provide a copy of the survay														
	that shows why we need this as I have never seen Paignton seafront		Do not change it. These changes will	There are not enough cycles. Has a survay		There is already plenty of parking. Improve public								This sl Prefer not to not be	e Prefer not to
Neither of them	flood.	No	course congestion. No Where will tourists park? Reduced	been done into this?	None of the above;	transport instead.	No	No		It may become more congested, when drivers realise there are no		Paignton resident	Myself, as an individual; TQ5 0NP	say neces:	sary say
Seaward - where the se	2a		park: Reduced parking will put them off, and they may leave Paignton to visit somewhere	Cyclists already ignore cycling restrictions, so this option will only make it more unsafe for		All only offer reduced parking. Where will all the				available spaces for parking (as spaces have been reduced), and will	How long will drivers be able to stay parked on the seafront? It				
wall is by the beach		No	else. No	pedestrians.	None of the above;	other tourists go to park?	Yes	No)	else.	will discourage/block others if parking is for all day.	Preston resident	Myself, as an individual; TQ3 2RE Myself, as an individual;On behalf of a	Woman White	65-74
Neither of them	No need for them.	No	Leave things alone ,I there is no need for this. No		None of the above;		No	No)			Paignton resident	group or organisation (please detail who under Other);English Riviera Bike Night; TQ4 7NB	Woman White	e 65-74
	It blocks vision to the beach, as it is														
	children would be able to se and find where their family is on the green, also if cars will be														
	using the rd for parking it adds more risk for children. Let the		Use Parkfield as a car park extending												
Neither of them Landward - where the sea wall is by Paignton	cars park in multi storey parks.	Not sure	the paying car park. Yes		Winter parking only on the northern section of Eastern Esplanade (71 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area		Yes	More flower beds Ye		Yes only for disabled blue badge parking		Paignton resident	Myself, as an individual; Tq45db		SH 65-74
Green	The sea will always	Yes	Yes Remove the	No. There are significantly more near	next to the Vue Cinema (45 spaces);Summer only		Yes	Ye	S			Preston resident	Myself, as an individual; Tq3 2rh	Woman White	35-44
	reclaim the land behind if it wants to. You also forget why so many		vehicles from the seafront completely, or at least one side of it	misses and accidents from the lycra clad speeding cyclists than from the cars. If you are											
	tourists come here to not only visit, but to live, and these sea defences		to allow greater pedestrian access and create a safer environment for	to remove vehicles, ther remove all vehicles. Cyclists of today on thei racing bikes are not the	ir										
Neither of them Landward - where the sea wall is by Paignton	would greatly encourage people to go elsewhere	No	children to play, or cross from Geopark to beach No	same as the cyclists of old on their rusty Raleigh's	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area	Late to this one, but the Teignmouth style parking around the outer edge works well and would keep the green and esplanade road pedestrianised	No	No	ot sure		I have a major concern that these proposals are always made by funded consultants rather than residents	Paignton resident	Myself, as an individual; TQ32SG	Man White	45-54
Green		Yes	Yes		next to the Vue Cinema (45 spaces);New area for		Yes	Ye	S			Business owner	Myself, as an individual; TQ12LW	Woman White	65-74
			I can see little justification for												
			parking on the seafront except for business vehicles and disabled parking. The prime												
			focus of visitors to Paignton seafront is the interface between the land			There is no mention here of provision for paddleboarders, surfers, kayakers, kite surfers etc who need reasonable access to the beach to unload their kit. How are they going to access the					Torbay faces east, the prevailing winds are from the SW, so the construction of an offshore breakwater could be an option?. An offshore breakwater would be far less intrusive and far more				
			and the sea. The beauty of this vista is compromised by vehicles. A			sea? These sports are growing in popularity and their numbers will increase. It is noticable that surfing waves are increasing in frequency on the south coast and there are more opportunities to		if a seawall has to be built then clearly the landward option is visually more aesthetic.		The area is very urban in	sustainable than a sea wall with a limited lifetime. The other option may be beach nourishment. The success would depend on the rate of erosion of the coast so it could be an interim option to see how viable this is and whether we need more expensive form	ns			
Landward - where the sea wall is by Paignton Green Seaward - where the se		Yes	compromise could be winter parking at one end. Yes	Excellent idea	New area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area	engage in these sports than 20 years ago. They can park away from the coast but need to be able to access it.	Not sure	Though I would support a different option for coastal defence.	ot sure	planting amongst this	of coastal defence? Since Torbay relies on tourism it would not be in the area's interest to devise a scheme so unaesthetic that visitors switch to Teignmouth or Dawlish for their sea experience		Myself, as an individual; TQ3 2QJ	Woman White	e 65-74
wall is by the beach Landward - where the sea wall is by Paignton Green		Yes	Yes No		next to the Vue Cinema (45 spaces); New area for Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only		Yes	Ye Ye			Please include as many trees as possible. Also kiosks with seating areas on the promenade.	Paignton resident Paignton resident	Myself, as an individual; TQ33JN Myself, as an individual; TQ4 6NW	Man White	
Landward - where the sea wall is by Paignton Green		Yes	Yes		Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces);		Yes		ot sure			Paignton resident	Myself, as an individual; TQ3 2SH	Woman White	
			Excellent plan to remove any cars parked at sea front, cars parked												
			are always dangers to both pedestrians and cyclist. Support to	Excellent plan to remove any cars parked at sea front, cars parked are always dangers to both											
Landward - where the sea wall is by Paignton			remove any parking space from the sea front and having two lanes	pedestrians and cyclist. Support to remove any parking space from the sea front and having two	o	It will be ideal to have no parking spaces at the sea front all together. Parking spaces can be secured	W	It is a great idea to have a designated pedestrian area from bicycle lanes				_			/ Asian
Green		Yes	for bicycles fully. Yes It would be much	lanes for bicycles fully.	ivone of the above;	at near or back of town.	Yes	at the sea front. No			Removal of car access at the sea front will be great.	Torquay resident	Myself, as an individual; TQ2	Woman British	n 45-54
			It would be much better to remove vehicles as in the seaward proposal but caution not to	Important not to share a	a			The northern green- as well as increasing biodiversity could be partially landscaped to							
Landward - where the sea wall is by Paignton			lose Parking from the town as this could potentially reduce	cycle path with pedestrians as it's a nightmare for cyclists as pedestrians have no	s Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area	The green nearest the harbour is important for the sailing club to host national sailing events- kudos to Paignton and brings many visitors to the town. Obstructing this for parking will mean they can't		improve its appearance eg small pond/waterfall, raised beds and create a seating area amongst a		parking to prevent	Really liked the pictures of the lights and palms and planters along the promenade. Very important to upgrade the toilet facilities -				
Green Seaward - where the se wall is by the beach	ea	Not sure Yes	footfall. Yes	awareness of bicycles		do this any more.	Yes	green environment Ye			show pride in Paignton and encourage our visitors to return	Torquay resident Torquay resident	Myself, as an individual; TQ2 6QY Myself, as an individual; Tq1 1jh	Woman White	

Seaward - where the sea wall is by the beach Yes	No	Winter parking only on the northern section of Eastern Esplanade (71 spaces);		Yes	Yes		Paignton resident	Myself, as an individual; TQ47PZ	Man White 65-74
I believe that neither of them are important because		I believe that making it							
there are rarely any flooding in that are so it would be a		completely clear that cyclist must use cycle New area for business parking on Pier Approach (8 lanes through the use of spaces);Summer only parking area on the south	3						
waste of resources, time Neither of them and money. Yes	Yes	clearly lit signs as they green (85 spaces); New parking area next to the Vu are futile if they're not being used. Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);	Charges should not be ridiculous unless they are	Yes	Yes		Brixham resident	Myself, as an individual; TQ5 9NS	Asian/ Asian Man British 16-24
			Your parking proposals will be a disaster for local residents. The local area, particularly Roundham, is already congested and dangerous between May						
			& September. Reducing the number of seafront spaces will only make this worse. And using the south green for dual purposes of parking and		The Council have allow the former disabled				
			events is ridiculous - not only will the parking be lost during events but the event visitors will look to park in the local residential areas. It will be mayhem during events. I recall that there was a		parking spaces in front of the Vue Cinema to become a free-for-all. I know an elderly persor				
			proposal a few years ago to reduce the number of parking spaces in the Cliff Road car park in order to build apartments so this proposal can't rely on		& a disabled person who used to go to the cinam often but now can't	ho			
			parking there. Any sea front proposal must have no nett reduction in car parking or else the Roundham residents will suffer even more. The		because what used to l disabled spaces are no just full of long-term ab	w			
			Council keep chipping away at car parking as an easy target for housing development and other purposes, often using the disingenuous		bodied parkers. Whatever happens nea the Vue Cinema, there				
Neither of them No	Yes	New parking area next to the Vue Cinema (45 spaces);	justification that people should not use cars so much and should use public transport, cycle or walk. But this is just politically-correct nonsense	Not sure	should be an ample provision of disabled Not sure parking.		Paignton resident	Myself, as an individual; TQ4 6DE	Prefer not to Prefer not say to say 65-74
	Motorcycle parking			Needs seating. Ensure paving etc low maintenance and doesn	't				
	would need consideration - they can't park on			encourage weed growth for easy maintencance. Planting needs to be					
Landward - where the	grass and the current parking spaces on the	Cycle lanes need to be New parking area next to the Vue Cinema (45 enforced - cyclist would spaces);Summer only parking area on the south	Motorcycle parking would need consideration -	easy to maintain and access for maintenance should think about	-				Mixed/ Multiple
sea wall is by Paignton Green Yes	esplanade would be lost No vehicular parking	still want to cycle on the green (85 spaces); New area for business parking o Esplanade Pier Approach (8 spaces); general, cyclists do not	spaces on the esplanade would be lost	Yes and ensure sustainable.	about the so called "ne	ew	Paignton resident	Myself, as an individual; TQ3 3UL	ethnic Woman groups 45-54
	should be AWAY from the seafront area, parking	adhere to road safety regulations, do not adhere to red traffic			arrival Area" How can you have an arrival are that is quite farcical,	ea ea			
	should only be made available and allocated for disabled parking	lights, or any coloured traffic light and they do not seem to consider the motorist or the	As previously stated, there should be no parking along ANY of the seafront, except for some allocated spaces for disabled people only. Please		when you are arriving a a cinema, that totally blocks our sea front. No matter how you try				
	close to or on the seafront. Able bodied	pedestrian, be it on a road, or illegally on a pavement.	refer to previous comments and example in Section 3. What is this obsession of wanting vehicles parking	Ensure ample wooden slated seating on the higher section of the	at Torbay Council. it is always, stick a plaster of it. No vision to create a	on			
	visitors and locals need to be encouraged to	I do not think that a two- way cycle lane is a safe option for pedestrians	on the sea front., it's old-fashioned madness, people in a few years' time will want and need to park with access to electric car charging points, it's	wall, along with some lower seating levels for	once in a lifetime makeover for our neglected, tired sea				
	walk to gain access to the beach. For example, the	and families with young children. Less consideration	only eight years away and you can't install them near the sea front. Please look at this project with the view that you want to make this fairly future	Perhaps high sections and low sections alternat, so that families					
	parking at Dawlish Warren has no impact on the beach at all, or	should be made to cyclists and more consideration to pedestrians, both young	proof and consider everything with regard to the fact that electric vehicles will be around in their millions within fifteen years, as soon as 2030 kicks in, the ownership will rocket up.	with older members car all sit together, by havin the young on the top seating and the older	g Harvester and the cafe restaurant with the	ex, Plenty of real palm trees will be much needed along with			
	even the nature reserve, yet both are accessible with	and old. Cyclists are not going to flock to Paignton	Create a workable car parking area away from the seafront with more than ample charging points for the vehicles and just create sufficient parking	ones on the lower	are all an absolute eyesore, ancient and	Cordylines, or as strange people in Torbay call them" Torbay			
Landward - where the sea wall is by Paignton Green Yes	just a five-minute walk, making the nature reserve, the No	because of a proposed two-way cycle lane, families young and old None of the above;	spaces for the disabled. That's forward thinking and creating wat the visitors and locals will need. Do it once and get it right first time.	res and so on along the higher and lower walls.	where they are and the	not confident that my comments and ideas will be considered, but all I want is a safe, inviting and very appealing Paignton for us locals and tourists to enjoy all year round.	Paignton resident	Myself, as an individual; TQ4 7FN	Man White 65-74
Landward - where the sea wall is by Paignton Green Yes	No	New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Summer only parking area on	1	No	Yes		Paignton resident	Myself, as an individual; Tq33pd	Man White 25-34
Landward - where the sea wall is by Paignton Green Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces). New parking area next to the Vue Cinema (45		Yes	Yes		Paignton resident	Myself, as an individual; TQ4 7SW	Woman White 45-54
Landward - where the sea wall is by Paignton Green Yes	Not sure	New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Summer only parking area on		Yes	Yes		Torquay resident	Myself, as an individual; TQ2 6LS	Woman White 45-54
lots of people with									
mobility problems, Anxiety , that like to stay in their	Alternative description of the second se								
cars at look at the sea and beach, Neither of them won't be able to . No	No, as its no been allowed for, in your plans. Not sure	New parking area next to the Vue Cinema (45 spaces);		No	Yes		Paignton resident	Myself, as an individual; tq4	Woman White 45-54
	Car parking should								
	be in clusters and not all the way along the front.								
	Cycle riding should be banned from the								
Landward - where the	Esplanade as too many riders cycle too fast and in a	New parking area next to the Vue Cinema (45							Prefer not to
sea wall is by Paignton Green Not sure	dangerous manner. Yes	spaces);Summer only parking area on the south green (85 spaces);		Yes	Not sure		Paignton resident	Myself, as an individual; TQ4 5HE	Man White say
	How about widening the main road (taking a								
	small slice of the								
	green) and putting the parking on the	You still have the							
Landward - where the sea wall is by Paignton Green Yes		You still have the problem of small children and things with wheels that move fast! None of the above;	See my comment to question 3	Yes It looks good to me!	•	I can remember the mechanical elephant and the Guinness clock it on Paignton seafront! I'm sure the first new proposal will make safe and happy memories for children in the future.	Torquay resident	Myself, as an individual; TQ1 1SJ	Woman White 65-74
sea wall is by Paignton	the parking on the road? Freeing up the whole seafront? No	problem of small children and things with	See my comment to question 3	Yes It looks good to me!	•	it on Paignton seafront! I'm sure the first new proposal will make	Torquay resident	Myself, as an individual; TQ1 1SJ	Woman White 65-74
sea wall is by Paignton	the parking on the road? Freeing up the whole	problem of small children and things with	See my comment to question 3	Yes It looks good to me!	•	it on Paignton seafront! I'm sure the first new proposal will make	Torquay resident	Myself, as an individual; TQ1 1SJ	Woman White 65-74
sea wall is by Paignton Green Yes	the parking on the road? Freeing up the whole seafront? No As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the	problem of small children and things with wheels that move fast! None of the above; New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the	See my comment to question 3	It would need to be well maintained, free from	Yes is now.	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained	Torquay resident	Myself, as an individual; TQ1 1SJ	Woman White 65-74
sea wall is by Paignton	the parking on the road? Freeing up the whole seafront? No As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access	problem of small children and things with wheels that move fast! None of the above; New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier	See my comment to question 3 We still need to be able to park and enjoy the sea. As we are older we can't walk far	It would need to be wel	Yes is now. Please don't make it to much like Blackpool an more classic like the	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and	Torquay resident Paignton resident	Myself, as an individual; TQ1 1SJ Myself, as an individual; Tq47sl	Woman White 65-74 Woman White 55-64
Sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton	the parking on the road? Freeing up the whole seafront? As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol Not sure This appears to restrict the through traffic.	problem of small children and things with wheels that move fast! None of the above; New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south	We still need to be able to park and enjoy the sea.	It would need to be well maintained, free from rubbish and planting kept tidy and gardening	Yes is now. Please don't make it to much like Blackpool an more classic like the	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and			
Landward - where the sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton Green Not sure	the parking on the road? Freeing up the whole seafront? As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol This appears to restrict the through traffic. This route is the only one which avoids the very	problem of small children and things with wheels that move fast! None of the above; New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of	We still need to be able to park and enjoy the sea.	It would need to be well maintained, free from rubbish and planting kept tidy and gardening	Yes is now. Please don't make it to much like Blackpool an more classic like the	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and			
Sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton	the parking on the road? Freeing up the whole seafront? As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol This appears to restrict the through traffic. This route is the only one which	problem of small children and things with wheels that move fast! New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);	We still need to be able to park and enjoy the sea. As we are older we can't walk far	It would need to be well maintained, free from rubbish and planting kept tidy and gardening	Yes is now. Please don't make it to much like Blackpool an more classic like the	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and be fit for purpose going forward			Woman White 55-64 Prefer not to Prefer not Prefer not to say to say say
Landward - where the sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton Green Not sure Landward - where the sea wall is by Paignton	the parking on the road? Freeing up the whole seafront? As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol This appears to restrict the through traffic. This route is the only one which avoids the very pedestrian and road congested	problem of small children and things with wheels that move fast! None of the above; New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only	We still need to be able to park and enjoy the sea. As we are older we can't walk far	It would need to be well maintained, free from rubbish and planting kept tidy and gardening Yes carried out regularly	Please don't make it to much like Blackpool an more classic like the South of France	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and be fit for purpose going forward N/A	Paignton resident	Myself, as an individual; Tq47sl	Woman White 55-64 Prefer not to Prefer not Prefer not to
Sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton Green Not sure Landward - where the sea wall is by Paignton Green No No Neither of them No	the parking on the road? Freeing up the whole seafront? No As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol Not sure This appears to restrict the through traffic. This route is the only one which avoids the very pedestrian and road congested centrr of Paignton. Not sure	None of the above;	We still need to be able to park and enjoy the sea. As we are older we can't walk far	It would need to be well maintained, free from rubbish and planting kept tidy and gardening carried out regularly Yes Mo Not sure Yes, ensure rapid response on clean up crews when there is a debris etc on the pedestrian walk way	Please don't make it to much like Blackpool an more classic like the South of France Not sure No	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and be fit for purpose going forward N/A Yes, link the cycle area up with the harbour in a risk assessed	Paignton resident Torquay resident	Myself, as an individual; Tq47sl Myself, as an individual; TQ1	Woman White 55-64 Prefer not to Prefer not Prefer not to say to say Prefer not
Landward - where the sea wall is by Paignton Green Not sure Landward - where the sea wall is by Paignton Green No Not sure Landward - where the sea wall is by Paignton Green No Neither of them No Landward - where the sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton Green Yes Landward - where the	the parking on the road? Freeing up the whole seafront? No As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol Not sure This appears to restrict the through traffic. This route is the only one which avoids the very pedestrian and road congested centrr of Paignton. Not sure	none of the above; New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Winter parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area	We still need to be able to park and enjoy the sea. As we are older we can't walk far	It would need to be well maintained, free from rubbish and planting kept tidy and gardening carried out regularly Yes Mo Not sure Yes, ensure rapid response on clean up crews when there is a debris etc on the	Please don't make it to much like Blackpool an more classic like the South of France Not sure No	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and be fit for purpose going forward N/A Yes, link the cycle area up with the harbour in a risk assessed project. With more popular cycling and walking safety measures	Paignton resident Torquay resident	Myself, as an individual; Tq47sl Myself, as an individual; TQ1	Woman White 55-64 Prefer not to Prefer not Prefer not to say to say Prefer not
Sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton Green Not sure Landward - where the sea wall is by Paignton Green No Neither of them No Landward - where the sea wall is by Paignton Green Yes	the parking on the road? Freeing up the whole seafront? As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol This appears to restrict the through traffic. This route is the only one which avoids the very pedestrian and road congested centrr of Paignton. Not sure	none of the above; None of the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next to the Vue Cinema (45 spaces); New parking area next	We still need to be able to park and enjoy the sea. As we are older we can't walk far	It would need to be well maintained, free from rubbish and planting kept tidy and gardening carried out regularly Yes Mo Not sure Yes, ensure rapid response on clean up crews when there is a debris etc on the pedestrian walk way from often the winter	Yes is now. Please don't make it to much like Blackpool an more classic like the South of France Not sure No No	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and be fit for purpose going forward N/A Yes, link the cycle area up with the harbour in a risk assessed project. With more popular cycling and walking safety measures in place	Paignton resident Torquay resident Paignton resident	Myself, as an individual; TQ47sl Myself, as an individual; TQ1 Myself, as an individual; TQ4 6BP	Woman White 55-64 Prefer not to Prefer not say to say say Prefer not Woman to say 55-64
sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton Green Not sure Landward - where the sea wall is by Paignton Green No Neither of them No Landward - where the sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton Green Yes Landward - where the sea wall is by Paignton	the parking on the road? Freeing up the whole seafront? As I get older I love being able to drive & park on the sea front to enjoy the view. If you can leave some access for enjoying the sea view from my car that would be greatol This appears to restrict the through traffic. This route is the only one which avoids the very pedestrian and road congested centrr of Paignton. Not sure	New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);Summer only parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces); Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area	We still need to be able to park and enjoy the sea. As we are older we can't walk far	Yes Mo Yes Mo Not sure Yes, ensure rapid response on clean up crews when there is a debris etc on the pedestrian walk way from often the winter storms.	Yes is now. Please don't make it to much like Blackpool an more classic like the South of France Not sure No No Yes	Please protect the sea view and access for us all. Planting and palm trees welcome, but keep it well maintained Not too much touristy tatt. A tasteful but modern sea front that will stand the test of time and be fit for purpose going forward N/A Yes, link the cycle area up with the harbour in a risk assessed project. With more popular cycling and walking safety measures in place	Paignton resident Paignton resident Paignton resident	Myself, as an individual; TQ1 Myself, as an individual; TQ4 6BP Myself, as an individual; TQ4 7BY	Prefer not to Prefer not to say to say Say Prefer not Woman to say 55-64 Man White 65-74
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as it is. Ye perfect by works. Ever can access beach, the good amore parking we access to beach and Park. My experience sensory conditions and has meltdown parking of front is vishim to be enjoy beach but also to the care and safely it becomes much for mother is wheelchal without P	Ves, it's not but it Everyone ess the here's a hount of with easy o both the end the Geo y son ess overload vns - on the sea vital for each days, to get back er quickly ely if/when ess too or him. My is in a eair, and	I feel the current movement of vehicles is fine. It's nice to drive and looks good. Drivers should be more aware of kids running around, it's right by a park and a posted speed limit for a reason. No				No	Pedestrians have plenty of space as it is. No	I don't feel th changes need made.			Myself, as an individual; Tq27sy Myself, as an individual; tq4 7ls	Woman White 25-34 Man White 45-54
to watch when I fe depressed location li mood. My also parks my grand has additioneeds, to the beach the Geo Peneeds the nearby for the state of the dearth	ay the spaces he t, I don't cout other out I y park here in the sea feel ed. This lifts my My family ks here for idson, who itional o play on the and at Park, he he car for his	The vehicles move	Leave the cycle lane where it is, it takes cyclists away from								Myself, as an individual; On behalf of a group or organisation	
safety wh Neither of them gets over	rhen he erwhelmed. No	fine around the seafront. No	Torbay Road and keeps them safe	None of the above;		Not sure	Not sure			Torquay resident	(please detail who under Other);My family; TQ2	Woman White 45-54
Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton	Yes	I think having pedestrian areas is good idea for especially high peak times e.g holiday. Not sure	existing esplanade road, cause congestion as cars needing to turn right into side roads may block flow of traffic?.	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);New area for business parking on Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);New area for business parking or	<u> </u>	Yes	I am unsure of what would be effective position of the kiosks (middle or to the side) on the promenade and wonder what has worked best in other areas. I would like more information. Definitely palms planted and areas to look natural with sustainable materials and commitment to maintain. Integration ecologically sympathetic design to the flood defences important. Not sure	for new 'arriv	posals are It's important for designs to be accessible to all wall area or compromising on asthetics. Considering people with look like. impairments (blind and deaf community), wheel intit all down it is I would like to know what type of planting you are would withstand the flooding/seawater. Also where we would withstand the flooding/seawater.	with sensory Ichair users etc. Paignton resident re proposing that nat plans will be	Myself, as an individual; TQ32QA	Woman White 45-54
Green	Yes	No		Pier Approach (8 spaces); Pier Approach (8 spaces);		Yes	Yes	welcome to P seafront	they not be an eyesore in a few years time.	areas to ensure Paignton resident	Myself, as an individual; TQ4 7bx	Woman White 35-44
Landward - where the sea wall is by Paignton Green	Not sure	Yes		Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);New area for business parking on Pier Approach (8 spaces);		Yes	Dogs should be allowed on the pedestrian areas. Paignton and Preston are lacking in accessible beaches for dog walkers during the summer. Hollicombe Beach is an obvious option for all year dog walking. Not sure		tion doesn't Dog walkers keep Paignton and Preston sea fron Inction of winter (NB I do not own a dog) and are complete rea" summer. Please look at making Hollicombe dog f	ely excluded in the	Myself, as an individual; TQ125SZ	Woman White 55-64
Landward - where the		challenge of balancing car: non- car use. and idea of significantly reducing car nos. at seafront superficially sound. However, car flow around Paignton seriously under- estimated in my opinion; effect of possible pedestrianisation of Torbay Road; reduction in size of multi-storey car park by Lidle's; 2 new hotels with guests using multi- storey car park. Additional Parking will be required. 'Park & Ride' from Goodrington in summer	lorries that often use	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); New area for	PI see 3 above. Plus: Summer only parking on south green. Great in theory, yet will cause tremendous practical problems/arguments/complaints when 'Events' take place - for all the pre-warning signs/soc			Do not over-c	Dont know what ails the 'Community Partnership complicate seems little 'partnership' and more 'aggravation'			
sea wall is by Paignton Green	Not sure	months??? Yes Many people	Torquay/Brixham?	business parking on Pier Approach (8 spaces);	media/Press you will have to use constantly. Plus:	Not sure	See all above Yes	matters!	Council. This needs addressing as it deflects from		Myself, as an individual; TQ4	Man White 65-74
Restrictio	on to	would be disadvantaged in accessing beach and seafront, with	Make sure cyclists are	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south green (85 spaces); New								
carparkin Neither of them disability Landward - where the		no vehicular access. Yes	fines for using footpaths and roads.	area for business parking on Pier Approach (8 spaces); Winter parking only on the northern section of	·	Yes	Yes			Torquay resident	Myself, as an individual; Tq2 6nl	Why does it matter. Why. 65-74
going down pier road, gates were mentioned there is not them (als where shiplan, if the worked, we create a could not point low the rest of front). The seaward of massively overbeard financially feasible for million.	ward one the water own the d, I know ere ned but no detail of lso if placed how on the they would dam. They of be at a wer that of the the d one is ly uring and lly not for £3 No emy wife is disabled resent we	side should continue as is (closed only for special events). The south side could be closed during the summer school holidays (as it used to be). Both sides are well used for parking all year round, many people coming to use the cinema and seafront restaurants as well as the beach, evening use shows this. As many people have pointed out many elderly / less mobile people enjoy coming to park on the front to watch the sea, this also gives the	I think they will continue to use the sefront (those I have asked said that they would). It is a more pleasent view and			Yes No	Apart from during the main holidays the footfall along the front does not exceed the current provision (and if the south side was cloesd during the school summer holidays this would not be an issue at all. During the winter it is, unsuprisingly, very quiet down there even when the weather is good. I feel that having parking there outside of the school summer holiday makes sense and causes greater use of the seafront during the 'off' season. Not sure	rd goes ahead there looked	more some will not survive financially. A lot of the flooding in Paignton is because of draded. What is the fact that the water table is not far down in the nice when it town. The basements of many properties used to spring tides (and probably still do). The wall will interest up. I this (or the flooding at Berry Square). If the landward wall is adopted then how would such of a slope of the land behind? Changes could affect the peoples use the green next to the geo park. I feel they should the slope of the land behind?	all at the palm u look at the few w the wind off e trees on the bes Tor2 have the have been grassed upport. If you add ainage issues and he centre of the flood during hin no way solve this affect the he fairs ability to	Myself, as an individual; TQ3 3XU Myself, as an individual; TQ3 2AF	Woman White 55-64 Woman White 45-54
park on the seafront of the respective to the car with the car warm and	the t to allow ee the sea ch from which is a her health. The ions would hean that alld have to e car in a hair and be by me up wn ramps, wrified of and down fter an t on a ramp sly. Also, at in the he can stay ar and stay and dry. The als would No	In stead of banning vehicles from the sea front, railings could be placed on the road side of the footpath by the green and designated crossing points put in with zebra crossings for pedestrians to cross the road. This would prevent people just wandering off the footpath into the road, which is currently a major part of the problem on the sea front.		New parking area next to the Vue Cinema (45 spaces);Summer only parking area on the south green (85 spaces);New area for business parking of Pier Approach (8 spaces); New parking area next to the Vue Cinema (45 spaces);Winter parking only on the northern section of Exercise Section (274 spaces). Summer only of Exercise Section (274 spaces).	on	No	Not sure			Torquay resident	Myself, as an individual; TQ2	Man White 55-64
wall is by the beach	Yes	Yes Should remain the		of Eastern Esplanade (71 spaces);Summer only		Yes	Not sure			Preston resident	Myself, as an individual; TQ3 2RF	Woman White 35-44
It doesn't		same for disabled dog walker ,horses,surfers,pa										
any,just r		ddle boarders etc so the community can use it Yes			Cars should only be allowed on the Esplanade in the winter as was the case until a few years ago. In The esplanade should be totally pedestrianised all	No	The current summer only kiosks should be removed and more permanent tasteful premises built along the esplanade that can operate all year round as has been shown with the developments at Paignton these is enough demand for trade 52 weeks of the year. The two new hotels currently being built on the sea front will be a great asset to Paignton			Paignton resident	Myself, as an individual; Tq32jh	Woman White 45-54
sea wall is by Paignton Green	Yes	Yes Would be very		of Eastern Esplanade (71 spaces);		Yes	great asset to Paignton and Torbay Yes		Please can the work be started as soon as possib	ole. Paignton resident	Myself, as an individual; TQ4 6EF	Man White 65-74
Landward - where the		pleased to see the parked vehicles fully removed but feel that you have reached an	The current cycle lane is inadequate and you cannot fit in cycle lanes in a pedestrianised area and so I think you have				The pedestrian area on the promenade would be superb and a great improvement on the					
sea wall is by Paignton Green Landward - where the	Yes	reached an acceptable compromise. Yes	reached the best	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New area for business parking on Pier Approach (8 spaces);		Yes	improvement on the hazardous area currently in place. Not sure			Paignton resident	Myself, as an individual; TQ4 6EF	Woman White 65-74
sea wall is by Paignton Green	Yes	Yes		None of the above;	create parking in town	Yes	Not sure			Preston resident	Myself, as an individual; TQ3 1JF	Woman White 55-64

Landward - where the sea wall is by Paignton Green	Not sure	I don't think cars should park on the seafront in the summer as there are too many people and young children playing, I'm surprised there hasn't already been a accident, some cars during the evening speed along the road (young male drivers predominantly), also dogs. I also think free parking in the winter would bring more people to the seafront and in turn that would help businesses. Yes	None of the above;	I think Torbay Council needs to look at parking in Paignton as a whole, as Crossways multistorey carpark is going and there is talk of Victoria multistorey car park going as well, also I believe Torbay Road is going to be pedestrianised, so where are people going to park if they want to come in to Paignton, I find it all absolutely rediculous especially when the Council are building flats in prime location in Paignton because they say they want to bring more people into the town centre, its a contraction of idea's.	r'es Not sure	It depends on what Torbay Council are doing I think it's long overdue that Paignton Seafront is having money with Torbay Road and all spent on it. It needs colour by way of flowers in being made the other schemes they interesting. Also I think that thr geo Park needs to be enclosed so it will be safer. Paignton resident Very important that sailing dinghies will be able to park on the	On behalf of a group or organisation (please detail who under Other);My son and myself; TQ46AX Woman White 55-64
Seaward - where the sea wall is by the beach Seaward - where the sea	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);		'es Yes	South green and have access to beach launching for championship events run by the sailing club Preston resident	Myself, as an individual; TQ3 1AQ Man White 65-74
Landward - where the sea wall is by Paignton Green	Yes	Yes	I support the cycle lane as long as it is a defined lane and not a white line painted along the road. Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces);	As a member of Paignton Sailing Club we regularly use the South Green to host championship sailing events. I would not like to see the Green used as a car park. There is a nearby car park at Cliff Road which, if investment was spent on the car park, could be utilised. There is then a nice stroll around the harbour to the sea front. It is amazing that the	I think the current sea front is dated so a new scheme would be beneficial to the town however the scheme would need to be maintained. The large seating and planting areas will quickly become scruffy and unappealing if ongoing maintenance is not put into the budget. Yes	Torquay resident The current proposals for Paignton and the seafront seem to be	Myself, as an individual; Tq33bs Man White 45-54 Myself, as an individual; TQ2 Woman White 55-64
Neither of them	No	No	None of the above;New area for business parking Pier Approach (8 spaces);		No No	Why alter things that that everyone can either walk or cycle everywhere . For many work Blue Badge holders this is not an option or for older people who Paignton resident	Myself, as an individual; TQ3 Woman White 65-74
Landward - where the sea wall is by Paignton Green Landward - where the sea wall is by Paignton Green	Not sure No	Cars are a necessary evil at the moment - we do not have the public transport infrastructure to reduce car use. In winter their presence is less of an issue and allows enjoyment of our beautiful coast even in poor weather. In summer I can see a benefit in reducing/ removing traffic Yes	But further to comments above, careful consideration must be given to cars. This would be an advantage to pedestrians, if bikes not allowed on seafront - bikes and pedestrians (and dogs) are never a happy combination. Winter parking only on the northern section of Eastern Esplanade (71 spaces);New parking area next to the Vue Cinema (45 spaces);New area for business parking on Pier Approach (8 spaces); Summer only parking area on the south green (85 spaces);New area for business parking on Pier Approach (8 spaces);	summer / free in winter Ye	'es Not sure	Not sure if the structure of the sea defence is to be open for discussion at a future date? Paignton resident	Myself, as an individual; Tq3 Woman White 55-64 Myself, as an individual; TQ3 3NW Woman White 45-54
needed per combining a amount of a to the existing seaward way 0.5m, a small amount of the landway e.g. anothed 1m overall excessive otherwise waway the character. Explanade for the wall to a flood water you've rule out at prest you should again. There much view Explanade for the beact of the beact etc and few etc.	erhaps g a small of addition sting wall e.g. mall of rise on vard side ner 0.5 so oll not too e will take T. But also ent along e Road o retain eer - i see led that eston but ld think ere's not w off e Rd due ach huts	prevent vehicle access from most of sea front, or at least the central section and south of the Vue Cinema. I don't see any reason for vehicle access (except for the Vue but yoiu should buy the Vue out and put it somewhere else inland that would give much better scope and options along the sea front) but need to provide parking elsewhere - e.g. point them towards Victoria Car Park or alterntatively rather than a 3m wide cycle lane along Esplanade No	I don't think it is needed and certainly not too way there's not enough users. Seems a waste of space - its a public road so no problem cyclists and vehicles on the same road as per highway code. Why not just let cyclists use the seafront Eastern Esplanade. Winter parking only on the northern section of Eastern Esplanade.	Parking on or close to the sea front is not a good idea. Direct users to Victoria Car Park or put parking all along seaward side Esplanade Road. Parking on south green in summer would not be nice - if the grass is difficult to maintain why make it harder with grasscrete or equivalent. South green is a highly important resource for the bay particularly for sailing events as allows large	Yes nothing to stop making it a better promenade area, that's what many people come for. Prevent car access in its entirety. But good to have things to watch yes such as sailing events. No	There already seems to be a drop off area. Would be better to relocate the Vue in its entirety, that would give I has of scope for options. Would be seems to be a drop off area. Need to maintain really good or make better access to the sea for all users - the beach goers, paddle boarders, windsurfers, sailors. Club which has a good reputation for running events from the green and harbour. Visitor	Myself, as an individual; Member of Paignton Sailing Club, also an environmental consultant.; TQ9 6AN Man White 55-64
Landward - where the	albeit ed solutions, front & cross do not ual impact ures on ace as hematics. ties - ess to vehicles, bats, and bats, gigs ccess to een - Sailing ncerns impact on of flat t Paignton een for nagement	believe that there should be any parking or traffic movements on beach road or the North & South Greens detracting from the visibility, peace & calm of sea & horizontal area of green amenity space between the buildings and the sea front along both North & South Greens (apart from for event management). For event management we require traffic access for trailored boats to the southeast corner of South Green to No	2 way cycle way should not detract from the area of the Greens essential for event management and should be included within the Promenade, along with roller blading, boarding, scootering etc/ running lanes etc etc i.e. "Green net zero lanes" away from Roads None of the above; Winter parking only on the northern section of	I do not believe that there should be any parking on the Greens or sea front with the Landward sea wall as this detracts from the area of the Greens & recreational use of the sea front, apart from for formal access for Water tourism of rowing, gigs, paddleboards, surf boards, , windsurfers etc & disability to enable & strive for access to all & enable develop of integrated water sports out of Paignton to be the future prestigious dinghy & rowing venue of south west There is a multistorey car park in town 200m from the sea front which should be encouraged The existing Paignton harbour car park is a hidden & relatively unused facility especially on the lower floor Any traffic should be limited to disability parking holders only. Yes	Ability to manage pedestrians in order to gain beach access for 100s of boats & vehicles No	Remove the Vue cinema & relocate to out of town shopping area as I would wish to see scaled cross sections of existing and proposed detracts from sea front experience. This presentation is so schematic, & we were not consulted in early footprint could be made into a lido experience ?! Visitor	Myself, as an individual;On behalf of a group or organisation (please detail who under Other);Commodore of Paignton Sailing Club; TQ9 6AN Woman White 55-64
sea wall is by Paignton Green	Yes	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);New area for business parking on Pier Approach (8 spaces);	Pirate golf and safety for children.	'es Yes	Paignton resident	Myself, as an individual; TQ4 7RN Man White 75+
Landward very be preferable even better be to have a Wall on Esp Road. Having wall by Paig Green will on the charact the sea from we have seemany locating Kent (Dove where it location increasingly and unfrient wall where the charact the sea wall is by Paignature and the sea wall is by Paignature.	ably, but eer would e a Sea splanade ving a sea aignton Il destroy ecter of cont, as seen in ations in ver) etc ooks gly urban	I think that it would be better to reduce vehicles along the seafront, but for many elderly and disabled people this access is a lifeline to the sea and blue spaces. If more parking is not provided elsewhere this would cut off access for a lot of people. I support more parking, but only if the current parking areas are regenerated into green spaces. Yes the car parking remains as it is now as when the seafront has on occasions been closed for roadworks(unless events are taking place) the seafront is empty as access by car is impossible. Priority has to be access for Disabled people . Many Disabled people like us would be denied access to the seafront if the parking was changed, my wife walks with a walker & is on Oxygen and many Disabled people	Winter parking only on the northern section of Eastern Esplanade (71 spaces); New parking area next to the Vue Cinema (45 spaces); Summer only parking area on the south green (85 spaces); safety problem on Paignton seafront and cycling should be banned on Paignton seafront. They use the circuit around Paignton green as a racetrack. Cyclists ride at pedestrians on the seafront expecting pedestrians to jump out of their way. I have seen numerous cases of abuse from cyclists who are not insured but they think they own the seafront but ignore all the rules and 2 way cycling has made it twice as dangerous. They regularly ride at pedestrians at speed with abusive comments directed to pedestrians which breaks the	Parking should be left as it is as Disabled people will be denied access to the seafront if we are prevented from parking overlooking the sea as at present & Torbay Council would be guilty of discrimination if they stopped parking.	Paignton seafront this will improve safety for all. Parking must be left as it is for Disabled people so they have access to the seafront facilities. Weston super Mare have parking which overlooks the sea and it works very well. If we adopt that model but ban cycling on the seafront (& enforce it), that will hugely improve the area. By keeping the parking as it is will benefit businesses on the seafront, all year around, as many of the customers for seafront businesses arrive by car and in the winter purchase takeaways and	Toilets need to be free to all. Toileting is essential in a populated area with lots of drinks and refreshments. Preston resident The top priority is to ensure car parking remains as it is. The suggestion to ban parking comes from Taylors kinsk who wish to move the kinsk to the seafront road and to block the road with tables in the summer. That kinsk has always been seasonal and all the kinsk owners knew that when they purchased the business. Disabled people must have access in their cars. & be able to sit in their cars overlooking the sea all year around as Disabled people and others park all year round and spend large amounts of money.	Myself, as an individual; tq3 2qj Woman White 25-34
sea wall is by Paignton Green	No	like to sit in their cars especially in Not sure	highway code. A major problems is at None of the above;	Please adopt the system used at present at	take the food back to to their cars while enjoying Not sure	with seafront businesses , money they would lose if parking was restricted. Paignton resident	Myself, as an individual; TQ3 2BN Man White 65-74
Landward - where the sea wall is by Paignton Green	Yes	I don't like the idea of using the south green as a car park I usually sit up at the harbour end of the beach as it's quieter and it's nice with harbour lights and the harbour nearby. Turning that area into a car oark would spoil that part of paignton. Not sure I think there needs to be a complete rethink about how vehicles move around the seafront area. it's	I think the plans said the green would need to be reduced for this option? If we are making cycle lanes then they really need to run from St Marychurch all round the bay to Brixham to make cycling safe in the bay. I am currently not safe using my bike on the road with cars and buses due to hills and narrow roads. The hills mean cyclists cannot move quickly in certain parts of the bay. New parking area next to the Vue Cinema (45 spaces); New area for business parking on Pier Approach (8 spaces);	We use public transport but the buses have become less reliable and they don't run on bank holidays anymore so people need to use their cars. Is there anywhere less prominent for car parking rather than directly on the seafront? There is a multi storey car park near the beach in paignton but it looks run down and unsafe and I would not feel safe there. Could this be refurbished?	Seating and planting would be lovely a d seaward facing cafes or res kiosks would be nice. Yes	I'm not 100 percent clear Please make any sea defences blend into the landscape as much what you mean by this proposal but linking the road down to the beach is a good idea. Please make any sea defences are concrete block and has spoiled the character of the seafront which used to have natural stone defences like meadfoot beach. Which is more aesthetically pleasing than concrete. Torquay resident	Myself, as an individual; TQ1 3TW Woman White 55-64
Landward - where the sea wall is by Paignton Green Landward - where the	Yes	often gridlocked, but do all those vehicles need to be driving through this area, when most are on their way somewhere else. So I think these new ideas look really interesting.	This is a great idea and the sort of thing we should be doing. As a Winter parking only on the northern section of recreational cyclist, I Eastern Esplanade (71 spaces); New parking area often feel unsafe on the roads around Torbay, so the more cycle lanes the better spaces);	•	r'es Yes	I think this sounds like a really exciting project, which along with the new hotels will give Paignton a long overdue refresh. I do hope you get lots more positive responses for these visionary ideas. Paignton resident	Myself, as an individual; TQ4 6EY Man White 45-54
sea wall is by Paignton Green	Not sure	Yes	Winter parking only on the northern section of Eastern Esplanade (71 spaces);	Ye	'es Not sure	Paignton resident	Myself, as an individual; TQ4 5LL Man White 65-74

Do you support the	Do you like										
idea of separating the cycle path and foot path which is	the idea of providing new informal play and seating by the cycle	Do you support the idea of changing the existing walls and ramps at the southern	Do you support the idea of a new raise footway to go eithe side of the flood	ed							
currently joined at the	path and foot path to liven	end of Preston promenade to create Do you have any further comments on the idea of a new space along the changing the existing walls and ramps to create new seafront? spaces along the seafront?	defence wall, reduce the impact of the ward providing space for the beach huts?	wall ce Do you have any further comments on providing a new raised ? footway either side of the flood defence wall?	What option do you prefer for the existing shelters?		Who are you responding for/on behalf of	Please tell us you postcode	r that best describes your gender:	your ethnicty:	following age groups applies to you?
Cyclists should have their own route separated from cars and Not sure pedestrians.	No This will provide conflict with cyclists.	Yes Not sure	Yes		Replace with new seating or public art areas Retain and recondition	No parking on the seafront! Lots of car parks nearby. The cars are dangerous for pedestrians and cyclists. This should be an area for play and walking and exercise. The cars are an	Myself, as an individual; Myself, as an individual;	Tq3 2Lp	Man Prefer not to say	White Prefer not to say	55-64 Prefer not to say
Not sure pedestrians. Yes Yes	Yes Yes	Yes Yes	Yes Yes Yes		Replace with new seating or public art areas Retain and recondition	accident waiting to happen. Paignton resident Torquay resident Torquay resident Either remove beech huts wholesale or drastically reduce in number also enforce a colour scheme and condition	Myself, as an individual; Myself, as an individual;	tq2 Tq2 5LJ tq1 4jr	Prefer not to say Man	Prefer not to say White	Prefer not to say 45-54
Yes Yes multiple crossing If railings are removed from children's play area, children are likely t		Why not just bring it all in line again the cafe should be yes pushed back or raised to future proof Wouldn't the relocation of the cafe be too close to the	Yes	Not having beach huts in the winter months on Preston is a delight for those who do not own one. You can use the seafront	Replace with new shelters	standards if retained some are an eyesore so no matter what you do they will only blight the works Security of the area requires improvement. Also its disappointing that Preston has not seen the new lighting like	Myself, as an individual;	TQ3 3JX	Man	White	35-44
Yes be a danger to cycllists Yes Yes Yes	No Should be away from cycle paths Yes Yes Yes	Not sure boathouse? No Yes Yes	Yes No Yes Yes		Replace with new shelters Retain and recondition Replace with new seating or public art areas Replace with new shelters	Torquay and Psignton Preston resident Paignton resident Torquay resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 1JQ Tq32sh TQ2 7HA TQ3 3AP	Woman Man Man Woman	White White White Asian/ Asian British	45-54 45-54 35-44 25-34
No Literally no cyclist ever uses the cycle path that I have seen. So I dor think any more money should be wasted on changing it. Change the existing cycle path to pedestrians only and put the cycle path on the existing pavement beside the hedge, thus preventing fur	Yes Put it next to the pedestrian path if changed as in question 1 in	Yes e	Yes		Replace with new seating or public art areas	The shelters are awful, they should just be replaced with benches as people literally just piss in them at the moment. Paignton resident	Myself, as an individual;	TQ\$ 6HD	Woman	White	25-34
Yes and noise pollution to pedestrians	No pavement	Not sure	Yes		Replace with new shelters Retaining existing shelters is a link to Preston's past. An that cannot be reconditioned should be replaced with modern structures. Shelters are beneficial with our	As a life-long local who used Preston for recreation all year	Myself, as an individual;	Tq32ew	Woman	White	65-74
Yes	Yes It would be wonderful if the hand standing mini-basketball are in Bob's Patch area could be extended. The area is used, year round as an exercise area with groups participating in physical		Yes		changeable weather and allow for out-of-season enjoyment of the 'Prom'.	round, I think this plan is inspired and hardly changes the 'feel' of the space but improves it immeasurably. Preston resident	Myself, as an individual;	TQ3 3XS	Woman	White	55-64
	round as an exercise area with groups participating in physica training, keep fit and basketball. It is used by a cross section of ages. There is limited provision for hard standing informal exercise areas on the seafront. I see this as crucial as the green area is often too wet to utilse during the winter months.	of Control of the Con									
Yes	Extending the hardstanding will reduce waste of currently und used grass area within current railing section. For minimal investment this could make a significant impact on local Yes citizens being able to exercise all year round.	Yes	Yes		Replace with new shelters	Preston resident	Myself, as an individual;	tq3 1qg	Man	White	45-54
No It seems to work ok as it is The cyclists ride in front of the beach huts and can speed along ther a dangerous fashion. The pedestrians use the cycle path	No Think the greens are sufficient for play area e in Not sure	No No Not sure	Not sure Yes		Replace with new seating or public art areas	The seating area in the shelter by sara's cafe is used by men in their middle years to drink alcohol and then urinate between the beach huts. By removing the shelters we would cure the problem. Preston resident	Myself and husband; Myself, as an individual;	Tq3 2nq TQ3 2NS	Woman	White	65-74 65-74
Yes I assume you mean the Redcliffe end and not the Seaway Road end Change the direction flow of traffic at the Esplanade Road end of Lo Polsham Road by modifying the junction so that cars travelling north	Yes ver	Yes	No		Replace with new seating or public art areas Replace with new seating or public art areas	Paignton resident	Myself, as an individual;	TQ3 3NP	Man	White	55-64
along Esplanade Road turn left into Lower Polsham Road and join the main traffic flow at the junction with Torquay Road where they can tright to head towards Torquay (or loop round via King's Avenue - Upp Morin Road- Manor Road).	e urn per			A huge wall on it's own will cause a visual blight. A walkway is necessary so that people can see the sea. The reason that they're there.							
From the Marine Park (road) junction to Eastern Esplanade all vehicle travel south only, with signs at the exits to Marine Park and Colin Rosaying left turn only. You can then narrow the traffic to one vehicle lane and a cycle lane	ad Children aren't always aware. A play area next to an infrequently used cycle lane is just asking for trouble. Bikes don't make much noise as an incoming warning.	It's going to be necessary anyway with the building of the		I think some beach huts / lockers would be welcome but on a daily hire basis only. No private ownership. Private ownership huts become tatty and a target for vandalism. If they are company owned they'll be empty at night so no point		The new sea defences at Preston Beack and at Paignton Beach could have a raised walkway (No bikes. They have a newly extended cycle lane from Marine Park to Eastern		TO 4 THE		and to	
Yes with the cycle lane being the Redcliffe side. Yes Not sure Yes	No Seating, yes. Yes Yes Yes	Yes altered sea defences. Yes Yes Yes	Yes Yes Yes Yes		Retain and recondition Replace with new shelters Replace with new seating or public art areas Replace with new seating or public art areas	Esplanade) joining the two, seaward side, of the Redcliffe. Paignton resident Torquay resident Preston resident Preston resident	Myself, as an individual; Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ4 7HE TQ2 5YE Tq31hl Tq32bw	Man Man Woman Woman	White White White White	55-64 45-54 45-54 65-74
Yes Cycles and scooters need to be separated from pedestrians for safet Cyclists need to use the cycle path, not the promenade as this is dangerous	y Yes Yes	Yes Yes	Yes Yes		Retain and recondition Replace with new shelters	Remove existing shelters as the current ones are old rusty and have broken glass Torquay resident Torquay resident	Myself, as an individual;Also local business owner (Torqu Myself, as an individual;		Man Woman	White White	45-54 55-64
Yes Yes	Yes Yes	Yes Yes	Yes Yes		Retain and recondition Retain and recondition	Some shelters are essential during inclement weather, and these should ideally retain the Victorian character of the locality Preston resident Preston resident	Myself, as an individual; Myself, as an individual;	TQ32QZ TQ32QZ	Woman Man	White White	55-64 55-64
Yes	No Yes	No Yes	No Yes		Replace with new shelters Retain and recondition Some seating may benefit from shading. I definitely prefit	Preston resident Preston Beach hu Great to see wildflower planting planned. How about some fer informal beds of reliable perennials and/or small shrubs as	Myself, as an individual; owner Myself, as an individual;	TQ3 2RJ Tq32en	Prefer not to say Woman	Prefer not to say White	Prefer not to say 55-64
Yes Yes	Yes Yes	Yes Yes	Not sure Yes	can currently be hard on arthritic knees!	space being allocated to seating rather than art Replace with new shelters	well? Open flowers to give insects the best support. Preston resident Torquay resident	Myself, as an individual; Myself, as an individual;	TQ3 1BN TQ1 3JG	Woman Man	White White	45-54 55-64
						IMPORTANT. As an 86-year-old inhabitant of Preston, Paignton, I have been unable to go out any more since toilet buildings have been closed and unusable individual cubicles placed instead. I have had to call a taxi to get home as quickly as possible, but they can't come that quickly. Nowhere to put my walking-stick while I manage my handbag to change my glasses to read the instructions on the door, and because of the surrounding noise cannot hear the audio- instructions despite wearing hearing-aids. Managed to get inside a cubicle but the door would not lock so couldn't use it. Inside it was used as a rubbish dump. 30p was taken automatically. Back home I tried to complain online, but was told to phone from the toilet and someone one would come within the hour. Diarrhoea does not wait. You have made it impossible for lonely old people to go out any more even though we no longer have lockdown. I hardly ever get out. Moving here to a beautiful area 11 years ago has now been					
Yes No The existing path is dangerous for pedestrians, some of whom walk Yes the cycle path. Yes	Not sure You offer everything except usable toilets. n Yes Yes	Yes Yes	Yes Not sure Yes		Retain and recondition Replace with new seating or public art areas Retain and recondition	useless when I can't get out. Preston resident Paignton resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 1JZ TQ4 5JT tq3 3xh	Woman Man Woman	White White	75+ 65-74 65-74
Yes Not sure	The seating needs to have shelters, British weather is not the Yes best and people need to shelter if raining. Yes The image of the informal play looked really good	Yes Not sure	Yes Yes		Retain and recondition Replace with new seating or public art areas	Paignton resident Torquay resident	Myself, as an individual; Myself, as an individual;	TQ3 2JZ TQ2 5YE	Woman Woman	White White	45-54 35-44
Yes It would be much safer.	It will end up covered in rubbish and filthy. I don't believe it wind now enhance the look of the area t all.	You will change the look of the Seafront too drastically. Remember locals like the area and any drastic changes would not benefit us in any way. It may be that visitors will like it No but we are here all year round.		Is this all really necessary? There hasn't been any severe flooding that needs addressing and it is money that could be spent else where.	Retain and recondition	I believe this is unnecessary. There hasn't been any severe flooding that has been out of the ordinary and apart from needing a spruce up it is best to spend the money on CCTV and policing I think. Preston resident	Myself and my husband;	TQ3 2BN	Woman	White	55-64
	Keep the original shelters by upgrading/modernising them. For example have solar panels and charging points for electrical					It's interesting that you want a younger generation to comment on these proposals when you have made the video so dull and boring am not sure it really appeals to a younger generation. Maybe we need to consider what the younger generation want and how they currently use tech and the area. Is this being shared on other social media platforms. This is a chance to think outside the box and offer something different rather than generic design which you see across the board. What's the environmental impact? The materials being					
Yes No		Not sure N/A Yes	Yes		Retain and recondition Replace with new seating or public art areas	used etc. Preston resident Preston resident	Myself, as an individual; Myself, as an individual;	TQ3 2HZ Tq3 2hs	Woman Woman	White White	35-44 55-64
Yes Not sure Not sure Need to look at how the cyclists go past the Redcliff Hotel, as the pa	Yes Yes Not sure	Yes Yes No	Yes Yes Yes		Retain and recondition Retain and recondition Replace with new shelters	Paignton resident Preston resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	Tq33gp TQ3 1EB tq45er	Woman Woman Man	White White White	65-74 35-44 65-74
is too narrow for cyclists and pedestrians. Why don't the cyclists go along the roadside of the green and pedestrians the green side of the Yes hedge? No just close cycle path		s Not sure May remove the Preston beach identity. No	Not sure No	· '	Retain and recondition Retain and recondition	I feel the suggested plans for Preston will remove its identity. It is not a massive Tourist beach like Paignton. Preston resident Brixham resident	Myself, as an individual; Myself, as an individual;	TQ3 2NQ tq5	Man Man	White White	65-74 65-74
Should be used for electric scooters as well. Cyclists and scooter use	ers Skatepark type ramps or obstacle climbing. Some seating area	Some consideration should be given to beach hut users as the how this space is used. When busy beach hut users take ovaling escitions of existing promenade, sometimes restricting access along sea front. Although beach hut users are the	ver	As above the beach hut users are important to this Beach, but							
should be used for electric scoolers as well. Cyclists and scooler use should be restricted to this cycle pat start of June until end of Augus when riding theses vehicles. Cycle racks should be considered in new plans.	where purpose made barbecue stands are available for, family		he Yes	some effort should be made to ensure the promenade is available to all users, and not just an extension of the space in	Replace with new shelters	Seating in shelters only needs to face towards sea front, rathe4 than all four elevations, further uncovered seating, could be provided along promenade. Preston resident	Myself, as an individual;	Tq31bz	Man	White	55-64
Yes Not sure Yes	Yes Not sure Yes	Not sure currently protected in these spaces. Not sure Yes	Yes No Yes		Retain and recondition Retain and recondition Retain and recondition	Visitor Paignton resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 1SF TQ3 2LD TQ4 7BX	Woman Man Woman	White Prefer not to say White	55-64 Prefer not to say 55-64
having multiple uses is key - people run, cycle and skate along this pand that multiplicity of use should be retained, whether that is throu widening, or providing separate paths. Inclusivity is really important uses should be catered for without any one feeling side-lined.	gh	Yes Yes	Yes No		need to be part of the overall thing, so if more modern	I cannot stress inclusivity enough. SUCH a range of people love Preston seafront because it meets a variety of needs. en Protecting the are from flooding is critical but must be done thoughtfully so that we can all continue to enjoy our seafront. Preston resident Preston resident	Myself, as an individual; Myself, as an individual;	TQ3 1QS TQ32PF	Woman Man	White White	35-44 55-64
Yes It must be family friendly with well marked areas and should be linked between Deignsten and Procton. Let of outle grade with good activities.		No new Kiosk it is a solid structure.	Yes		Replace with new seating or public art areas Replace with new shelters	The shelters definitely need revamping to keep a canopy and more seating, do away with the glass as sadly it is regularly vandalised. As for "Bobs Patch" please keep the area fenced off, it is a safe area for children to play in without coming across dog faeces. The fenced area does act as a barrier for footballs, basket balls etc. Can the Council look at additional bike racks, and safety lockers for Preston North and South. Also can you look at reducing Parking charges, Monday-Friday in term time the seafront is empty, let's encourage people to the beaches. Another idea could be as a means of increasing revenue from parking would be, to park the cars at an angle as per Paignton promenade this would allow more cars especially in the busy holidays. Preston resident	Myself, as an individual; Myself, as an individual;	Tq4 6eg	Woman	White	55-64
between Paignton and Preston. Lots of cycle racks with good cctv. cycle path needs to be wide so bikes can pass easily in both direction. Yes Not too many stops otherwise people will cycle the road		I see no information for disabled access. There should be a area set aside for the very best disabled access from seafronces. Yes to ramp to allow access to the sea			Replace with new shelters	The maintenance is down to a handful of volunteers so I think something new modern with easy maintenance Preston resident	Myself, as an individual;	Tq3 1hx	Woman	White	55-64
As with all cycle paths they have good intent then suddenly come to	a	Preston seafront is just fine. The tarmac could do with a spruce up. There used to be a line painted on the floor that marked out a separation for walkers and to prevent beach hoccupiers from spreading out and taking over the whole	hut	How high is this proposed sea defence wall ? I personally do not think it warrants a wall . I've watched the tides in storms and the		I think the council will be spending a lot of council tax money on a project that is unnecessary. A few minor alterations would suffice. It is not a large area .The green is a lovely space for children to play. The shelters need a revamp. They are currently used by people urinating, smoking wacky backy and drinking alcohol. The seafront with beach huts is fine except for beach hut users taking over the whole area in front of beach huts with					
No stop and as a cyclist you are thrust back into the traffic . Yes Yes Yes	No The current set up is absolutely fine . Yes Yes Yes	No seafront . Perhaps that could be reinstated . Yes Yes Yes	No Yes Yes Yes		Retain and recondition Retain and recondition Replace with new shelters Replace with new shelters	chairs tables etc leaving little space for walkers . Preston resident Preston resident Paignton resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ32PF TQ31QF TQ32QA TQ33DN	Woman Woman Woman Woman	White White White White	55-64 45-54 55-64 35-44
Yes Keep them side by side.	Not sure It depends on what the proposals are. This area is already not large. Last weekend we were bombarded with footballs from 3/4 different groups trying to play football. If the area were reduced they would be even closer to the huts. I would make the observation that years ag		hut	I'm so pleased to see the flood defence wall going here rather than the beautiful old limestone wall being removed and a hideous concrete monstrosity taking its place. The current sea wall is part of our UNESCO Geopark heritage and is packed with Devonian fossils, if you know where to look!	Retain and recondition	Please - no 'art'. There isn't the space and seating is needed much more. Paignton resident	Myself, as an individual;	TQ3 3DB	Woman	Mixed/ Multiple ethr groups	nic 35-44
Only surprised this has not been done before as cyclists and children do not mix. So many cyclists (young and older) hurtle along the promenade and existing cycle path/footpath, with no regard for elde people, small children or dogs. I am only surprised there have been serious accidents.	think) with seating underneath, which were very popular, being shady. The Council in their wisdom cut them down, removed the hedge and put up the current one which is looking very Not sure tatty.	looks good. I am hoping that with the improvements cyclist would not longer be permitted on the promenade. Some of like walking without having to watch out for speeding Not sure cyclists.	sts	There do seem to be a lot of steps - thinking about the elderly and less able members of our community. What access would provided to ensure the area was accessible for all.	Replace with new shelters	The popularity of becoming a hutter seems to have grown over the last few years, with large family/friend groups associated with one hut. Any reduction in space is going to impact on space availability as these people spread over the promenade. This is happening already. Paignton resident	Myself, as an individual;	TQ3 3LS	Woman	White	65-74
	additional seating would be good, but there is already a park a Preston (Bob's patch'?) add more equipment to this. A water play area would be good. The presentation says that grassed areas are costly to maintain, but surely as they are specific	at .					. ,				
Yes	shapes, with few obstacles, keeping them mown is simple enough? The green areas are always full of people on sunny days, so any reduction in available space to sit, would not be popular as the beach is not big enough to absorb the additional Not sure space required, especially at high tides.	the existing breaks in the wall being permanently blocked of with wooden 'gates' looks untidy and old. the area needs Yes updating.	off Not sure	any scheme that reduces the number of beach huts will not be popular. the question is not worded well as there is already room for beach huts, but that room would be significantly reduced by the proposed scheme.	n Retain and recondition	preston does not need permanently sited huts like those on the south side of Broadsands - these are too big and unnecessary. the charm of the seafront is seeing all the smaller huts in rows, all individually painted and colourful. Preston Beach hu	owner Myself, as an individual;	tq3 2by	Woman	Prefer not to say	Prefer not to say
Yes Use more common land to avoid narrowing road too much.	Not sure space required, especially at high tides. Not sure	Yes	Yes	I prefer the first option from the video.	Replace with new shelters	Referring to the video presentation I prefer the first option with the landward sea defences. Refreshed promenade would be welcome and it would be pleasant to have no cars parked in central area. Brixham resident	Myself, as an individual;	TQ5 9AS	Man	White	55-64
Yes Not sure Yes	Yes Yes So long as there is plenty of green left for ball games etc Not sure	Yes Yes Yes	Yes Yes Not sure		Replace with new shelters Replace with new shelters Replace with new shelters	Any seating provided should be accessible for the disabled. Preston resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ5 9AS Tq2 6ju TQ3 2NT	Man Woman Man	White White White	55-64 55-64 65-74
Yes Yes Not sure Yes	Yes Yes Yes	Yes Yes Yes	Yes Yes Yes Yes		Retain and recondition Replace with new shelters Replace with new shelters Replace with new shelters	Preston resident Paignton resident Preston resident Preston resident Preston resident Vild flower beds should not be included. This is just spin for	Myself, as an individual; Myself, as an individual; Myself, as an individual; Myself, as an individual;	Tq32dl TQ33YR TQ31QB TQ3 2NB	Man Woman Woman Woman	White White White White	65-74 35-44 25-34 16-24
Not sure Yes	No Essential to keep maximum open grassed areas Yes	Yes	Yes		Replace with new shelters Replace with new shelters	a no-maintenance area (aka neglect). Todays wild flower beds = tomorrows weed beds. No parking in marine drive in the summer behind the beach huts Paignton resident	Myself, as an individual; Myself, as an individual;	Tq2 7db TQ32AR	Prefer not to say Woman	Prefer not to say White	Prefer not to say
				There must be no reduction in the number of the beach huts and not sure that we need to raise the footway all that would do would to reduce the width of the promenade. the wall would not		Cycling and the use of E scooters must be prohibited along the promenade with clear signage provided. There is no point in providing a new cycle path as we already spent £50000 on the existing one which is fine.					
Not sure Just make it clearer, the pedestrians must have priority. Yes	Yes On the side next to the road not on the seaward side. Yes	Yes Yes	No Not sure	•	Replace with new shelters Replace with new seating or public art areas	The links to the front could be improved but we definitely do not need any flower beds the green space must be left as it is now. Preston resident Preston resident	Myself and my family; Myself, as an individual;	TQ31RD TQ3 1AW	Man Woman	Prefer not to say White	65-74 45-54
Historically the 'shared' path has become very busy and hazardous particularly for older residents therefore for safety needs to be a		Appropriate access and width needs to be considered for paddle boarders, surfers and families alike to be able to call their equipment onto the beach without hindering- perhaps the utilisation of wider steps. New materials that do not rus	s ust	As long as the aesthetics of the wall can blend in and		Vandal proof new materials for the shelters with live cameras					
Yes separate entity. This makes complete sense. With the increase in cycle use (something that I approve of), this has be the way forward.	Yes to Yes	Yes and decay would enhance the long term look. Yes	Yes	harmonious- this is essential.	Replace with new shelters Replace with new seating or public art areas	Most 'owners' of the beach huts act entirely responsibly, and I have no objection to them putting out chairs and small tables etc in front of their hut. But there are several who seem to think that if they have a beach hut, they also have the right to virtually the entire width of the promenade with a myriad of chairs, tables, BBQ's, parasols, children bikes, scooters etc! Could this somehow be curtailed? Preston resident	Myself and my family ; Myself, as an individual;	Tq3 2pl TQ3 2TH	Man Man	White	55-64 65-74
Yes	Yes Yes Yes	Yes Yes Yes Yes	Yes Yes Yes	More open areas are needed with large walkways for pedestrians and cyclists. Not littered with walls, beach huts etc everywhere giving that cramped feeling.	Replace with new shelters Retain and recondition Replace with new shelters	I feel like Paignton seafront it should be nice open spaces giving that Mediterranean feel similar to Torre abbey development with lots of palm trees, nice slabs used looking up Market and modern. Remove all old fashioned shelters etc and put Paignton back on the map not just letting the older generation have the say. Invest completely modernise and make it highly successful. I feel there are too many beach huts, maybe even another modern bars/restaurants would liven it up too and even in summer seasons some Nice music even with speakers just to give it that extra wow factor. Thanks	Myself, as an individual; Myself, as an individual; On behalf of a group or organisation (please detail vunder Other);	TQ3 1LT Tq3 2ab who Tq31bd	Woman Woman Man	White White White	55-64 45-54 25-34
Yes Yes Yes	Yes Yes Yes Yes As long as cyclists can't accidentally fall or cycle into the play area As long as children can't accidentally wonder into cycling		Yes Yes Yes		Replace with new shelters Retain and recondition Replace with new shelters	Preston resident Paignton resident Preston resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 1ps TQ4 5LT Tq3 1ae	Man Man Man	White White White	45-54 25-34 35-44
Yes Yes Walking along the current path is not an issue as is cycling along it.	Yes area and into danger. Yes If your premise is that the existing path is not safe enough for walkers and cyclists to share how can play areas with	Yes Yes	Not sure Yes	, ,	Retain and recondition Replace with new shelters	They're part of our style and history Paignton resident Always be conscious the seafront is for all age groups and year round use and enjoyment. Make it attractive and	Myself, as an individual; Myself, as an individual;	TQ4 7HU TQ3 3BT	Woman Man	White White	25-34 55-64
Users sensibly share the space, taking more grass away is totally No unnecessary and costly.	accompanying seating be thought of as safe by cyclists and pedestrians? The greens seem well used for ball games etc, otherwise the	Yes from the sun and wind. Remember we live here all year round. There seems to be a lot of steps proposed, I wonder if	und	difficult to negotiate for some, consider all physical types and	They should match those of Paignton seafront	accessible for everyone's use for every season excluding no one. Preston resident The overall problem that Preston has is very poor bus links to	Myself, as an individual;	TQ3 1LQ	Woman	White	55-64
Pedestrians and cyclists interact without problems now so there is n No point in using more green space for this			Yes		Replace with new shelters	higher residential areas, to solve this better bus services or park and ride would make a more important contribution. Preston resident Make any new shelters etc as vandal proof as possible, if	Myself, as an individual;	Tq3 1lq	Man	Prefer not to say	65-74
Yes I think it would brilliant to separate the cycle path and footpath as it would make the area safer for children - however please can it be cl	ear	Yes Good idea, currently it is very higgledy-piggledy and messy.	y. Yes		Replace with new shelters	that can be done. The whole idea of providing art, planting etc depends on people respecting the improvements, and education of some parts of the population may be necessary. Paignton resident The shelters are very useful year round, particularly in winter/autumn when getting changed after swimming or taking rests on walks when it's particularly cold and windy. They allow the front to be used by everyone all year round not just more able bodied people or only on nice weather	Myself, as an individual;	TQ3 1LB	Woman	White	65-74
on signs that small children are still allowed to cycle along the footp Yes with walking parents etc. Yes Yes		Yes Yes No	Yes Not sure No		Replace with new shelters Replace with new seating or public art areas Retain and recondition	days. However the current shelters are in urgent need of repair/replacement as they are old, tatty and uncomfortable. More accessible for disabled and wheelchair users. Preston resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 TQ3 2QZ TQ3 3UD	Woman Woman Woman	White White White	25-34 45-54 55-64
Yes	The Informal play area sounds good so kids can be climbing, Yes jumping and exploring getting them more active.	I think it looks good, as an all year round swimmer at Presto please remember there are many of us and the shelters offe us a place to get dressed in away from the wind in the wint it would be lovely to see these refurbished instead of being Yes replaced, it will keep the traditional character as well.	fer Iter, g		Retain and recondition	The zebra crossing coming from the car park to the green could be pedestrian traffic lights, traffic often ignore the zebra crossing making it very unsafe to cross. Paignton resident	·	TQ33SH	Woman	White	45-54

							Retain the enclosed play area as it ensures there is a play						
The cycle path near the road needs to be clearly differential from footways. You should still permit cycling nearer the sea as children Yes learn to cycle and the path is wide enough to accommodate both. No	Don't put seating by that cycle path so the keen cyclists can use it freely. The wild planting could be extended but you don't need any changes to increase informal play as it currently enables mixed recreational use by everyone.	Not sure	Only necessary if it improves access	Yes		Retain and recondition	area free from dogs. Unclear the reason for showing different style beach huts as they would reduce numbers. The Preston end needs very little changes as it is already very well used and loved. Increasing cafes and hard landscaping will not be beneficial.		r Myself, as an individual;	TQ2 6TZ	Woman	White	45-54
Yes Yes Yes		Yes	Only necessary if it improves access	Yes		Replace with new seating or public art areas	Just needs to be safer so no cycles or vehicles on the seafront is great	Paignton resident	Myself, as an individual;	Tq3 3ud	Woman	White	55-64
. With ingressed and straffic Marine drive people to also be considered							I really started these questions in the hope that you guys are going to do a good job. but this survey will give you the answers you want as there is not enough information.						
With increased cycle traffic Marine drive needs to also be considered. There are people who cycle along seafront to get to the beach, (Roundham to Preston) I assume the seafront will not say 'no bikes'			I don't think there is enough 'why' or context in these				You talk about planting trees - where is this? You talk about the car parking - where is this? You talk about closing the roads - where is this?						
Is Cycling traffic a really big issue? I can't see why there needs to be a redirection.			questions. I want to know the benefits v cons. I am not even sure the video says that the ramps are changing? Do they need to change, it is not like people get lost?		Once again, there is not context to this questions. Raised by how much? Which option are you talking about? I believe this would be near impossible on the 2nd option where the wall in the sea		Youi talk about opportunities for local businesses - where is this? Do you have any idea what the current difference between Preston and Paighton is?						
If you are changing the road width then the crossing by the spinning wheel that blocks the whole of Esplanade Road in the summer needs to be considered. There is normally a large amount of people is this going	What is informal play? people just need green space to put up		There is also a use case for when there is surf - if you are coming out at hightide or lose your board there multiple ramp		defense compared to the first which is further back. Sounds like you have already made your mind up by creating		There is no info materials, how you will keep it in keeping Please don't put random meaningless art in						
No to be an issue> Yes Not sure Yes		Not sure Yes	angle exits make it possible to get out of the water safely All for it, as long as it doesn't increase flood risk	Not sure Yes		Retain and recondition Retain and recondition	Reinstate, and improve, the exsting closed toilets at the Northern end, and get rid of those daft beach hut style items in the central area.	Paignton resident Paignton resident	Myself, as an individual; Myself, as an individual;	TQ4 TQ4 5NX	Prefer not to say Man	Prefer not to say White	25-34 65-74
Not suite	neddees the size of the greens	163	All for it, as long as it doesn't mercuse flood fisk	ics		netum una reconación	Replacing the existing shelters would be an act of	Tuighton resident	iviysen, as an marviadar,	TQT SIV	Wan	Winte	03 74
	Comment based on Sketch Plan: Wildflower planting is a good idea if the budget exists to maintain it (rather than let it turn						vandalism. They should be refurbished and retained (as per those that have been by a local College). The act of refurbishment could help their longevity (correct type of gutter, wind-resistant roof, no glass). 2. The summer-only						
This would not be top of my agenda, but now you have mentioned it:	into what happened to Hollicombe gardens); anything to help Preston to look different to Paignton, and to help it look similar to its original sand-dune self. Informal play objects sound like they would break up the area, and would 'reward' visitors with		The mess at this point of the wall was caused by the storm long long ago, which was never made good, as I am sure you		I absolutely support the siting of the wall between the beach huts; it hides it between an existing 'wall'. I am less clear on why		Sara's Cafe has been mentioned but the longer-standing, all- year-round Tea Hut at the junction of Marine Parade and Seaway Road needs to be remembered in plans. Any benefits afforded to Preston seafront need to be conducted along the						
The two-way cycle path (on the green side of the hedge) is used by pedestrians anyway. No matter how many signs there are, people still walk along it rather than walking next to the road. Separating the 2 will	options. An expansion of the exercise equipment would send a strong message but I am not sure how many use it (might need a separate consultation). Removing the fence around Bob's		know. It survived as a series of steps to support the style holidaymakers used to like (lots of flat spaces for deckchairs and sunbathing). Returning the sea wall in the original style	5	any footway needs raising. On the sea-side: Better stepping (and ramping) from the main promenade level to the beach hut level would be good. On the green-side: unsure why the footway		full length of that seafront ie from Redcliffe Hotel to the red cliff headland; Marine Parade and the esplanade sections need to be tied together still. 3. The huge, huge queues over						
reduce potential for conflict and injury. The route does not have to be tarmac (better if not). The point where the footpath from Manor Road crosses the cycleway is a potential hazard; visitors do not necessarily expect a cycleway to emerge from behind the hedge. Not sure	Patch worries me as a parent of young children (I try to watch them all the time, but the fence saves me when I take my eye off them!). Seating will always be well received; a variety of styles would be better.	Yes	would be all that is required here (while retaining the boat ramp). The shower at this point drains down several of the steps and onto the sand, leaving a permanently wet and slimy space; redirecting the shower drain would solve this.		needs raising - perhaps to avoid the huts sitting in total shade, or to retain a hint of a view? Do not remove the current stone sea wall; it is beautiful and to 'modernise' would risk creating a carbon-copy seaside.	Retain and recondition	the Airshow weekend showed that replacing over 20 toilets with less than 10 was a poor decision. Reinstating the northern-end toilets (refreshed) must be done. Demolishing the 4 mock beach hut toilets is a strong preference.	Preston resident	Myself, as an individual;	TQ3 2LR	Man	White	35-44
							I have a lifetime of experience of visiting parks with young children. I cannot fathom why anyone would want to remove						
As a pedestrian, I feel much safer when cycle and foot paths are Yes seperated Yes	Y	Yes	If you move Sarah's café there it will be right next to the Boathouse. All the refreshments will be concentrated at one end of the beach	e Yes		Retain and recondition	railings around the playground, especially adjacent to a busy road. They keep children in, and dogs out. Please keep the railings! It makes the playground much more useable than the one on Paignton beach	Paignton resident	Myself, as an individual;	TQ4 7RU	Woman	White	55-64
No.	•	Not sure		Not sure		spend the money fixing the cursed roads	Spend the money fixing the cursed roads and look after the stuff you have allowed to fall into disrepair like Oldway before you waste more money on grandiose white elephants	Paignton resident	Myself, as an individual;	tq32pd	Man	White	65-74
Yes Yes Yes Yes Yes Not sure	\ \	Yes Yes Yes		Yes Yes Yes		Replace with new shelters Retain and recondition Retain and recondition	before you waste more money on grandiose write elephants	Paignton resident Paignton resident Preston resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 3JU TQ3 2LH TQ3 2HX	Man Man Man	White White White	55-64 55-64 45-54
Yes Yes Yes Yes Yes Yes Yes Yes	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	Yes Yes Yes		Yes Yes Yes Yes		Replace with new shelters Replace with new seating or public art areas Replace with new seating or public art areas Retain and recondition		Preston resident Preston Beach hut owne Torquay resident	Myself, as an individual; Myself, as an individual; r Myself, as an individual; Myself, as an individual;	TQ4 7EE TQ3 1PT TQ3 1PT Not completed	Man Woman Man Woman	White White White White	35-44 75+ 75+ 45-54
Yes Yes Yes	Ensure safe separation for playing children and cycle path users	Yes		Yes		Retain and recondition Replace with new shelters		Paignton resident Torquay resident	Myself, as an individual; Myself, as an individual;	TQ3 2QA TQ2 5LR	Man Man	White White	45-54 65-74
The cycle/Pedestrian path would stop the flexibility of the green which is used for events. Please do not put a cycle/footpath 2/3 way into the Not sure Not sure No	We need as much green as we need. Need more toilets at Preston and spread out. Like the idea of more wildflowers	Yes		Yes		Retain and recondition	Retain and recondition or new shelters out of wind to similar design. Mostly have westerley winds but if easterly need two sided. Don't want an open one. Needed for wind protection all year round	Preston resident	Myself, as an individual;	TQ3 1JQ	Woman	White	55-64
Yes Not sure Not sure Don't put play area near cycle path	re \(\frac{1}{2}\)	Yes Yes	I have lived / born here 63 years Tide has never changed yet II	Yes Yes		Retain and recondition Retain and recondition Replace with new shelters		Paignton resident Torquay resident	Myself, as an individual; Myself, as an individual;	TQ4 6AW Tq26bp	Woman Woman	White White	65-74 65-74
That is waiting for accidents to happen No Bikes will be going into children No Yes Not sure Yes	Traffic free area no bikes It will be safe for children then	No Yes No	Tide has never changed yet !! Torre floods not preston or Paignton	No Yes No		Retain and recondition Retain and recondition Retain and recondition	Do more for disabled	Preston resident Paignton resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 2RQ TQ3 1LH tq33db	Woman Man Man	White White White	55-64 35-44 55-64
	The biggest issue would be the usual one which is that the				An imagined danger decades into the future from the sea seems		The wall between the beach huts is beneficial if it does allow additional seating and possible garden trough arrangements for flowers or shrubs providing that they are maintained		·				
No There is insufficient space. Yes	The biggest issue would be the usual one which is that the council promises to maintain the gardens and then says that it cannot afford to and simply grasses it over again, a pointless exercise.	Yes	You did not show what it would look like, without that one cannot comment.	No	to be requiring a huge sum of money which could be a complete waste. The level of sand has risen considerably over time, why not lower the level of the beach?	Retain and recondition	for flowers or shrubs providing that they are maintained properly. The existing toilets on the south end should be reopened as the current facilities are severely inadequate as is the case with Broadsands Beach.	Paignton resident	Myself, as an individual;	TQ3 2LR	Man	White	Prefer not to say
Yes Yes Yes Yes Yes Yes Yes	· ·	Yes Not sure Yes Yes		Yes Yes Yes		Replace with new seating or public art areas Retain and recondition Replace with new shelters Retain and recondition		Torquay resident Preston resident Torquay resident Preston Beach hut owne	Myself, as an individual; Myself, as an individual; Myself, as an individual; r Myself, as an individual;	Tq1 3tx TQ3 2DU tq28px TQ2 6DJ	Man Woman Prefer not to say Woman	White White Prefer not to say White	45-54 55-64 Prefer not to say 65-74
current dedicated cycle path used by pedestrians which is not what intention was and has retained risk of mixed useage. future paths need to design separation by default recognising people's default Yes behaviours		103							•				
Yes behaviours. Yes		Yes		Yes		Replace with new seating or public art areas	We need seating along preston seafront maybe an area for a bigger park or a water park (like decoy or Teignmouth) would	Paignton resident	Myself, as an individual;	TQ5 6JQ	Man	White	55-64
Yes it's a good idea but when bikes are going along the seafront during Not sure Summer it's difficult because they are all over the road Not sure Great to have a cycle path, physically isolated from the road and a	We need bright colours and more seating, unusual benches and seating would make people amazed as what we have by the sea to the seat the s		Not sure really it looks good having no road but again it's difficult	Yes Yes		Replace with new seating or public art areas Retain and recondition	be a great change for Preston and maybe another little food and drinks hut or mini Market area Looks like an excellent proposal. I think it respects the	Torquay resident Preston resident	Myself, as an individual; Myself, as an individual;	Tq1 4HP Tq3 1bd	Woman Woman	White White	16-24 55-64
Separate foot path. People Yes and vehicles of any form DON'T mix. Yes Yes	\	Yes Yes		Yes Yes	Seems like a good solution.	Add more shelters, to complement the existing, reconditioned ones. Replace with new seating or public art areas	request for a more relaxed, quieter companion to Paignton Green.	Torquay resident Torquay resident	Myself, as an individual; Myself, as an individual;	Tq2 6uf TQ28PX	Man Man	White White	65-74 25-34
Yes Not sure No	re Only if the cycle path is not compromised by stray pedestrians I	Not sure No	I'm not sure what you mean by this question Please ensure that access to the beach is maintained for	Not sure No		Retain and recondition Retain and recondition	Outdoor exercise areas, palm tees, recreation facilties like	Paignton resident Paignton resident	Myself, as an individual; Myself, as an individual;	TQ3 2BE TQ4 5AU	Woman Woman	White White	45-54 Prefer not to say
Yes More cycle routes should be a priority Yes Cyclists should be totally banned from the esplanade in front of the beachhuts. My mother was knocked over by a cyclist and it is dangerous. Yes		Yes	sailing craft	Yes		Replace with new seating or public art areas Replace with new shelters	· ·	Torquay resident Preston resident	Myself, as an individual; Myself, as an individual;	TQ2 6TE TQ3 2RE	Man Woman	White White	55-64 65-74
Yes Yes Yes Yes		Yes Yes		Yes Yes		Retain and recondition Retain and recondition		Preston resident Torquay resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	Tq3 2rh Tq12LW	Woman Woman	White White	35-44 65-74
	kayaking, kitesurfing and increasingly large groups (up to 20) of wild swimmers. There is no provision on the green area for	•					There has been no mention of plans to restore some						
	unloading and putting together kit. At present the area next to		The idea of a raised sea wall along the seafront is very sad. The beauty of Preston is its simplicity. Lam not convinced				biodiversity on Preston green. Is there any provision for wildflower meadows even in small areas?						
	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where		The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to		I do not like the idea of the new flood defence wall adjacent to the coast. Clearly if you choose this option it has to be accessible		wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of						
Yes Much safer for cyclists and pedestrians especially children. Not sure Yes Yes No	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where	No Yes Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.		the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a	Preston resident Paignton resident Paignton resident	Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ£ 2QJ TQ3 2SH TQ47PZ	Woman Woman Man	White White White	65-74 65-74 65-74
Yes Much safer for cyclists and pedestrians especially children. Yes Yes No Yes Yes Yes No	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	No Yes Yes Yes Not sure	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable -	Paignton resident Paignton resident Paignton resident Preston resident	Myself, as an individual; Myself, as an individual; Myself, as an individual; Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS	Woman	White White Mixed/ Multiple ethr groups White	65-74 65-74 nic 45-54 75+
Yes Much safer for cyclists and pedestrians especially children. Not sur Yes Yes No Yes Yes No Yes Yes Yes No No No Yes Yes Yes Yes Yes Yes Not sure Yes	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	Not sure Yes Not sure Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes Yes Yes No Yes Not sure Yes Yes Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition Replace with new shelters Retain and recondition Retain and recondition Retain and recondition A mix of new shelters and seating and art work	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable -	Paignton resident Paignton resident Paignton resident Preston resident Paignton resident Torquay resident Preston resident Torquay resident Torquay resident	Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS Tq33pd TQ2 6LS TQ3 1BS TQ1 1SJ	Woman Man Woman Man Man Woman Woman Woman Woman	White White Mixed/ Multiple ethr groups White White White White White White White	65-74 65-74 sic 45-54 75+ 25-34 45-54 65-74
Yes Much safer for cyclists and pedestrians especially children. Not sur Yes Yes Yes No Yes Yes No No Yes Yes Yes No No Yes Yes Yes Yes Yes Yes Yes Ye	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	Not sure Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes Yes Yes No Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition Replace with new shelters Retain and recondition Retain and recondition Retain and recondition Retain and recondition A mix of new shelters and seating and art work Retain and recondition Not knowing the coatings for each option it's hard to choose a definite option.	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable - think about access for the grounds teams, weed control etc.	Paignton resident Paignton resident Paignton resident Preston resident Paignton resident Torquay resident Preston resident	Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS Tq33pd TQ2 6LS TQ3 1BS TQ1 1SJ TQ3 2PQ Tq3 3BT	Woman Woman Man Man Man Woman Woman Woman Man Woman Woman Man	White White Mixed/ Multiple ethrogroups White	65-74 65-74 sic 45-54 75+ 25-34 45-54 65-74 65-74 75+
Yes Much safer for cyclists and pedestrians especially children. Not sur Yes Yes No Yes Yes No Yes Yes No No Yes Yes Yes No Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Yes Not sure Yes No Yes Yes Yes Yes Yes Yes Yes Ye	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	Not sure Yes Not sure Yes Yes Yes Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes Yes Yes No Yes Not sure Yes Yes Yes Yes Yes Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition Replace with new shelters Retain and recondition Retain and recondition Retain and recondition A mix of new shelters and seating and art work Retain and recondition Not knowing the coatings for each option it's hard to	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable - think about access for the grounds teams, weed control etc. Looks good to me! There should be adequate Walking areas around Preston Seafront. Mainly in the Summer it is taken up with Large groups of People all along from the furthest end right down to	Paignton resident Paignton resident Paignton resident Preston resident Paignton resident Torquay resident Preston resident Torquay resident Preston resident Preston resident Preston resident Preston resident Business owner	Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS Tq33pd TQ2 6LS TQ3 1BS TQ1 1SJ TQ3 2PQ	Woman Woman Man Man Woman Woman Woman Woman Man	White White Mixed/ Multiple ethr groups White	65-74 65-74 aic 45-54 75+ 25-34 45-54 65-74 65-74
Yes Much safer for cyclists and pedestrians especially children. Not sure Yes Yes No Yes Yes No Yes Yes Yes No No Yes	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	Not sure Yes Not sure Yes Yes Yes Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes Yes Yes No Yes Not sure Yes Yes Yes Yes Yes Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition Replace with new shelters Retain and recondition Retain and recondition Retain and recondition Retain and recondition A mix of new shelters and seating and art work Retain and recondition Not knowing the coatings for each option it's hard to choose a definite option.	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable - think about access for the grounds teams, weed control etc. Looks good to me! There should be adequate Walking areas around Preston Seafront. Mainly in the Summer it is taken up with Large groups of People all along from the furthest end right down to the Boathouse restaurant. Quite unable to enjoy the seafront walk I can go ether way with ether new or reconditioned shelters.	Paignton resident Paignton resident Paignton resident Preston resident Paignton resident Torquay resident Preston resident Torquay resident Preston resident Preston resident Preston resident Preston resident Business owner	Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS Tq33pd TQ2 6LS TQ3 1BS TQ1 1SJ TQ3 2PQ Tq3 3BT	Woman Woman Man Man Man Woman Woman Woman Man Woman Woman Man	White White Mixed/ Multiple ethrogroups White	65-74 65-74 nic 45-54 75+ 25-34 45-54 65-74 65-74 75+
Yes Yes Yes No Yes	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	Not sure Yes Not sure Yes Yes Yes Yes Yes Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes Yes Yes No Yes Not sure Yes Yes Yes Yes Yes Yes Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition Replace with new shelters Retain and recondition Retain and recondition Retain and recondition A mix of new shelters and seating and art work Retain and recondition Not knowing the coatings for each option it's hard to choose a definite option. Replace with new seating or public art areas	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable think about access for the grounds teams, weed control etc. Looks good to me! There should be adequate Walking areas around Preston Seafront. Mainly in the Summer it is taken up with Large groups of People all along from the furthest end right down to the Boathouse restaurant. Quite unable to enjoy the seafront walk I can go ether way with ether new or reconditioned shelters. The old ones have a certain identity which I'd like to see retained. Replacing with new modern shelter would look great, but would only date, and possibly fairly quickly. With	Paignton resident Paignton resident Paignton resident Preston resident Paignton resident Torquay resident Preston resident Torquay resident Preston resident Preston resident Preston resident Business owner	Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS Tq33pd TQ2 6LS TQ3 1BS TQ1 1SJ TQ3 2PQ Tq3 3BT TQ4 7JE	Woman Woman Man Woman Woman Woman Man Woman Prefer not to say	White White Mixed/ Multiple ethrogroups White White White White White White White White Prefer not to say	65-74 65-74 nic 45-54 75+ 25-34 45-54 65-74 65-74 75+ 55-64 Prefer not to say
Yes Yes Yes No Yes Yes Yes Yes Yes No No No Yes	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	Not sure Yes Not sure Yes Yes Yes Yes Yes Yes Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes Yes Yes No Yes Not sure Yes Yes Yes Yes Yes Yes Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition Replace with new shelters Retain and recondition Retain and recondition A mix of new shelters and seating and art work Retain and recondition Not knowing the coatings for each option it's hard to choose a definite option. Replace with new seating or public art areas Retain and recondition	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable think about access for the grounds teams, weed control etc. Looks good to me! There should be adequate Walking areas around Preston Seafront. Mainly in the Summer it is taken up with Large groups of People all along from the furthest end right down to the Boathouse restaurant. Quite unable to enjoy the seafront walk I can go ether way with ether new or reconditioned shelters. The old ones have a certain identity which I'd like to see retained. Replacing with new modern shelter would look great, but would only date, and possibly fairly quickly. With the unpredictable weather we have I've used those shelters many times when on a walk and wanting to stay dirty in an unexpected downpour! Solar panels on the roof to power lights inside the shelters so they are always well lit would be	Paignton resident Paignton resident Preston resident Preston resident Torquay resident Torquay resident Torquay resident Preston resident Preston resident Preston resident Preston resident Preston resident Preston resident Business owner	Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS Tq33pd TQ2 6LS TQ3 1BS TQ1 1SJ TQ3 2PQ Tq3 3BT TQ4 7JE	Woman Woman Man Woman Woman Man Woman Man Woman Prefer not to say Woman	White White Mixed/ Multiple ethrogroups White Mhite White Mhite Mhite White White Mixed/ Multiple ethrogroups	65-74 65-74 nic 45-54 75+ 25-34 45-54 65-74 65-74 75+ 55-64 Prefer not to say
Yes Yes No Yes	the toilets is used. This space needs to reserved for these uses. The wild swimmers do not have beach huts and in winter when it is raining it is difficult to change, Could there be a circular partially enclosed wooden structure with a roof where swimmers can change and leave their towels?	Not sure Yes Not sure Yes Yes Yes Yes Yes Yes	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast.	Not sure Yes Yes Yes No Yes Not sure Yes Yes Yes Yes Yes Yes Yes	the coast. Clearly if you choose this option it has to be accessible for all users.	Retain and recondition Replace with new shelters Replace with new shelters Retain and recondition Retain and recondition Replace with new shelters Retain and recondition Retain and recondition Retain and recondition A mix of new shelters and seating and art work Retain and recondition Not knowing the coatings for each option it's hard to choose a definite option. Replace with new seating or public art areas	wildflower meadows even in small areas? Coastal flood defence schemes with Hard Engineering structures such as raised sea walls can create such a separation between the sea and the land that the magic of the coastal environment is lost. The tourists go elsewhere. Ensure the changes are low maintenance and sustainable - think about access for the grounds teams, weed control etc. Looks good to me! There should be adequate Walking areas around Preston Seafront. Mainly in the Summer it is taken up with Large groups of People all along from the furthest end right down to the Boathouse restaurant. Quite unable to enjoy the seafront walk I can go ether way with ether new or reconditioned shelters. The old ones have a certain identity which I'd like to see retained. Replacing with new modern shelter would look great, but would only date, and possibly fairly quickly. With the unpredictable weather we have I've used those shelters many times when on a walk and wanting to stay dirty in an unexpected downpour! Solar panels on the roof to power	Paignton resident Paignton resident Paignton resident Preston resident Paignton resident Torquay resident Preston resident Torquay resident Preston resident Preston resident Preston resident Business owner	Myself, as an individual;	TQ3 2SH TQ47PZ tq3 3ul TQ32NS Tq33pd TQ2 6LS TQ3 1BS TQ1 1SJ TQ3 2PQ Tq3 3BT TQ4 7JE	Woman Woman Man Woman Woman Woman Man Woman Prefer not to say	White White Mixed/ Multiple ethrogroups White	65-74 65-74 nic 45-54 75+ 25-34 45-54 65-74 65-74 75+ 55-64 Prefer not to say
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Any design should consider the impact on how this space is currently used. Already have play and seating areas on the green. Presumably to enable this, car space would be restricted! Rather depends on what and where. Danger of play straying on	Not sure Yes Not sure Yes Yes Yes Yes Yes Yes Yes Yes Ye	The beauty of Preston is its simplicity. I am not convinced that a sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast. No. Picnic tables would be nice, but you need more free toilets and free disabled toilet for us, everybody complaining what's the point of oling up the safront if you changed them. Needs to be a complete design. At present it looks confusing and purposeless, the whole thing needs to be redesigned. No. What about the beach hut owners? I don't see why the cafe can't be incorperated into the design.	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Any design should consider the impact on how this space is currently used. I would consider the impact on how this space is currently used. Already have play and seating areas on the green. Presumably to enable this, car space would be restricted! Rather depends on what and where. Danger of play straying on to cycle path? Great idea, due to the ages of children who play in the small park most important ty keep railings for safety. Great idea, due to the ages of children who play in the small park most important ty keep railings for safety.	Not sure Yes Not sure Yes Yes Yes Yes Yes Yes Yes Yes Yes	The beauty of President Drive is not an option. A new sea wall along Marine Drive is not an option. A new sea wall along Marine Drive in combination with Beach Nourishment would ensure the waves would be forced to break further out to sea, reducing their impact on the coast. 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Appendix E Stage 3 Engagement Minutes

Minutes of Paignton & Preston Masterplan Focus Group

Held on: 7th September 2022 12:00-12:30

At:

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Adam Luscombe	AL	<u> </u>	
Andrew Gunther	AG		
Apologies Name			
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Item			Action

1.0 Comments on Paignton and Preston seafront

General Introduction on Preston seafront masterplan and 3D Visuals.

AL: Was the width of the cycleway enough to accommodate two-way cyclists?

KB: Less than 3m currently similar to the existing width.

AG: Maintaining 3m for the cycleway would be ideal and new infrastructure should be an example that it complies with the standards

Like the idea of separation between the cycle path and walkway by concorporating greens

In marine parade, consider the level difference on the pathway there for cycle route and pedestrian area during detailing stage. To include wall edge to the cycle route.

AL: Yet to confirm active travel funding

KB: At the moment the additional footpath, play area development are currently shown in phasing as future developments.

General Introduction on Paignton seafront masterplan and 3D Visuals

AL/AG: Its good that the cyclist route has been designed in such a way that its segregated avoiding the issue on speeding and clashes with pedestrians.

Soft kerbing along the cycle route is ideal to avoid overlapping of traffic.

Parking meters (possibly solar powered) to be provided along the seafront positioned landward/seaward

Careful review over provision of Disabled parking underneath the shoreline.

KB: Disabled parking and signages will be implemented for the same.

AL: Review the total number of bike parking along the seafronts

KB: It could also be possible to implement a cycle maintenance point.

AL: During an event, public dressing rooms and bike storage areas could be handy.

JP: Before final workshops there could be a pause to review the technical specification on plans and follow up on HRA assessment from the team to review any impact on the seafront from the process of construction.

Minutes of Phase 3 Preston & Paignton Masterplanmeet Jennie Davies (Chair of the Beach Hut User Group) & Sara's Kiosk

Held on: 8th September 2022 16:00-17:00

At:

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Jennie Davies	JD	<u> </u>	
Sara Della Grotta	SG		
Apologies			
Name			
	••••		•••
Item			Action

1.0 Comments on Paignton and Preston seafront

JD: Repositioning the saras, café behind the flood defence wall?

SG: Concerned about the currently proposed relocation of Sara's Cafe due to its proximity of it to other businesses nearby.

Prefer to be in the same existing location and prefer enhancements of the cafe's surroundings with the flood wall hatch/going in front of the café.

KB: Could provide accessible ramps leading up to the deck.

JD: Good to have the beach huts on the landward side all year along.

SG: Currently the deck is on the side, would be better if it's provided on the prom front.

KB: Ramp in and will include the flood gate as well.

To be followed up with Simon regarding the number of beach huts and related information.

JD: Will the north end of Preston Green get toilets developed?

Additionally, a full-size basketball court might be halved, extended 2m along current play court along with other swings installed, play areas, and a section of Bob's Patch reserved for usage by young children while still maintaining a variety of small-scale sporting events.

SG: Good signage to be provided to direct cyclists off the prom and on designated cycling lane.

JD: Existing shelters to be re-conditioned.

SG: Provisions of more seating on the prom

JD: possible storage for canoes(Stored/locked/rented) on the seafront? *

Also provisions of anti-skate studs to deter skate boarding activity on the prom.

Revised location of sara's café to be updated on plan and keeping 2 options along with the existing plan.

Minutes of Paignton & Preston Masterplan Focus Group-children's week

Held on: 20th August 2022 10:30-4:30

At:

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Apologies			
Name			
	••••		
Item			Action

1.0 Comments on Paignton and Preston seafront

- 1.1 Issues with speeding on Paignton Eastern Esplanade Road and the possibility of installing speed bumps.
- 1.2 Half marathon: Popular coastal event requiring scaling the entry gates/flood gates and the seafront of Paignton should be large enough to permit adequate room for the half marathon activity to take place. The event has a traffic-free two-lap circuit beginning and terminating on Paignton Green. Allowing no cars and crossing along the seafront during the event.
- 1.3 Positive public reaction stating that the plans have improved since the last consultation
- 1.4 Positive comments on Preston and Paignton's seaside lighting proposals, along with suggestions that retain Festoon Lights.
- 1.5 Potential to provide more parking along the seafront needs to be reconsidered for businesses or alternative future car park facility -Victoria car park, Resident parking permits for Paignton Road Parking.
- 1.6 Raised kerbs to the cycleway.
- 1.7 Potential to provide more access points and openings along the wall on Preston seafront beach huts line and increase the possibility of more cross points between the green and the promenade
- 1.8 Provisions for more toilets on Preston green in the future.
- 1.9 Resident parking permits for Preston -Road Parking.
- 1.10 Preston Ramping solution should be reconsidered with access to shelters and rearranging the beach huts on the promenade and providing an additional row on the green to be tested.
- 1.11 Disabled parking spaces must be in close proximity to the nearest access point along Preston Beach.
- 1.12 Lighting locations between the promenade and beach huts need to relocate and tested to not cause any visual obstacle
- 1.13 Sectional details to be provided along the amphitheatre area on Preston beach.
- 1.14 Potential cycle route on the closed prom on Paignton seafront
- 1.15 Recycle dustbins, drinking water facilities details to be included in the detailed plans in the upcoming stage
- 1.16 Wildflower Planting design on the seafront received positive feedback
- 1.17 Wayfinding to be included in the detailed design stage.

.18 Positive feedback on the flood defense approach on Paignton seafront	
.19 Overall vote for the number of people who agree with the new proposal is around 95.	

Minutes of Paignton & Preston Masterplan Focus Group

Held on: 7th September 2022 18:00-19:30

At:

Present Name	Inits.	Company	Inits.
Kirsty Barker Soniya Stephen	KB SS	LDA Design LDA Design	LDA LDA
Apologies Name			
	••••		•••
Item			Action

1.0 Comments on Paignton and Preston seafront

General Introduction on Preston seafront masterplan and 3D Visuals.

Open Discussion:

Very limited use of the cycle path on the Preston seafront by cyclists.

The motorist uses the existing cycling lane and there is an overlap of traffic.

The number of parking on the seafront is limited and could be reconsidered.

Possibility to flip the foot path and cycling lane on the Preston seafront between the cyclists and pedestrians?

Prioritize the children's play area/dog free in the fenced off space in bobs patch where the basketball development is being proposed.

Provision /enhancement of different play/activities.

The full-size basketball is too large for the area.

General Introduction on Paignton seafront masterplan and 3D Visuals

Is there any visual hindrance from the beach towards the seafront?

Consider reducing the green edges to compensate towards the main road area and potential to increase car parking to 150?

Or parking on green for summer only scenario (final detailed plans could reflect the same)

Could be revised as out of coastal plan option.

Discussion on the funding, timeline, and further steps.

Overall positive feedback on the proposed plans.

Minutes of Paignton & Preston Masterplan Focus Group

Held on: 5th September 2022 15:00-15:30

At:

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Rob Parsons	RB	Torbay Council	TC
Apologies Name			
•••	••••		
Item			Action

1.0 Comments on Paignton and Preston seafront

General Introduction on Preston Masterplan and 3D visuals

RP: The color and character on the proposed Preston seafront are great

JP: Additionally, the precise number of beach houses have been kept, making the users pleased.

General Introduction on Paignton Masterplan and 3D visuals

RP: The utilisation of the landscape and planting terraces, in particular, is excellent in the seaside concept overall.

Generally favourable responses to the Design.

Minutes of Paignton & Preston Masterplan Local Business Workshop

Held on: 8th September 2022 17:30-19:00

At:

The Boathouse Bar, Paignton Seafront

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Apologies			
Name			
	••••		
Item			Action

1.0 Comments on Paignton and Preston seafront

Open Discussion

KB: General Introduction on Preston seafront masterplan and 3D Visuals.

Is the Marine parade included in the flood defense scheme?

There is this issue of winter floods and rupture of sewers holding capacity during hightides and the current scheme seems to push the water down to Marine parade area.

Turning corner of the parade pathway to be widened.

Will it be a charged parking along marine parade?

Conflict of traffic from the corner to main road in spite of signage and heavy-duty vehicles.

KB: General Introduction on Paignton seafront masterplan and 3D Visuals

Are the Kiosks behind the flood defence wall?

KB: The year-round kiosks are situated beyond the wall, and the seasonal kiosks are situated close to it.

Businesses are close to one another, which might be problematic.

Is it possible to scatter the kiosks between the geo play area and south green end?!

Improvise toilet provisions on Paignton and Preston seafronts.

Possible to maintain the Kiosks' present placement while reconfiguring and updating the plan?!

At key nodes, signage for the southwest coastal walk could be indicated.

Include ice cream kiosk next to the geoplay park café.

Paignton club: willing to shift entry way to simplify car movement /traffic on the seafront.

Minutes of Paignton Coastal Defence Scheme-Updates PJA

Held on: 13th September 2022 11:00-12:00

At:

Teams Meeting

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Soniya Stephen	SS	LDA Design	LDA
Nigel Mills	NM	PJA	PJA
Jan tribble	JT	PJA	PJA
David Moores	DM	PJA	PJA
Matt Mcfeat	MM	PJA	PJA
Apologies Name			
Item			Action

General Discussion of Torbay Road pedestrianization and station square plans by PJA.

Masterplan to indicate a 1-way link of cycleway left of Vue cinema.

The northern end of the Paignton green could pose potential difficulty for vehicular access with the current turning radius on the seafront.

Understanding of the proposed materiality of the schemes could tie in right from station square to seafront

Ownership plans will be sent through for reference (NM)

Torbay road plans will aim to reflect the details of LDA's plan/proposals /linework at the Torbay Road and esplanade junction (DM)

Proposed Materials for Torbay road and Station square areas(potential to incorporate uniform materiality from station square to seafront) along with Planting palette.

Taxi arrangements, smaller linear support points are planned to be included at different points on Paignton.

Minutes of Paignton Coastal Defence Scheme/Public Realm Project Board

Held on: 22nd June 2022 14:00-15:00

At:

Teams Meeting

Present			
Name	Inits. Company		Inits.
Sophie Thompson	ST	LDA Design	LDA
Kirsty Barker	KB	LDA Design	LDA
Soniya Stephen	SS	LDA Design	LDA
Kevin Mowat	KM	Torbay Council	TC
Joanne Penhaligon	JP	Torbay Council	TC
Mike Morey	MM	Torbay Council	TC
Dave Stewart	DS		
Tim Jones	TJ	TDA	TDA
Apologies			
Name			
	••••		
Item			Action

1.0 Open Discussion

KM: Discussions on Beach nourishment concept put an end/conveyed with analysis reports on June 8th Council workshop

Cycle route on the main road, no need for two-cycle routes, mini-summit on active travel,

JP: No update on the bidding

KM: beach nourishment was not a valid contributing factor for coastal defence, no challenging factors, from pier owners, Community partnership is difficult to convince regarding the line of defence towards seaward

Tim Jones: Public consultation exercise communicating with the vast majority of Paignton and Torbay, Preston community. Reassured community partnership members on eliminating beach nourishment. RH speculated on a high vertical wall and partnership never supported the beach recharging idea as a solution in part or whole.

KM: Respond to RH view and wave modelling

TJ: Community partnership to be sent the technical note/reports, recurved wall with steeped adapted promenade suggested by CP and they prefer the set back option. Exercise on executing the wave tank modelling.

KB: in the whole, the wall height was 7, and wave modelling would lead to a change of about 200mil or less. A third of the height of the wall (2.4/2.3). the public wouldn't prefer the 2.4 wall height, also cars being a constraint on the seafront. Public from consultation preferred the setback option in spite of the potential of losing the prom in 100 years and responding to CP with the public view.

KM: Responding with a narrative (public feedback, technical report)

TJ: two options compared: Rock Armor/ seating with the vertical wall may bring down the wall height and wall with 1.8 m or the setback wall with lesser height, which would be preferred?

JP: Is it the best use of public funds, making sure to be factual in responding

KM: Budget constraint and working towards/starting to allocate additional funds.

Representatives of community partnership

KB: a complete group of Community partnerships would be better for stage 03 engagement

KM: It's not a good use of public money to take in the option of a recurved vertical wall and proposals in front of it, as the majority have preferred the setback option

MM: Opinion of 2/3 of community partnership shouldn't affect the progress of

JP: 70% preferred the landward option

ST: the Consultation outcome/figures speak for themselves that the landward option is preferred widely, and CP is not the actual representative of the local community.

KM: we have the response and evidence/ figures

Circulating technical report,

Removing Kiosks/ new Kiosks related to business

Have a conversation about the exact line of defense, the concern of moving the Victorian kiosks needs to be discussed further

KB: Moving the wall seaward would increase the height again and taking a step back reassigning the Kiosks with vertical wall 3d-views for giving the idea of taking in more of the green space which was not ideal

KM: Practicality of tress on prom or practicality of the scheme for getting the realism.

KB: Options with eye level to make it more realistic showing greener areas on prom

KM: Mediterranean planting options along the prom

2.0 Consultation feedback Discussion(Paignton)

JP: Feedback/outcome graphs, More reach with the public in 2nd stage engagement

Paignton: Landward Option preferred (205) over Seward option (43)

KB: Surface water issues to be addressed

ST: quoting people's responses and headlines is the real key and capturing the feedback from businesses people through questionnaires

KB: Hybrid ofc cycling route to make it safer

KM: Leave it at the cyclist on-road idea

JP: Summer parking on south green not preferred, new arrival area on Vue cinema /Torbay Road

KB: new visuals

Planting not being maintained and disables access towards beachfront

ST: Incidental play/stepping stones ideas on seethe afront, holistic masterplan

KB: Potential to revitalize/replace the play area in 5 years from (Sisco meeting)

KM: no succession plan on geo play park and it is not sustainable at all

JP: User group figures and graphs on social media engagement (Torbay council Facebook page being the highest)

3.0 Consultation feedback Discussion (Preston)

- 3.1 KB: Work around the idea of keeping the existing cycle path with incidental play and seating etc
- 3.2 JP: Family themes beach and welcomed the idea of play and leisure etc Shelters to be retained and reconditioned
- KB: Confusion between Paignton and Preston shelters, working around having the existing shelter / keeping new and old together, keep it flexible
- ST: concerns about winds against shelter and wind protection
- KM: more contemporary design options for shelters and keeping the new modern shelters durable
- KB: Design ideas concern public feedback on fear of losing beach huts, better bins, and more new toilets
- KM: Investment on public toilets and significantly improved, capacity wise northern end was reopened after last year actions, in terms of facilities it's improved
- KB: Retaining the play area and double the size of the basketball court for games. Impromptu events and attractions on the green without impacting the beach huts
- KM: Adult play/ call for sport includes changing rooms
- JP: Fencing around play park to be retained
- KB: railing and fencing will be retained in play
- JP: Location of Sar's café to be retained
- Reducing the plinth of the beach huts towards green.
- Final Comments: Responses from other groups, the reach that was wanted was justified through new seafront masterplans, positive feedback data to be circulated to all 36 members or have a call member briefing on teams, and positive response addressed through the press, Increasing finance with EA, Cost of the scheme.

Phase 03: Timeline to be scheduled

6th of July: Next meeting Paignton Coastal Defence Scheme/Public Realm Project Board

Deadline to submit the planning application: end of the commission.

CP-Community partnership

Minutes of Paignton & Preston Masterplan Focus Group

Held on: 5th September 2022 14:00-14:30

At:

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Susie Hayman	SH	Torbay Council	TC
Apologies Name			
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Item			Action

1.0 Comments on Paignton and Preston seafront

General Introduction on Preston Masterplan and 3D visuals

KB: Indicative parking plan introduction

SH: Parking adjacent to beach huts near the Marine parade causes issues with circulation and access

KB: rethink the strategy around the same area.

SH: Disabled parking near toilets and loss of fee-paying parking lots.

SH: Will there be a loss of green?

KB: There will be a very little amount of loss of green by adding new pathways, incidental play, and cycling.

General Introduction on Paignton Masterplan and 3D visuals

KB: Phased parking, with central pedestrianized closure of prom area with provisions of parking on the North and South seafront. 131 parking spaces in total 115 parking lots with 16 disabled bay parking designated adjacent to toilets, Esplanade Road as well.

SH: A private parking bay next to the Vue theatre on Esplanade Road is planned and will be included in their lease. *

KB: If the loading area is reduced additional plots for parking can possibly be reconfigured and provided.

Depending on the volume of traffic and the time of day, a service access route may be used for garbage collection points and access.

SH: service access should be feasible and can be consulted with Vue cinema owners.

KB: Key crossing points and pedestrianized areas during high volume of ped

SH: During high season might queue up until the railway bridge crossing due to the traffic light locations.

KB: Currently, the bicycle path is intended to be shared with the pedestrian route, even though we have heard that cyclist speeding is a serious problem, and the future scheme would provide a cyclist route on esplanade road as well.

SH: POV: The movement of vehicles on both sides and the provision of pedestrian lanes in the middle are more worrisome and dangerous for children playing and cycling in these lanes, as well as speeding issues for cyclists.

From the visitor's point of view, when there are no cars -provide no cyclists either.

KB: The risk of overspeeding can be addressed by using signs on the right way for directions, guidance, and reminders.

SH: The total amount of parking spaces they lose leads to lost income for the council. With this in mind, also address the issue of parking near the Vue cinema.

To allow some parking is good predominantly due to loss of income for the council and there is no alternative area/facility to provide spaces for parking. So it's good to compromise by partial closure.

More disabled parking numbers are to be provided near the northern green in Paignton due to the long proximity to Preston.

The parking area near Geo Park café should be reconfigured/rethought

In the Pier approach will there be a loading bay and zebra crossing during the high season of events? *

KB: Loading bay is provided and zebra crossing can be incorporated. *

Overall positive comments on revised plans and ideas that reflect and meet everyone's needs.

Vue cinema parking scenario to be followed up *

Minutes of Paignton & Preston Masterplan Focus Group

Held on: 7th September 2022 14:30-15:00

At:

Present			
Name	Inits.	Company	Inits.
Kirsty Barker	KB	LDA Design	LDA
Jo Penhaligon	JP	Torbay Council	TC
Soniya Stephen	SS	LDA Design	LDA
Jamie Tucker Lent	JTL	-	
David Parsons	DP	Torbay Council	TC
Apologies			
Name			
	••••		•••
Item			Action

1.0 Comments on Paignton and Preston seafront

KB: General Introduction on Preston seafront masterplan and 3D Visuals.

DP: Green space is still inaccessible from a vehicular perspective, is it still the case?

KB: bollards are provided creating boundaries between the green and its premises, vehicular inaccessibility doesn't change.

KB: Placement of beach huts all year round on the landward side will it be an issue?

JTL: Beach huts have previously been vandalised and need to be protected.

General Introduction on Paignton seafront masterplan and 3D Visuals

PD: Assess the access situation for the seashore while construction is taking place on the site.

JTL: The provision of the revised planted terraces as seaside defence strategies is beneficial as embankments on the green.

Overall Positive feedback on the proposals.

Appendix F Stage 3 Engagement Feedback

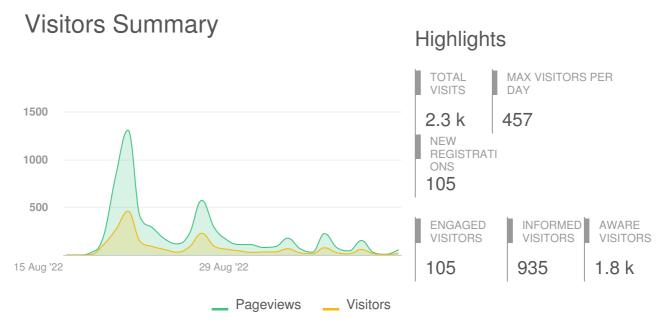
Project Report

13 August 2022 - 11 September 2022

Your Say Torbay

Paignton and Preston Seafront Masterplan





Aware Participants	1,838	Engaged Participants	105		
Aware Actions Performed	Participants	Engaged Actions Performed	Registered	Unverified	Anonymous
Visited a Project or Tool Page	1,838		1 109.010.00	00	
Informed Participants	935	Contributed on Forums	0	0	0
Informed Actions Performed	Participants	Participated in Surveys	0	0	0
Viewed a video	0	Contributed to Newsfeeds	0	0	0
Viewed a photo	0	Participated in Quick Polls	89	0	0
Downloaded a document	781	Posted on Guestbooks	50	0	0
Visited the Key Dates page	26	Contributed to Stories	0	0	0
Visited an FAQ list Page	83	Asked Questions	9	0	0
Visited Instagram Page	0	Placed Pins on Places	0	0	0
Visited Multiple Project Pages	779	Contributed to Ideas	6	0	0
Contributed to a tool (engaged)	105	Page 355			

ENGAGEMENT TOOLS SUMMARY



Tool Type	Engagement Tool Name	Tool Status	Visitors	Contributors		
	Engagement room value	1001 Otatas	VISILOIS	Registered	Unverified	Anonymous
Qanda	Please leave any questions you have about the plans here	Published	42	9	0	0
Guest Book	Do you have any comments on these plans? These can be pos	Published	115	50	0	0
Survey Tool	Phase Three Consultation	Draft	0	0	0	0
Quick Poll	Are these plans a positive step forward for Paignton & Paignton & Paignton & Pr	Published	94	89	0	0
Ideas	Do you have any ideas for what type of art or installatio	Published	10	6	0	0
Ideas	Is there anything else you would have liked us or LDA De	Published	0	0	0	0

INFORMATION WIDGET SUMMARY



Widget Type	Engagement Tool Name		Views/Downloads
Document	PDF of the latest plans		869
Document	Phase 2 consultation results.pdf	24	27
Document	Results of phase 1 consultation	9	9
Document	deleted document from	2	2
Faqs	faqs	83	87
Key Dates	Key Date	26	28

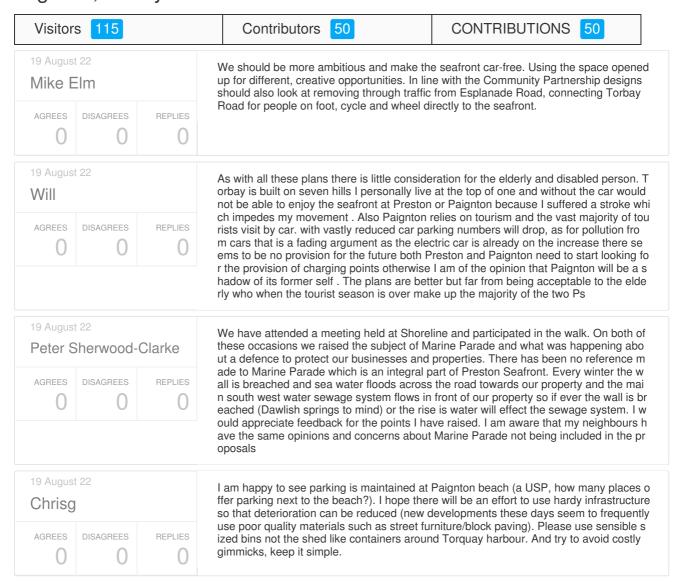
QANDA

Please leave any questions you have about the plans here and we will get back to you.

Visitors 42	Contributors 9	CONTRIBUTIONS 10		
No Responses				

GUEST BOOK

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.



GUEST BOOK

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.

19 August 22 Maurice			The new access ramps at Preston will reduce the number of beach huts on the prom al so if the idea is to give access to all, will beach hut users still be permitted to sit outside their huts as obviously this blocks access across the front of the huts.		
AGREES	DISAGREES	REPLIES 0			
19 August 22 Viki			I feel very strongly that there should be no parking along the whole of Paignton seafron t- it is currently regularly used by cheap campers who park there campers there and us e it as a campsite The cars create pollution and a hazard for pedestrians using the spa		
AGREES 0	DISAGREES	REPLIES 0	ce Adequate parking should be provided within the town with multi storey car parks		
19 August	22		Paignton desperately needs a refresh and updating. These plans appear to make Paig nton/Preston a family friendly destination. This is vital for the enjoyment of this particula r coastline and our visitor dependent local economy. I am generally in favour of the pla		
AGREES	DISAGREES	REPLIES	ns, however, have reservations that there is to be sufficient provision for public toilets a nd car parking to attract and cater for visitors. Current facilities for both are woefully ina dequate.		
19 August 22 Debi-K			Not sure of the wording on pg4 - The first paragraph for Paignton Green " A lot of the fe edback mentioned the varied and constant use of the Greens, so we have been mindfu I not to support rather than change this." The use of 'NOT' seems incongruous with you		
AGREES 0	DISAGREES	REPLIES 0	r sentiments		
	20 August 22 HillyMilly		With the likelihood of more tourists visiting Preston seafront, more toilets will need to be provided. Is this going to be addressed?		
AGREES	DISAGREES	REPLIES 0			
20 August 22 Torquay Man			Generally looks good but there should be a provision for more parking not less		
AGREES	DISAGREES	REPLIES 0			
20 August 22 JonSM			I think the plans look good, my only concern is that shared walking & paths do not work and have a great potential for accidents and incidents, especially along the promenade where people walk blindly across the roads not expecting bikes. I've heard		
AGREES	DISAGREES	REPLIES 0	there is a plan for a new cycle path linking Torquay to Paignton harbour, will these plan s include this? My final question is will all of the proposed cycle paths comply with the National Guidance councils have to work to?		

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.

20 Augus	t 22		Learnin unconvinced that the Council or their concultants have cetually taken an heard		
Sporran1			I remain unconvinced that the Council or their consultants have actually taken on board many of the comments made in previous rounds of applications. I cannot see how the r		
•		REPLIES	emoval of a significant number of parking spaces on the promenade couple with the de molition of the Crossways and half of Victoria carparks does anything to encourage visit		
AGREES	DISAGREES	REPLIES	ors to use the new promenade. If visitors can't park easily by the beach they won't stay. As an aside there will be a loss of income to the council from parking fees. Great play is made of making the promenade safe for pedestrians yet you then add cycle ways which will continue the current issue of cyclists and pedestrians not taking care to avoid the		
U	U	U			
			e danger of collision. I think people take more care crossing a road because of an awar eness of cars but will not react to the transit of bicycles which are often silent. My final p oint is the phasing of development. Funding appears to be available for sea defences b ut other aspects are to be phased as "short term" or "long term". So how long is long te rm. Bearing in mind work on crossways, Station Square etc were identified prior to 201 5 (and included in the local plan 2015) and have yet to be delivered the thought of this being an ongoing project for years does not inspire confidence.		
20 August 22 Chuggs			Generally I welcome the proposed plans. However, I would like to see more car parkin g spaces. There are a number of disabled living in the bay. Their only opportunity to en joy watching others have fun in the sea and on the beach is by sitting in their cars on P		
AGREES	DISAGREES	REPLIES	aignton seafront. Reducing car parking spaces limits the freedom of our less mobile members of the community to enjoy one of the major pluses for living in this beautiful coals.		
0	0	0	stal area.		
20 August 22 Mr S Brown			These plans look good, especially the Preston masterplan. The full size basketbal rt would be great as this is the only suitable area to play the sport which is increas popularity at a rapid pace. Could I mention the Basketball England project swish w		
AGREES DISAGREES REPLIES		REPLIES	looks at helping rejuvenate existing courts which could possibly mean some funding there? If possible it may also be worthy of installing a smaller 8 foot hoop for younger chil		
0	0	0	dren somewhere close.		
20 August 22 PrestonResident			Moving the cycle lanes and cars from Paignton sea front needs to be a priority. It is ext remely hazardous cycling along the existing contraflow, particularly at this time of the year.		
AGREES	DISAGREES	REPLIES			
0	0	0			
20 Augus	t 22		Paignton suffers with the lack of parking for visitors and locals, taking away spaces is n		
Biker Steve			ever a great idea, I've read that extra space for the disabled has been created which is good but I see no mention of motorbike parking, there is currently 3 or 4 bays will they		
AGREES	DISAGREES	REPLIES	be retained or are you scrapping them all together		

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.



The plans for Paignton seafront are a big step forward from what is there currently - it I ooks fresh and modern. We need to be careful that there is adequate parking provision though, I agree with taking it away from part of the seafront, but where will the cars go? We don't want drivers to give up when they see no parking and drive on to Teignmouth or Dawlish instead. I'm not sure about the amount of timber cladding proposed for the s eating areas - what is its expected lifecycle in this location? We don't want it looking w orn and tatty. Finally, while I like the idea of making use of the front of the steps, I HAT E the poetry idea

21 August 22 Clinton Green AGREES DISAGREES REPLIES 0 0

Frankly, considering the heights that you are talking about raising the barriers to, the im ages are misleading as they are visualized at virtually the current height and not the ext ra 4 feet that you are proposing. Secondly, the obsession with abolishing cars from Pai gnton is beyond stupidity, people prefer cars and trying to change their opinion is not th e council's right and by continuing on this track all the money being spent by building n ew hotels and improving infrastructure will be a waste as ghost towns will not need the m, however, as somebody said Teignmouth, Dawlish and other seafront towns would b enefit. We are already seeing plans to make Torbay Road pedestrianized which will re move even more parking spaces and I expect it to cause considerable traffic problems as the removal of a main route to the seafront will be lost, I feel sorry for the people wh o live above the shops, where are they going to park, including overnight? Victoria car park is half closed nearly all the time for supposed structural problems, people come he re to go to the beaches, it might surprise you that most will drive here particularly as the rail service is expensive and not particularly good and if you make driving here even m ore difficult, they will not come here, if your aim is to destroy the tourist industry then co ntinue because you are going the right way. The shelters need to be maintained if this i mage is to be true and the councils current record for looking after shelters is abysmal, will it improve? There is also the question of planting flower beds for improvement / wil dlife targets, the current theory was to grass over as many flower beds as possible so t hat it cost less to maintain, once schemes like this are put in place the council must ,m aintain them but I have little faith they will do so.

Katherine					
AGREES	DISAGREES	REPLIES			

Its great that there will be a car free area of the seafront. Also, the improvement of the pedestrian transition from Torbay Rd to the seafront is long overdue. While I understan d concerns about parking spaces for visitors, it's crucial to increase pedestrianisation t o improve the quality of peoples experience experience of Paignton, particularly for fam ilies.



Not sure about the reduction of the size of the turn around area at the end of Marine Pa rade. Cycling routes should be moved to a much earlier part of the schedule and not s hare access with pedestrians - never works for the cyclists. Good to see lockers and a push on wild flower planting (I think this is low maintenance, environmental friendly opti on) but I would personally prefer to see more planting around the edge of the esplanad e. As for fewer car park spaces, I don't have an issue with this (I prefer the way Presto n seafront is laid out with the cars on the roadside not the beach side). But for others I would want this tied into a safer Victoria Car Park with residents able to use this at no c ost. I'm not sure there has been much consideration for young people as part of these plans to use this as an opportunity to address the boredom they find with the area? Ho w many of our young people play basketball? Are there not ways to tie in Paignton sea front, Victoria park and the skate parks in a more youth friendly way? It would be good to see these plans supporting girls engagement in sports (yes, I know girls play basket ball, skate etc) but it is always male typical sports we see catered for.

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.

00 A	. 00				
22 August 22			With the loss of parking on the seafront, pressure will increase on the surrounding road		
Sarah			s that are already full to bursting with visitors and campervans during the summer. Wh at measures are going to be put in place to help the surrounding area cope with the inc		
AGREES DISAGREES REPLIES		REPLIES	reased demand? Parking options need to be rethought out, as most people visit with th eir cars.		
0	0	0			
22 Augus	t 22		I'm very disappointed that only a small amount of new greenery is planned, and so muc		
steved	lee		h 'barren' grass retained. This is a good opportunity to plant far more trees, including b oth palms and native trees. I understand the need to retain a large grass area to the no		
AGREES	DISAGREES	REPLIES	rth of the cinema, for visiting attractions such as the fair, but why can't a wildlife area wi th trees, shrubs and wildflowers, and possibly a raised pond, be incorporated in the lar		
0	0	0	ge grass area to the south of the cinema? There could be seating included, and it would be a great tree-shaded area in the heat of summer.		
22 Augus	t 22		Great start, however please be mindful of the short cited views of those who keep prom		
Pookle	eton		oting parking on the promenade. This is meant to be action for change. For the benefit of the town and long term success, think to the future and ask what is it people come to		
AGREES	DISAGREES	REPLIES	the English Riviera for Why was it named such? Palm trees and views, not to stare at cars and vans that just block a view, create unnecessary pollution etc. Attractive plans		
0	0	0	that are future proof will ensure that investment is sound, others will invest and it'll have a greater knock on effect. Don't scupper such a chance.		
22 August	t 22		On the Paignton seafront proposal, it seems a shame to miss the opportunity to separa		
Richar	rd		te the pedestrians from the cars. Cars park up pumping out fumes & mp; reverse out o nto the walkway & mp; block the view of those that are making the effort to walk! Why		
AGREES	DISAGREES	REPLIES	not put the cars on the raised section behind the shelters & amp; get them to reverse on to a grassed grid parking zone & amp; then dogs & amp; kids jump out onto grassed zo		
0	0	0	nes not into the cycle zone! Most cars park up for the view & Dy they would still get that on the new flood protection raised section.		
23 August	t 22		I saw the plans by the Paignton Partnership and liked them as well especially the Devo		
Steve Bellworthy		ıy	n banks is there any reason why these regional ecological and environmental building methods are not being incorporated into the design? I would also like to see more plant		
AGREES	DISAGREES	REPLIES	ing and less parking on the front and to consider perhaps park and ride options		
()	0	0			

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.



Questions mostly Preston plans - what is the treatment for the Marine Parade end in te rms of gates and barriers across from near the toilets to the properties and will those ga rden walls be improved also. Paignton plans - A lot of parking has been removed this al ong with all the parking at other sites in Paignton such as Crossways and the entirety o f Torbay Road plus in the future Victoria Street how does this leave a viable tourism an d shopping destination. How many spaces are being removed across the proposals an d has the removal of these spaces and impact been measured in conglomerate with th e other expected proposals. The lorry and disabled turning circle behind the Restauran t looks fairly risky for pedestrians will this be time limited and how will it be made safer. The Torbay Road proposal is only supposed to be a trial but the road layout implies and states this is permanent and vehicles could never make the required turns with no feed er lane here or at any other junctions at Kernou Beach and Garfield or similar as there i s now no other way to reach this side of the town centre and the shops and businesses . In a similar way how would any construction vehicles or fire engine reach this seafront area in future if they cannot go under the rail bridges and if they cannot go over the bri dge off Dartmouth road to Whitstone Road with the level crossing on Sands road being fairly tight as Torbay Road will be closed. The narrower road layout restricting turning s pace and the new cycle lane road side could lead to additional pedestrian and bike conf licts when you consider the leisure activities that occur here. Are the gaps in the sea w alls to reach the beach at Paignton South wide enough to allow for boats specifically for the sailing events to use the green and access the beach for racing as this space is us ed now. What is the treatment for barriers and walls at the Paignton club end also. Lots of unknowns still, it appears. Thank you.

24 August 22 JC10					
AGREES	DISAGREES	REPLIES			

Generally plans look good. As mentioned by others I'm not happy about removing parking spaces though. And as for shared pedestrian/cycle paths, that's an accident waiting to happen. Would need a total ban on electric bicycles and electric scooters on such paths.



Delighted that lockers have been added to the proposals for leaving valuables when sw imming, it could be expanded to include a provision mid way along Preston green. Plea se consider easy disabled access at various points, along with parking provision for lon ger than 30 minutes in a disabled space. The wildflower planting is appreciated, but think Paignton end looks a bit sparce on the planting/green front. This Summer with increased visitor numbers has proven difficult to park at both Preston and Paignton, walking large distance is not an option for many.



On Preston seaward side accessibility Ramps seem excessive and misplaced. Plans f or these as indicated by point 5 unnessarily reduce volume of seaward beach huts. Pr eference for disabled access should be based on location of huts next to existing acces s ramps. Would be good to see some designers actually look at how beachhuts are use d particularly at a busy period rather then impose rather then generic design. Locating huts in front of shelters seems a bad design move too as effectively will become antisocial hotspots as hidden from view.

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.

26 August 22				
26 August 22 Mike w	This is a good idea, however as a beach hut owner I would like to say that cyclists use the promenade rather than the cycle lane provided. They speed along way to fast, with all the children using this area I feel a ban on cycles should be imposed. The beach m anager has been removed so there is nobody taking control of this problem, sooner or I ater someone will be hurt			
AGREES DISAGREES REPLIES				
0 0 0	ater someone will be nutt			
26 August 22 Emma monaghan	The plans show that the first 6 sea facing huts are no longer there- does that mean our huts have been removed or they will moved further along?			
AGREES DISAGREES REPLIES				
0 0 0				
26 August 22	On reading the comments below and also my own comments added on both previous p			
steve.baldwin	hases, it's quite clear as always Torbay Council with it's out dated approach will do exa ctly what they want where is the you said we did part of this???? Where is the we co			
AGREES DISAGREES REPLIES	nsidered these questions actions and this was the outcome???? It's simply this is what we want to do what do you think? We don't care Have this It's a joke really it's 202			
0 0 0	2 and these plans are not exactly well thought out and future proof. It's basically hiding a wall with a bank and carrying out repairs that have not been carried out for years. Th			
	e reason it needs such an uplift in investment is by lack of investment and upkeep. Wh ere is the view for the future. Where is the welcome area from town that was highlighte d. Why is that eye sore of a cinema still there. Why has the Parking issues not been ad dressed wholesale. It's nice to park on the front but it's full of mobile homes and travels so what's the point in keeping it. Where else do you go though. The wreck of a carpark near town you simply have let go to ruin before you fell off to the highest bidder for dev elopment. Everything this council touches goes to waste it's time for change. Pavilions I'm Torquay all the councils fault yet shout for glory when volunteers pick it up Oldway same Paignton town same Paignton old cinema same So poor things need to change i mprovement is needed. It's time to step into the current times it's not 1970 anymore pe ople want more than a few fancy benches, some scabby beach huts and a cycle lane Poor performance here			
27 August 22 Pops	Are there going to be ramps as well as steps for access for all? Do these plans include improvements to Goodrington seafront as it also part of Paignton?			
AGREES DISAGREES REPLIES				
0 0 0				

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.

27 August 22 philip					
AGREES	DISAGREES	REPLIES			

Dear Sir, The plans for Paignton seafront will not provide sufficient protection from floo ding as the splash wall with the wave deflector is not now being built so the waves will not be deflected back into the sea. This is a major blunder. Secondly pedestrians do no t feel safe using Paignton seafront because of speeding cyclists. Car owners unlike cyc lists obey the law and drive slowly & amp; carefully but the majority of cyclists now feel t hat they are above the law and I see it all the time down Paignton seafront, cyclists ride at high speed along the seafront, they do not Give Way to anyone, if they approach a crowd of pedestrians they swerve wildly around them and abuse them or they ride at th em and often shout threats and I have seen numerous near misses over the years invo lving young children who have narrowly avoided being hit bey cyclists . Cyclists often tr eat the seafront as a racetrack riding as fast as possible so cyclists should be banned f rom the seafront as they do not possess insurance and ride in a anti social and danger ous manner. They have no regard for the safety of pedestrians. Also the parking space s between the Redcliffe and the pier are not enough. We are disabled and we like to pa rk on the seafront and walk to the harbour but we will be unable to do this and so will m any older and disabled people. It is nice to park and watch the sea but we will be unabl e to do this under these plans which in fact penalise local people such as us & amp; will cause resentment. You have a responsability to ensure that disabled people are able t o access the south end of Paignton seafront by car & amp; these plans fail to do that. P aignton seafront is deserted when you stop parking. We have seen this on numerous o ccasions particularly in the winter when cars are prevented by roadworks from using th e seafront, the place is empty. Seafront businesses lose considerable amounts of mon ey and apart from July and August & Dank Holidays, seafront businesses are hea vily reliant on local trade which vanishes when the seafront is closed to cars. Many sea front businesses will close if the plans to stop cars parking on the south end of Paignto n seafront go ahead.

30 August 22 Dan					
AGREES	DISAGREES	REPLIES			

A great step forward although I have to agree that, from the perspective of a pedestrian and a cyclist, protected cycle routes are a much preferred option than a painted gutter or shared space with pedestrians. Overall I do like that the designs make good use of the landscaping opportunity provided by the sea wall and that part of Esplanade Road will be car-free year round. Those objecting to removing cars seem to forget that there were far fewer spaces when the road was closed for summers gone by!

	30 August 22 Jackie					
AGREES 0	DISAGREES	REPLIES				

I do worry about the amount of traffic coming into Preston. As it's the main rd to the sea front The speed they drive down seaway rd has got out of hand. Racing around the cor ner under the bridge. With less parking on the front everyone tries to park on the back streets and they are becoming race tracks. There is no time to cross the road and the d rivers don't slow down for anyone. There are a lot of disabled using mobility scooters/w heelchairs ,my husband is one of them. Everyone trying to get to the beach. Making the promenade safe is one thing but I feel there should be speed deterrents down Seaway Rd and along the front. So many vehicles driving up the wrong way as well. You have to look at the bigger area than just the promenade. Parking is horrendous at the best of times since the pay and display came in Preston.

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.



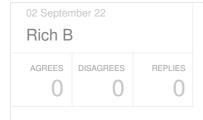
Looking at what the general view on parking was from earlier survey opinion, I cannot see why the amount of parking is being reduced. With the loss of many other spaces i mminent throughout the town I have to agree with the majority that this will push peopl e away. Also the pedestrianisation is a wonderful concept but will it not just add to traffic chaos when Torbay Road becomes pedestrianised. Also a loss in revenue from less spaces, no doubt yet another parking price hike to cover this loss? I also agree with the majority about the shared pedestrian & Decket and pedestrian & Decket another parking price hike to cover this loss? I also agree with the majority about the shared pedestrian & Decket and pedestrian & Decket and D



Big improvement over the previous designs, fully support the removal of parking/traffic along the central section in front of Geoplay Park / Cinema although I'm not sure about vehicle access to the south of the cinema as this will mean a lot of traffic near the entra nce to Pirate golf, this access may be better moved to south of Pirate Golf. I see others are commenting on parking, but there is plenty of parking at Victoria car park (for those who don't have special access needs), can access/signage etc be improved to make th is more accessible and more obvious? As a cyclist I do not use the Paignton sea front at busy times and use the road instead, a dedicated cycle path by the road would help those less confident riders. In Preston the addition of a footpath next to the road-side c ycle way would help as there are often pedestrians on this dedicated cycle path (oh the irony). Can we also have some more detailed drawings of the "seafront flood barriers" and what these will look like when open/closed?



I own a home, a beach hut and a business in Preston. I'm also Bob's (who Bob's Patch is named after) Grandson. Firstly, the plans look great and really pleased to see the im provement from the first ideas. I don't think that a full size basketball court in Bob's pat ch is a good idea. And it's something that Bob himself was opposed to when he first rall ied for the courts to be put in place. The courts are and should remain for social use on ly and not encourage competitive games. There are plenty of alternative sites nearby (Parkfield, Oldway) which could and are better placed to facilitate organised competition and a higher standard of players. The idea that children playing could be kicked off the courts to accommodate organised events/training sessions would be disappointing and a full size court would attract older more competitive players. The area attracts young children who shouldn't be in the proximity of a full sized basketball game. Also the curr ent design and proximity of the nets allows for younger children to play small social games with nets at a reasonable distance apart. The money spent changing the courts c ould be better spent improving the upkeep of the current courts or even adding a similar sized football pitch (AstroTurf?) with some mini goals in the area nearby.



These plans look great and so do the artists impressions. Hopefully it will not be too much disruption to Beach huts and owners. I live locally, own at hut at Preston, and support local businesses when I can. Free toilets must be the next step. All the good places have free toilets, and enough of them. These are not owned locally, and should not be 'for profit' but for the benefit of the community. I agree with Bob's grandson regarding the basketball court, unless it will attract county or national events, which I doubt (it's an outside court), as weather will always be an underlying issue. I'm not sure how else it could be improved.

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.



I really like the updated Seafront Masterplan for Paignton and Preston. My observation would be; I feel parking charges should be greatly reduced out of session. On weekday s out of session Marine Drive, Preston is empty to cars due to the high parking charges . My other major concern with the Preston Masterplan is putting a full size basketball c ourt in a small fenced off, dog free "Bobs Patch" childrens park is totally unnecessary. There is a full size basketball court in Victoria Park that is under used. If another one is needed I would suggest, Parkfield, Oldway or Clennon Valley. This small fenced off are a attracts young children. The basketball nets at the far end are enjoyed by lots of peo ple just wanting to practice of all ages and all different levels of abilities, at all times, for hand eye coordination, social interaction, health and fitness, and it's non competitive, it is purely for recreational exercise and fun.



This will kill the town and the seafront. It appears all plans are anti car. Wher will people park to visit this area. Loss of car parks road closed and no parking on the seafront will just encourage everyone to go elsewhere out of Torbay where you can park easily near to the beach.

GlencoeApartments

AGREES DISAGREES REPLIES 0 0

Do not turn the end of Paignton green by the harbour in additional parking. This will aff ect the few business that are closest to the sea with sea view issues, degrading the pro perties and their sellable views. It would be more appropriate to have additional parkin g at the other end of the green where properties are already obstructed from having se a views and are further away from the sea. Avoid having trees along the sea front. As a gain, removing sea views for all the holiday accommodation would be a very negative s tep.

Francis Thomas

AGREES DISAGREES REPLIES

0 0 0

I think the plans are very good and it will be very good with a regenerated Paignton Se afront. However the Vue Cinema building with the Harvester and Shoreline Restaurant s should come down, as it is disconnecting Paignton Green into two separate places. T he Vue Cinema building is also disconnecting Paignton Seafront with the town centre. The regenerated Torbay Road should be connected with Paignton Seafront with an open place instead off the Vue Cinema building. The new plans for Paignton Green for th e mid section from the Vue Cinema building to Paignton Pier should be extended all th e way down to Paignton Harbour. By doing so there will be an attractive regenerated P aignton Green connecting Paignton Harbour with Paignton Pier. The parking spaces in front of the very colourful buildings and hotels on Esplanade Road from Sands Road to Adelphi Road should have a new and more green surface. The current parking spaces with old asphalt and concrete does not fit in with the environment around Paignton Gre en and with the redeveloped Paignton Green and Torbay Road. The very colurful buildi ngs and hotels on Esplanade Road from The very colourful buildings on Esplanade Ro ad from Sands Road to Adelphi Road, together with the other buildings on Esplanade Road and with the redeveloped Paignton Green from Paignton Harbour to Redcliffe Ho tel should be seen as an entirety.

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.



I am the South West Coast Path Association local representative for the stretch from B rixham harbour to Torquay harbour. Through walkers often regard the part along Paign ton seafront to be amongst the dullest of the whole 630 miles of the Path, so anything t hat might add to the visual interest and creates better separation from motor vehicles a nd cyclists is to be welcomed. In the detailed design, please ensure that there is clear s ignage for the Coast Path. Interesting sculptures, paving, lighting and planting could ad d to the interest for all users. The Council is asked to ensure that revenue budgets are adequate to ensure that the promenade is kept clean, bins are emptied, water bottle ref ill points are provided etc, and that the "as new" appearance is maintained, rather than being allowed to degenerate over time, as seems so often to be the case after the thrill of major new investment projects has passed.



Hi! This design is spectacularly unambitious! I understand that the main works is flood protection, but there's a huge missed opportunity to upgrade these areas. When i first s aw the plans, i had to search hard to find the changes between existing and proposed. And i'm an architect experienced in reading design drawings! The proposed design loo ks to make the minimal changes to incorporate the flood protection works. I can imagin e the grand unveiling after years of disruptive constructive works, and residents and vis itors will wonder... what's been done. How about a more ambitious brief to the design c onsultants? For starters, removing the road and parking right on the sea front would op en pedestrian access and use of those key arears, making a better link between users and the ocean- surely the key attraction.

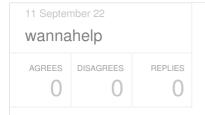


Generally positive about the proposals, with just a few reservations. Concerned about t he loss of parking spaces on Paignton Sea Front. This, coupled with the loss of parking spaces in Torbay Road due to pedestrianisation, the loss of parking spaces in Crosswa ys car park due to redevelopment, the loss of spaces in Victoria car park due to spaces being surrendered to the guests at the new hotels because of inadequate provision for parking on the hotel sites, the possible redevelopment of the Harbour Car Park, and po ssible redevelopment of the Station Lane and Bus Station Car Parks. There appears to be no provision for the loss of all these spaces - where are all these visitors and locals supposed to park in the summer? The proposals show an apparently smallish loss of gr een all around the perimeter, but this adds up to a fair loss of flat grassed area, leaving less space for fairs, circuses, fetes, and other special events. What about removing the pedestrian crossing at the end of Kernou Road, and moving it to the bottom of a pedest rianised Torbay Road. The Festival Theatre/Vue cinema should never have been sited at the bottom of Torbay Road. What about moving it to the other side of the road where the Inn on the Green is situated? This will give us more space, and open up the sea fr ont to something like it was in the old days. Finally, I can see Pedestrian/Cycle/Vehicul ar conflict at the Junctions/Mini roundabout at the southern end of the sea front.

Do you have any comments on these plans? These can be positive, negative, what you like or don't like.



As a resident of Preston and a long time member of Paignton Sailing club I encourage any improvements to the area for the locals to enjoy and to encourage tourism in the ar ea. As a sailing club we regularly use the south green as a dinghy park when hosting la rge dinghy regattas of up to 200 boats. This brings visitors and therefore revenue in the areas of accommodation and hospitality to the bay. In order to do this we would still ne ed space on south green to park the boats and also ramp access whereby we can whe el them down on to the beach, or at high tide launch them from a wide gently sloping ra mp, which at present we have, although a wider ramp would be more useful. This would also improve access for other water sports users and those with mobility problems. I hope you will consider us as valid members of the community and regular users of the (to me very underused) waters of Torbay.



Discriminatory to disabled people and not Inclusive for All as per government guideline s. All I am seeing is far too many steps when it should all be ramped everywhere to incl ude all disabilities and other people such as families with pushchairs, the less mobile. I ts already very bad and this doesn't improve things in line with the law. How many ram ps to the beach, where is the boarded beach for wheelchairs to travel on. How many ra mped areas up to the higher promenade at Preston and Paignton seafront, discriminat orily not enough it should be equal to the amount of steps?. In fact if you were Inclusive for All as per the law, you would have no steps it would all be ramped which would cost no more as being newly built. Why are steps being designed when they are discriminat ory? You have the perfect opportunity to include everyone and instead alienate the dis abled to unequal access which is extremely discriminatory. Having one or two ramps d oes not meet disability law when designing it should all be inclusive, there is no need fo r steps whether its to the promenade or to the beach. It is no longer acceptable in law t o only have one or two entrances forcing the disabled to go on a much longer journey r ound to get to the same place as a non disabled, this all needs redesigning else you wil I be guilty of discrimination and failing Inclusive for All. Removing parking spaces is a m assive fail, the concept there will be less cars in the future is a fantasy. All present spa ces are needed and 16 disabled spaces are not enough if you increase this where do a ble bodied park? There is not enough parking as it is. Street bins, water fountains need to be accessible as per Inclusive for All guidelines and changing room toilets should be at every toilet area there is they have been discriminated against for long enough, toilet s should be free so many people urinating and defecting anywhere as not prepared to pay or queue with the lack of toilets. The loss of green space is a major flaw and a bas ketball court will not get used as much as grass will, as much as i love trees and wild fl owers this is not an appropriate place to block views or take green grass needed for jus t sitting on, playing on and enjoying as it is, there is little grass as it is. Would be a wast e of money.



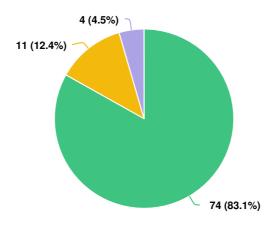
It's unclear how access from Paignton to the beach via the slipway will be maintained u nless it is effectively unchanged e.g. if existing levels allow. It is imperative access to the beach via the slipway is maintained to allow large including national sailing events to be held from the green and Paignton Sailing Club in association with RTYC and BYC. Thanks.

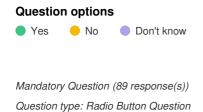
ENGAGEMENT TOOL: QUICK POLL

Are these plans a positive step forward for Paignton & Preston Seafronts?



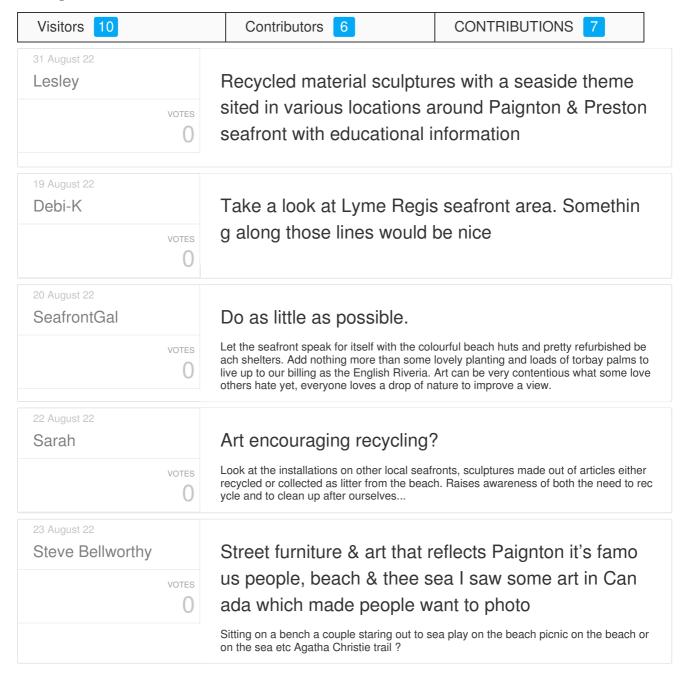
Are these plans a positive step forward for Paignton & Preston Seafronts?





IDEAS

Do you have any ideas for what type of art or installations could be put along the seafronts?



IDEAS

Do you have any ideas for what type of art or installations could be put along the seafronts?

23 August 22 Steve Bellworthy VOTES		To add to my earlier post re art work sculptures whic h are fun and encourage people to take photos	
	VOTES	esort so nothing ultra modern in shiny metal and pla stic? Just make it vandal proof!	

Engagement Summary

During this phase, which lasted just over 3 weeks and went live on Friday 19 August and closed at midnight on Sunday 11 September, the engagement page was visited over 2,300 times. To give some context, the phase 2 consultation webpages were viewed 889 times and phase 1 - 388 times. From these visits:

- 1,838 people visited at least one part of the engagement pages
- 935 visited multiple pages
- 105 then engaged i.e. took part in the poll, left a question and/or comment

In total though, we had 220 people take part in the poll, which was asking if people thought these plans were a positive step forward for Paignton & Preston seafronts. These results show the online poll (89 participants), the results from our day at Children's Week (128 participants) and responded via paper copies at Paignton Library (3) in one result, which was:

- 91% (200) responded Yes
- 5% (12) responded No
- 4% (8) responded Don't Know

This is down compared to the second phase but the same as phase 1. I think this is because on our new engagement platform we did ask people to sign up. Hard to say if this was the only reason though. I also need to do some work on identifying the age range that took part in the poll as it is reported differently.

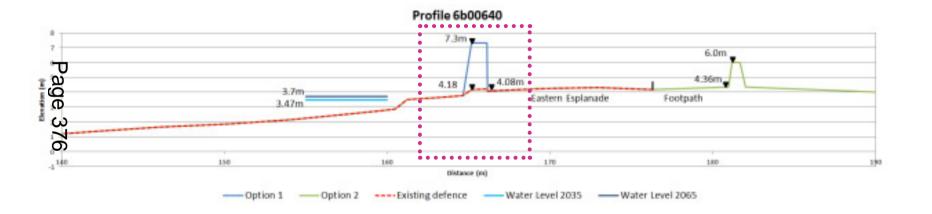
Going back to the online engagement webpages, it was disappointing to see only 105 people took part in the online pool but our engagement software can show us what other things they did do. So even if they didn't take part it is really good to see what they did engage with, and are now also more aware of:

- 781 of the visitors downloaded the PDF of the plans 869 times, with 27 looking at the results from phase 2 and 9 looking at the phase 1 results
- 83 visitors also looked at the FAQ's

We got most visits to the page from the social media posts but those who then went on and engaged came from direct links – which would be the direct emails we sent to our main stakeholders and from our One Torbay and Staff News newsletters.

PRIMARY DEFENCE OPTION - NORTH OF THE PIER

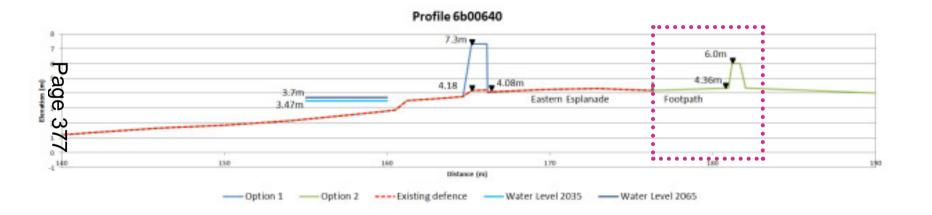
- 3.2 2.8m primary defence wall
- No secondary defence wall





SECONDARY DEFENCE OPTION - NORTH OF THE PIER

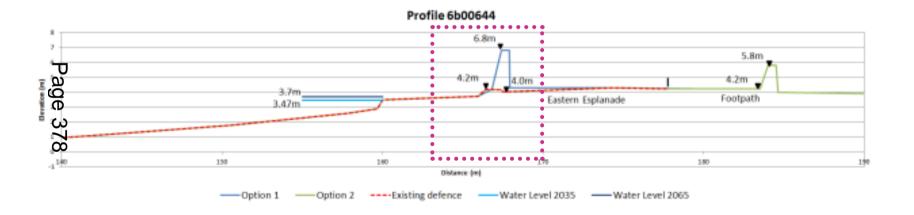
- 1.2 -1.6m secondary defence
- Existing primary defence retained





PRIMARY DEFENCE OPTION - SOUTH OF THE PIER

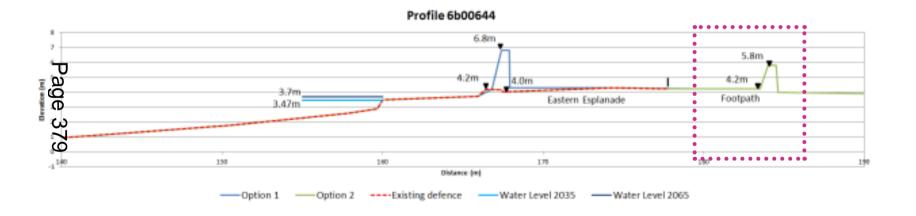
- 2.0-2.6m primary defence wall
- No secondary defence wall





SECONDARY DEFENCE OPTION - SOUTH OF THE PIER

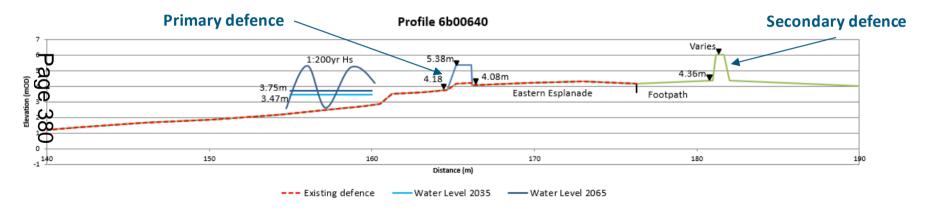
- 1.1 1.6m secondary defence
- Existing primary defence retained



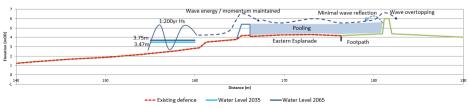


HYBRID DEFENCE OPTION

- 1.2m primary defence wall
- 1.2 1.7m secondary defence wall
- Pooling in between walls \sim 13,000m3 of water could be stored during an extreme flood event between the primary and secondary defence walls.

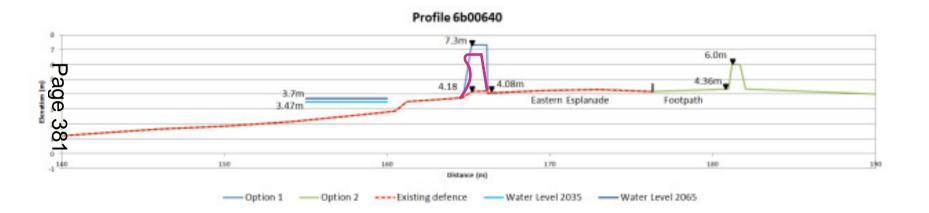






PRIMARY DEFENCE OPTION - RECURVE WALL

• If assuming 70% effectiveness in reducing overtopping with a recurve wall; in order to achieve the allowable 0.31/s overtopping rate for year 2035 for the profile north of the Pier, the resulting wave return wall would be >2.3m high. This would need to be raised to ~2.8m high in 2065.



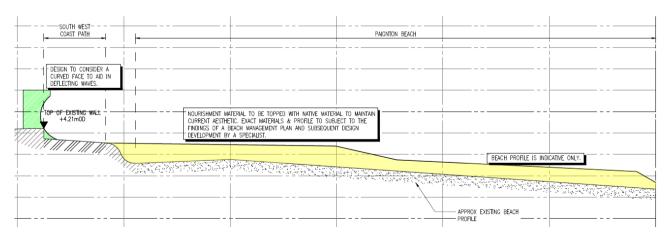


BEACH NOURISHMENT

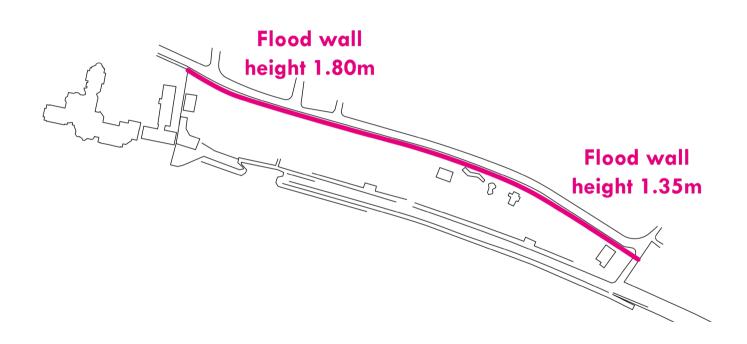
TDA have contacted the EA, Natural England & MMO:

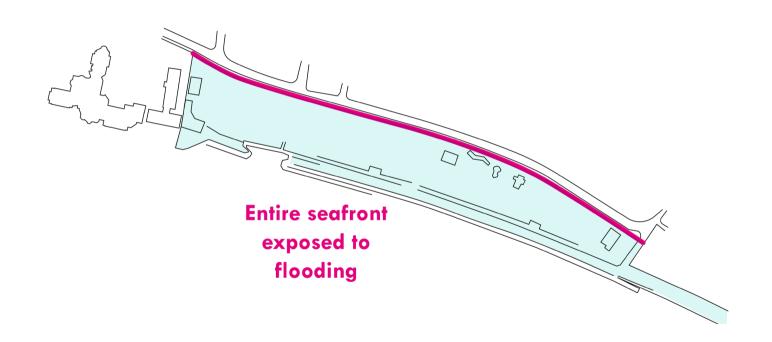
- Natural England do not consider either beach recharge or beach recycling to be long-term sustainable solutions, stating that these types of schemes have the potential to impact on habitats and associated marine life through smothering and sedimentation.
- Preliminary feedback from the MMO confirmed that a licence would be required to place large amounts of sand on the beach.

Both Natural England and the MMO pointed out that this would be a very costly exercise that would likely require replenishment on a regular basis.

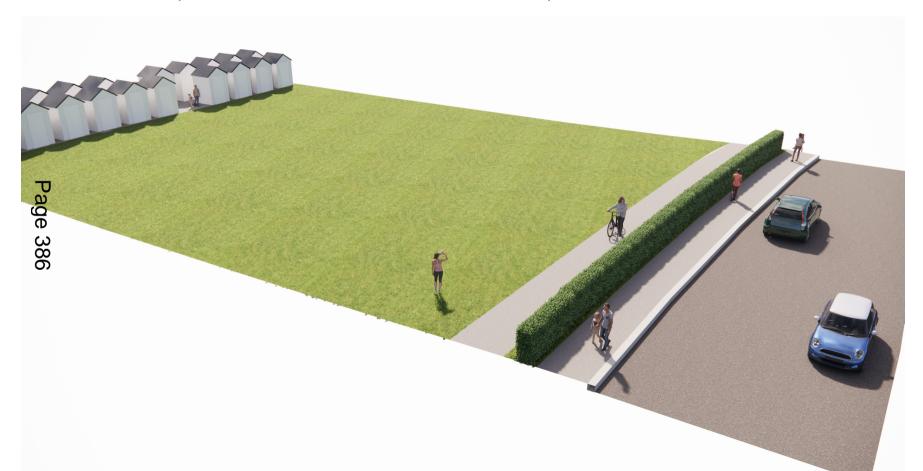


Appendix H Preston Landward Defence Option





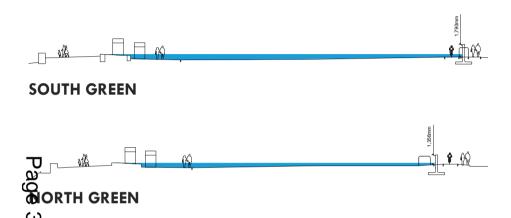
EXISTING (SOUTHERN MARINE DRIVE)



VERTICAL WALL (SOUTHERN MARINE DRIVE)



REASONS FOR NOT PROCEEDING WITH THE OPTION



- The option traps water behind the flood defence wall. This would cause ponding until the water is able to naturally drain away making the seafront unusable for large amounts of the year.
- Over time there would be flood events occurring so regularly that the seafront is no longer usable for the public.

LDĀDESIGN

TORBAY COUNCIL

London

209 – 215 Blackfriars Road London SE1 8NL United Kingdom +44 (0) 20 7467 1470

Bristol

Hanover House Queen Charlotte Street Bristol BS1 4EX United Kingdom +44 (0) 117 203 3628

Cambridge

The Courtyard 17A Sturton Street Cambridge CB1 2SN +44 (0) 1223 949054

Exeter

Kings Wharf The Quay Exeter EX2 4AN United Kingdom +44 (0) 1392 260 430

Glasgow

Sovereign House 158 West Regent Street Glasgow G2 4RL United Kingdom +44 (0) 1412 229 780

Manchester

Unit 209 Ducie House 37 Ducie Street Manchester M1 2JW United Kingdom +44 (0)161 359 5684

Oxford

Worton Rectory Park Oxford OX29 4SX United Kingdom +44 (0) 1865 887050

Peterborough

17 Minster Precincts
Peterborough PE1 1XX
United Kingdom
+44 (0) 1733 310 471

www.lda-design.co.uk

LDA Design Consulting Ltd Registered No: 09312403 17 Minster Precincts, Peterborough PE1 1XX

Agenda Item 10 TORBAY COUNCIL

Meeting: Cabinet Date: 13th December 2022

Wards affected: Preston Ward (Directly), All Torbay Wards (Indirectly)

Report Title: Leasehold disposal of Parkfield House and Grounds – Outcome of Procurement

Process

When does the decision need to be implemented? As soon as possible.

Cabinet Member Contact Details: Cllr Swithin Long, Cabinet Member for Housing,

Regeneration and Tourism. E-mail: swithin.long@torbay.gov.uk

Director/Divisional Director Contact Details: Kevin Mowat, Director of Place. E-mail:

Kevin.Mowat@torbay.gov.uk

Supporting Officer Contact Details: Becky Morgan, Partnership Development Manager,

Becky.Morgan@torbay.gov.uk

1. Purpose of Report

- 1.1 A formal procurement process has been undertaken to identify a community partner (or group of partners) to whom Parkfield House and grounds can be disposed of on a leasehold basis. The process was open for application to any partners in the Voluntary, Community, and Social Enterprise sector.
- 1.2 The process has identified the top scoring community partner and as such is the Preferred Bidder based on the evaluation of all submissions in line with the published evaluation criteria. This report summarises the feedback gathered during the evaluation process, for the Preferred Bidder only.
- 1.2 The report seeks approval for the leasehold disposal of Parkfield House and the grounds to the Preferred Bidder as named in Exempt Appendix 4, taking into consideration the feedback gathered through the evaluation process, which is provided in Exempt Appendix 2. It is recommended that Cabinet review this Appendix in full before making a decision about whether or not to proceed.

2. Reason for Proposal and its benefits

- 2.1 We want Torbay and its residents to thrive.
- 2.2 We want Torbay to be a place where we have turned the tide on poverty and tackled inequalities; where our children and older people will have high aspirations and where there are quality jobs, good pay, and affordable housing for our residents.
- 2.3 We want Torbay to be the premier resort in the UK, with a vibrant arts and cultural offer for our residents and visitors to enjoy; where our built and natural environment is celebrated and where we play our part in addressing the climate change emergency.
- 2.4 One of the principles of Torbay Council Asset Management Strategy 2022 2027 is to work collaboratively and promote joint working with Voluntary, Community and Faith Sector organisations to identify wider opportunities to benefit the community.
- 2.5 Local people are often best placed to manage community facilities in their area. There are examples where they have made effective use of such assets with local knowledge and hands on management, often resulting in lower overheads and better value for money outcomes. Community organisations have the potential to lever in significant funding and are also able to use volunteers to run facilities.
- 2.6 Stakeholder groups should be encouraged to take control of community assets and have pride in their local area. Managing these facilities can help empower local communities and can bring opportunities for greater independence and financial sustainability. A disposal of Parkfield and some of the wider grounds demonstrates the Council's commitment to using appropriate assets to form long term partnerships with suitable voluntary, community and sports organisations.
- 2.7 Providing the Preferred Bidder can deliver upon their proposals (outlined in Appendix 4), the disposal will provide increased opportunities to improve the wellbeing outcomes of Torbay residents, in particular Children and Young People, as outlined in the Framework for Community Development of Parkfield (see **Appendix 1** for the full framework):
 - (i) Provide a space which supports the wellbeing of our local community, in a way which feels safe and inclusive.
 - (ii) Provide opportunities for people to engage in meaningful activity, connect with others in their community and develop their own networks of support.
 - (iii) Provide opportunities for people to develop skills, knowledge, and confidence, which will help them to raise their aspirations, and maximise their capabilities.
 - (iv) Provide opportunities for early intervention and prevention, connecting people to other community assets and support which may help them to improve their wellbeing or circumstances.
 - (v) Provide opportunities for physical activity and enjoyment of the natural environment.
 - (vi) Ensure that opportunities on offer are accessible to those on low incomes.
 - (vii) Ensure that appropriate Safeguarding measures are in place to protect the most vulnerable in our community who may be accessing the offer at Parkfield.
 - (viii) Provide opportunities for partnership working between organisations which support the wellbeing of local people or provide employment.

- (ix) Work collaboratively with the tenants of My Place to further the achievements of these outcomes across the whole Parkfield site (this would be where appropriate and allow for the conditions required to run an educational establishment).
- (x) Provide opportunities for volunteering, work experience, and/or employment of local residents; in particular young people who are NEET or at risk of becoming NEET, and those furthest from the labour market.
- (xi) Foster a sense of pride in Parkfield as a community asset for all of Torbay.

3. Recommendation(s) / Proposed Decision

3.1 Subject to there being no formal objection from the National Trust or the Big Lottery (parties to the title deed) to the proposed disposal; the Chief Executive be authorised, in consultation with the Director of Place, to agree the terms and grant a lease of Parkfield House and grounds to the Preferred Bidder named in Exempt Appendix 4.

Appendices

Appendix 1: Framework for Community Development of Parkfield

Appendix 2: Procurement Panel feedback for Preferred Bidder (Exempt)

Appendix 3: Asset Condition Survey Parkfield House

Appendix 4: Preferred Bidder and Plan of Intent (Exempt)

Background Documents

None

Supporting Information

1. Introduction

- 1.1 In April 2022, Cabinet supported recommendations to pursue a Leasehold Disposal of Parkfield House and grounds; the asset being surplus to the Council's requirements. The intended basis of disposal would be via a long leasehold arrangement of a minimum 25 years; with the Council maintaining ownership and oversight.
- 1.2 A formal procurement process has been undertaken, seeking proposals from partners in the Voluntary, Community, and Social Enterprise sectors, to develop the site to achieve an agreed set of strategic outcomes. A Framework for Development was agreed by Cabinet and provided to partners as the basis on which their proposals should be submitted; this is included in Appendix 1.
- 1.3 The bids were evaluated over three sessions by a panel, moderated by procurement officers. The panel consisted of:
 - Nancy Meehan, Director of Children's Services
 - Joanna Williams, Director of Adults and Community Services
 - Kevin Mowat, Director of Place
 - Alan Denby, Divisional Director Economy, Environment & Infrastructure
 - Kate Spencer, Head of Policy, Performance and Community Engagement
 - Paul Palmer, Head of Assets, Housing & Property Services (TDA)
 - Cllr Swithin Long, Cabinet Member for Housing, Regeneration and Tourism
- 1.4 One bid scored more highly and having passed mandatory requirements and a review of financial and legal standing, we therefore have a Preferred Bidder.
- 1.5 Full details of scoring and panel feedback are provided in Exempt Appendix 2. While the Method Statements were largely scored as acceptable, two areas presented minor concerns to the panel and are set out in Exempt Appendix 2.
- 1.6 Clarification questions were issued to request further detail and assurance on these areas of minor concern. Responses have been received and no further clarifications or concerns raised at this stage.

2. Options under consideration

2.1 No alternative options considered at this stage.

3. Financial Opportunities and Implications

3.1 At present, the repair and maintenance costs of the site are prohibitive to the Council and will only increase the longer the site remains under used.

- 3.2 A copy of the most recent Asset Condition Survey, undertaken in April 2022, is included in Appendix 3. The survey reports £8,000 of essential work which must be completed within 2 years, a further £93,000 of desirable work required within 3 to 5 years, and £16,500 of longer-term work recommended. At present, this liability sits with the Council.
- 3.3 Disposal would enable the Council to release some or all of this liability, the receiving organisation(s) would have the opportunity to generate income from the site not only to restore and maintain it, but also to develop it further in the long term, in line with agreed conditions. There is potential for the site to become self-sustaining, or even generate additional revenue which could be reinvested into further developments under the right management services.
- 3.3 Should the Lessee be unable to deliver upon their proposals, the site and associated financial liabilities and/or opportunities would return to the Council. This does potentially mean that the Council could find itself back in the position of being responsible for an asset in need of extensive repair without financial recourse against the tenant if the tenant has no money.
- 3.4 A number of clarification questions relating to financial matters were raised by the Head of Finance These were issued to the Preferred Bidder and responses have been received, along with:
 - a revised set of financial projections to reflect the changing economic context
 - an outline of alternative funding options; should the Preferred Bidder's grant applications be unsuccessful.

4. Legal Implications

- 4.1 A lease agreement will be required, and certain covenants will need to be observed or resolved.
- 4.2 It is possible to enter into a lease agreement with the Preferred Bidder which would be conditional on the Preferred Bidder obtaining an agreed amount of funding, within an agreed timescale. However, it is not known whether this would satisfy requirements for their grant funding applications.
- 4.2 It is possible to grant a lease with a landlord's break option, which would enable the Council to terminate the lease if the tenant failed to obtain an agreed level of finance within an agreed timescale.
- 4.3 There are currently other users on site, with whom the Council does not have a formal lease agreement. It is possible to make it a requirement of the lease that the Preferred Bidder seeks to accommodate these users, either in the short-term or for a longer period of time.
- 4.4 It is possible that the Council may enter into a lease agreement with the other users of the site sooner, which would then pass to the Preferred Bidder as the superior Lessor.

- 4.5 A number of legal options are available to the Council should we wish to reclaim the asset at any time. These include:
 - Forfeiture of the lease
 - Landlord's option to terminate within the lease
 - Landlord's termination clause in conjunction with a Service Level Agreement between the Council and the Preferred Bidder
- 4.6 Although the site is listed as an Asset of Community Value, the proposed disposal would be classed as an Exempt disposal and therefore would not trigger the ACV moratorium.
- 4.7 There are restrictions on the Land Registry title in favour of both the Big Lottery Fund and the National Trust There has been no objection to the proposed disposal by either party, however formal confirmation would be required should the Council decide to proceed with an expectation the incoming tenant would need to enter into a formal agreement to adhere to the covenants on the Title.
- 4.8 While MyPlace and surrounding external areas are outside of the scope of the proposed disposal, regard would need to be had to the terms of the existing lease with Torbay Education Limited, to ensure no conflict.
- 4.9 The terms of any lease would need to be as detailed as possible, with regard to the lease term, security of tenure provisions, repair, alienation, charging, landlord re-entry, break options, permitted use, alterations, governance, rights and reservations. Input from legal services will be essential to ensure the lease is sufficiently robust.

5. Engagement and Consultation

- 5.1 Formal consultation is not required; extensive engagement has already taken place over the last several years and is on-going through this process.
- 5.2 A new communications and engagement plan will be developed according to the Cabinet's decision.

6. Purchasing or Hiring of Goods and/or Services

6.1 Not applicable

7. Tackling Climate Change

- 7.1 Specific outcomes around environmental sustainability were stated in the Framework for Development of Parkfield.
- 7.2 These requirements were satisfactorily addressed within the proposal submitted by the Preferred Bidder.

8. Associated Risks

- 8.1 If a decision is made not to progress the disposal to the Preferred Bidder, we are unable to run a similar procurement again and would need robust justification for not awarding the disposal to the Preferred Bidder. In this case the asset, along with associated liabilities, would be retained by the Council. Further work would then be required to scope alternative strategies for the future of the site.
- 8.2 If a decision is made to progress with a leasehold disposal to the Preferred Bidder, there is a risk that they will be unable to deliver on the intended outcomes, including financial sustainability, and the asset, along with associated liabilities, may have to be handed back to the Council as per the terms of the lease.
- 8.3 The decision is of significant public interest and may have an impact on public perception of the Council by community partners and residents.

9. Equality Impacts - Identify the potential positive and negative impacts on specific groups

This EI matrix has been completed on the assumption that a decision will be made to dispose to the Preferred Bidder, and that outcomes will be delivered according to the agreed Framework.

	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	Improved activities and services to support the wellbeing of Children and Young people, with opportunities for the wider community of all ages to benefit also.		
People with caring Responsibilities			No differential impact specific to this group
People with a disability			No differential impact specific to this group
Women or men			No differential impact specific to this group

People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community)		No differential impact specific to this group
Religion or belief (including lack of belief)		No differential impact specific to this group
People who are lesbian, gay or bisexual		No differential impact specific to this group
People who are transgendered		No differential impact specific to this group
People who are in a marriage or civil partnership		No differential impact specific to this group
Women who are pregnant / on maternity leave		No differential impact specific to this group
Socio-economic impacts (Including impact on child poverty issues and deprivation)	Provide opportunities for volunteering, work experience, and/or employment of local residents. Opportunities for people to	
	develop skills, knowledge, and confidence, which will help them to raise their aspirations, and maximise their capabilities.	
Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Opportunities for physical activity and enjoyment of the natural environment. Opportunities for early intervention and prevention, connecting people to other community assets and Page 39	

support which may help them to improve their wellbeing or circumstances.	

10. Cumulative Council Impact

10.1 Not applicable

11. Cumulative Community Impacts

11.1 Not applicable

TORBAY COUNCIL

Leasehold Disposal of Parkfield House & Grounds



FRAMEWORK

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1. Purpose of this document

This framework document sets out the basis on which Torbay Council will offer the Parkfield site, the requirements of partners taking over the management of the site, and the process we will follow to decide which partner/community partner(s) are best placed to receive the asset and take forward its development.

The framework will set out the outcomes which the Parkfield site should deliver for the community, the responsibilities of Torbay Council and the tenant/community partner(s) in this process, and how we will work together.

2. Background and Context

Torbay Council recognises that the Parkfield site has been under-utilised for some time, and that it offers potential as a community asset to support the wellbeing of our residents, in particular our children and young people. Torbay Council's objective is to offer the Parkfield site on a long lease arrangement, rent-free, to a partner or group of partners in the Voluntary, Community, and Social Enterprise sector, who will utilise/develop the asset to achieve an agreed set of strategic outcomes.

Torbay Council is committed to working in partnership with our communities and recognises that our community partners possess a vast range of skills, experience, and knowledge. This makes them ideally placed to reinvigorate Parkfield for the benefit of local people of all ages, including children and young people. We also recognise that a creative, innovative approach is needed to ensure that Parkfield as an asset can be brought back into use in a way which is sustainable for the long term.

Our aim in offering the site for community development in this way is:

- To ensure that Parkfield can be used to support the delivery of positive wellbeing outcomes for Torbay residents, both now and in future.
- To ensure that improving outcomes for children and young people are considered as a priority
- To ensure that Parkfield is developed in a way which is both community-led and sustainable; both financially and environmentally.
- To endeavour to safeguard the Parkfield site as a community asset, and if possible, to avoid commercial development of it in future.
- To demonstrate a commitment by this administration to working in partnership with the community, for the community.

3. Decision Making Process

Parkfield is listed as an Asset of Community Value and is also of considerable economic value. We also understand that we may receive more than proposal, and we will need to decide which is most likely to deliver the outcomes set out in this framework. It is therefore important that the process is as fair and robust as possible, and that it complies with the

Council's own policies. The process will therefore be run akin to a procurement and will be facilitated by the Council's procurement team.

The following process will be followed:

- Community partners will be invited to submit full proposals to Parkfield Project Board. These would provide detailed information on how they would deliver their vision, the outcomes their plans would achieve once implemented, how they would assess/measure success, and how they would ensure financial sustainability of the model. Partners will be provided with all the necessary documents and an information pack at the outset, and an open day will be held to allow partners to view the interior of Parkfield House.
- 2. Proposals would then be the subject of a technical review by Council officers and the TDA for compliance with the framework, and any necessary legal or financial checks required at this stage would be undertaken, in line with due diligence.
- 3. Any proposal that meets the aims set out above and is technically compliant with this framework, will then be considered by the Parkfield Project Board and the Council's Senior Leadership Team, with recommendations then passed on to the Cabinet for the final decision.

We are committed to an open, fair, and transparent process. To ensure the future of Parkfield as a community asset, it is important that the decision-making process is robust, and that all necessary due diligence is carried out.

The Parkfield Project Board is made up as follows:

- Senior Responsible Officer Kevin Mowat
- Project Lead Officer Becky Morgan
- Lead Elected Member Councillor Swithin Long
- TDA Lead Officer Paul Palmer
- Adults Lead Officer Jo Williams
- Children's Lead Officer Nancy Meehan
- Communications & Engagement Lead Officer Kate Spencer

4. The Parkfield Site

4.1. Scope of the leasehold disposal

The scope of the leasehold disposal includes the following areas shown in Figure 1 on page 6, taken from the Report on Title undertaken in 2019:

- 1 BMX Track
- 4 Parkfield House Stable Block
- 5 Parkfield House
- 6 Community woodland
- 7 Remainder

Pedestrian and vehicular rights of way

Exclusions - The areas currently occupied by Torbay Education Limited (2, 2a and 2b) and SWISCo/Natural Environment Services (3) are not in scope; and shall remain under the management of Torbay Council and its subsidiary bodies.

4.2. Format of Leasehold Disposal

We commit to offering a long-term lease of minimum 25 years, rent-free if requested, to include tenant only break clauses, which allow the leaseholders to hand the asset back to Torbay Council at relatively short notice (to be negotiated), should the necessity arise. Torbay Council shall maintain ownership of the site during this period and will not have the option to break the lease without good/legal reason

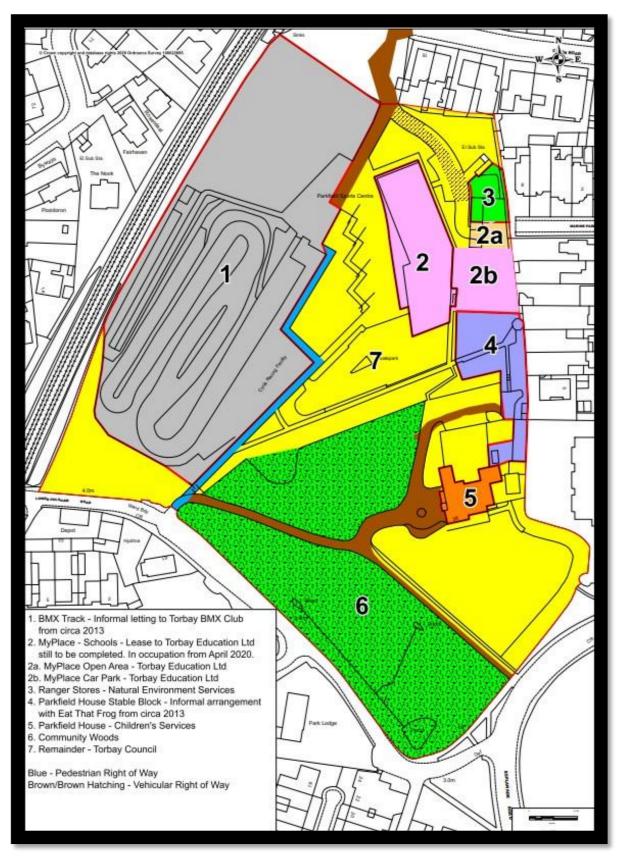
4.3. Building Condition and Status at Parkfield House

Parkfield House is a Grade II listed building, which presents both opportunities and challenges. The walls and gate piers on the site, and a garden house to the north of Parkfield (known as the folly), are also listed. The southern part has significant mature tree cover, most of the trees being the subject of Tree Preservation Orders (TPOs).

We want to ensure that any partner(s) taking on the site are fully sighted on the implications of this. We have undertaken an Asset Condition Survey (April 2022), which outlines the current condition of the building. We would recommend that partner(s) read this thoroughly and consider the practical and financial implications of this, as part of their planning.

A copy of the Asset Condition Survey is included in the information pack, along with additional guidance produced by Historic England on managing/occupying a listed building.

Figure 1: Map of the Parkfield site with current occupancy



4.4. Incumbrances (Legal Restrictions and Covenants)

There are several restrictions and covenants on the site, which should be taken into consideration when developing proposals. These are:

National Trust

The National Trust holds a residual beneficiary interest in the property under a Deed of Covenant. Torbay Council is required to inform the National Trust of plans for the site and seek consent for any changes, therefore it is important that any proposals respect the restrictions outlined within the Deed of Covenant. These include:

- BMX Track and My Place (parts 1 and 2 on the map) Not without the previous consent to use or permit the land at any time to be used for any purpose other than a nursery, garden, parkland, or recreational area, in each case accessible to the public at large.
- Parkfield House (part 5 on the map) Not without the previous consent to use or permit
 the same as a time to be used for any noisy noxious or offensive behaviour or as a public
 house or amusement arcade; or to alter or permit to be altered the external elevations of
 the buildings on this part of the property, nor make or permit to be made any additions
 or alterations without the written consent of the National Trust.
- Woodland and gardens (including part 6 on the map) Not without the previous consent to use or permit the same at any time to be used other than as a nursery garden recreational area or parkland accessible to the public at large and without the erection of any buildings or places of amusement.

Big Lottery Fund

The Big Lottery Fund have a Deed of Dedication on the site, which runs until latest 9 March 2030. Torbay Council will seek a Release of Deed for disposal of the land (in this case, "disposal" includes assignment, transfer or charge on the land, the granting of any lease or licence on the land, or any other possession or sharing arrangements with another party, in respect of the land). Torbay Council will also seek prior written consent to use the land for purposes other than the original MyPlace project.

Western Power

Pursuant to a transfer of a substation dated 16 May 2011, part of the Property is subject to rights of way to and from the substation in favour of Western Power Distribution.

Public Access

All existing public rights of way through the site, and access gates from Esplanade Road, Polsham Road, and Colin Road, must be maintained.

4.5. Current Occupation

There are several current occupants of the Parkfield site, which will potentially be affected by a disposal. These are:

My Place

MyPlace (part 2 on the map) is currently let to Torbay Education Limited. Please note that this area is outside of scope of this disposal.

BMX Track

An informal arrangement has been in place to allow Torbay BMX Club use of the BMX Track area (part 1 on the map) since 2013, which includes access to a small portacabin. This area is within scope of the disposal.

Stable Block

An informal arrangement has been in place to allow Eat That Frog CIC to utilise the Stable Block and Stable Yard area (part 4 on the map) since 2013, including use of a portacabin. This area is within scope of the disposal.

In all cases, we would encourage those submitting proposals to engage with the current occupiers and identify possible opportunities to work collaboratively, either formally or informally.



5. The Council's Commitment to Partners

5.1. The Way We Work with You

As a Council, we want to see a community development of Parkfield succeed, and for Parkfield to flourish as a community asset. We do have a responsibility to maintain oversight, but our intention is to support, rather than control, the development of Parkfield by community partner(s).

Once a leasehold arrangement is in place, we will continue to work with the partner(s), providing a named relationship manager, so that the partner(s) taking on the site will have a single point of contact within Torbay Council who they can go to for information, guidance, and signposting.

We would request that a Council representative is included in the relevant governance group which will steer the development of the site going forward. This will help to ensure Torbay Council can retain some oversight but will also help to strengthen communication and relationships; as well as enabling us to identify ways in which we might be able to offer support. It is recommended that this Council representative would ideally be a senior Council officer.

5.2. Site Maintenance

Until such time as a transfer has taken place, the Council commit to the following ongoing maintenance of the site:

- To undertake regular grass-cutting during the growing season (March to October)
- To undertake regular trimming of hedges along public rights of way to prevent obstruction to access
- To maintain security and safety of the building at Old Parkfield, including regular inspection of the interior

5.3. Funding

Financial support may be available via the Torbay Community Renewal Fund, subject to eligibility. The fund aims to support people and communities most in need across the UK, creating opportunities to trial new approaches and innovative ideas at a local level.

The fund has four national priority investment areas:

- Investment in skills
- Investment for local business
- Investment in communities and place
- Supporting people into employment

Key local growth priorities include:

- Embedding inclusive economy principles to tackle inequality, exclusion and poverty leading to a more sustainable economy
- Raising skills level across all age groups
- Bringing about greater resilience in the local economy

More information can be found here: https://www.torbay.gov.uk/business/community-renewal-fund/

Partners will of course be able to apply for any other grant funding which the Council offers in future, subject to eligibility.

5.4. Other Support

The Council needs to take a neutral and objective view, and as such cannot support with the development of individual plans and proposals. However, we can facilitate connections and discussions between interested parties, if requested, and will do our best to signpost you to support if you need it. Council and TDA officers will be available to answer questions regarding this framework.

During the process, if you have any questions or queries, please contact Becky Morgan, Partnership Development Manager at becky.morgan@torbay.gov.uk



6. Requirements of Partners

6.1. Community Wellbeing Outcomes

Torbay Council has no pre-determined view on how the outcomes in this framework should be delivered, nor which partners should deliver them. We would like the site to be used to contribute towards the following outcomes for our community, which align to the strategic objectives in the Torbay Council Community and Corporate Plan.

Whilst the emphasis should be on delivery of these outcomes for Children and Young people, we fully support and encourage these being delivered in a way which is intergenerational, where appropriate. This is of benefit to Children and Young people, their families, and the wider community.

How these outcomes would be delivered is for partners to decide – creative solutions are welcome, and collaborative proposals are highly encouraged. We would like Parkfield to be used to:

- (i) Provide a space which supports the wellbeing of our local community, in a way which feels safe and inclusive.
- (ii) Provide opportunities for people to engage in meaningful activity, connect with others in their community and develop their own networks of support.
- (iii) Provide opportunities for people to develop skills, knowledge, and confidence, which will help them to raise their aspirations, and maximise their capabilities.
- (iv) Provide opportunities for early intervention and prevention, connecting people to other community assets and support which may help them to improve their wellbeing or circumstances.
- (v) Provide opportunities for physical activity and enjoyment of the natural environment.
- (vi) Ensure that opportunities on offer are accessible to those on low incomes.
- (vii) Ensure that appropriate Safeguarding measures are in place to protect the most vulnerable in our community who may be accessing the offer at Parkfield.
- (viii) Provide opportunities for partnership working between organisations which support the wellbeing of local people or provide employment.
- (ix) Work collaboratively with the tenants of My Place to further the achievements of these outcomes across the whole Parkfield site (this would be where appropriate and allow for the conditions required to run an educational establishment).
- (x) Provide opportunities for volunteering, work experience, and/or employment of local residents; in particular young people who are NEET or at risk of becoming NEET, and those furthest from the labour market.
- (xi) Foster a sense of pride in Parkfield as a community asset for all of Torbay.

6.2. Financial Sustainability

Financial Sustainability is an important element of the decision-making process, as we need to ensure that any proposed development has the best chance of success; so that it can continue to be of benefit to our community in the long term. Local Authorities continue to face significant financial challenges, and Torbay is no different; therefore, external funding sources are essential.

Potential tenants/community partners will need to submit a business and delivery plan for their proposal. A template and criteria have been provided in Appendix 1 to make clear what information is required. The plan should clearly set out the forecast income and expenditure, along with any assumptions of what is expected from the Council as the landlord (for example, foregone rent, one off and/or ongoing grants, expectations on the repairing liability, etc).

It is also important that the business plan sets out how external grant funding might be achieved, and other income/sponsorship which could be delivered.

Some on site commercial activity might well be necessary and is expected to help provide financial stability by way of a revenue stream. Such activity is acceptable providing it is of no detriment to the delivery of the community outcomes and complies with the restrictive covenants outlined in 4.2.

The plan should also set out how reserves can be accumulated to provide the capital required to manage the listed building over the life of the asset.

6.3. Environmental Sustainability

In line with Torbay Council's Community and Corporate Plan, we are committed to tackling the Climate Emergency and working with others to create a Carbon Neutral Community. We are also committed to protecting the natural environment in Torbay, which is one of our greatest assets.

We would like any development of Parkfield to contribute towards these aims by:

- (i) Ensuring that waste is minimised, and recycling/repurposing is maximised.
- (ii) Ensuring that opportunities for energy efficiency are explored and implemented where feasible.
- (iii) Ensuring that the grounds are used and maintained in a way which is good for wildlife and provides habitat for animals, birds, and insects.
- (iv) Ensuring that any food provided on the site is sustainably produced.

Due to the amount of green space on the site, it presents plentiful opportunities to provide community activities which support our aims of becoming a Carbon Neutral Community, and we would welcome inclusion of such activities in any proposals.

6.4. Collaboration

One of the greatest strengths of our community sector is its ability to work collaboratively for the benefit of the community. We recognise that the sector offers a vast range of skills and expertise, the sum of which is greater than its component parts. Collaborative

proposals, developed by a group of partners working together, are welcomed in this process.

In such cases, one organisation would still need to be the named "lead" on the final business case, for the purposes of holding the lease, any insurances, funding bids etc. How this translates operationally is entirely up to the group and what works best for them. We would ask that all of the partners involved in a collaborative proposal are listed.

6.5. Community Engagement

Proposals should be informed by what people in our community, including Children and Young People, tell us is important to them. When submitting proposals, we ask that you demonstrate how you have included community engagement and feedback to inform them. Those submitting proposals may wish to gather their own feedback, or use relevant feedback already gathered by others (for example, Healthwatch). We also ask that you describe how you will engage with the community to shape the development of the site in the longer term.

APPENDIX 1 - DETAILED BUSINESS CASE REQUIREMENTS:

The Parkfield Project Board will invite short-listed partners to progress to a detailed business stage where a full business and delivery plan would need to be presented for the project/proposal. This submission would be assessed under the following criteria:

Documentary Evidence Required	Criteria
Business Plan and Governance Documentation	Outcomes, aims, objectives and targets the proposal would deliver, including Key Performance Indicators to show how these would be monitored and assessed over the life of the project.
	What type of organisation would be running the project.
	The capacity of the organisation to deliver the project including:
	Decision making structures and form of governance
	Management and staff structures, showing where these are paid or voluntary, whether these are experienced, and/or what training plans are in place.
	Identifying whether the project would create new jobs, learning opportunities, and how these are linked to the Corporate Plan and other relevant strategies.
	An indicative 5-year capital and revenue budget plan including all anticipated grant and revenue funding, identifying whether this had already been secured and any other income expected, sources etc.
	Relationships with any other partners on the project.
	Legislation and regulation considered within the project and how this would be addressed, e.g.
	Health and Safety regulations
	Child Protection Policy
	Equality regulations
	Licensing.
	How the project would address:
	Inequalities
	Crime prevention
	Environmental issues.

	The catchment area for the project.
	Length of lease required to deliver the project and proposed Heads
	of Terms.
	Any development proposals relating to the buildings or land.
	Risk Analysis of the proposals.
Project Plan	Indicative timescales on how the project would be delivered from
	start up to fully operational.
	Description of any proposed development.
	Detailed breakdown of timings/costs for any proposed building works or refurbishment proposals, and how this would be funded.
	Description of how achievement of the specified outcomes would be measured.
	Description of how the community (particularly children and young people) would be engaged with to inform the development on an ongoing basis

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Agenda Item 10 Appendix 2

Document is Restricted



Agenda Item 10 Appendix 3



Condition Survey



Property and Business Services

P0697 - Parkfield Site (House & Grounds)

P0697AB - Parkfield House

38 Esplanade Road Paignton Devon

DATE: 13/04/2022





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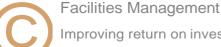
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Property and Business Services



CONDITION REPORT

Project: P0697AB - Parkfield House

Release: 07/10/2022

Date: 13/04/2022

TDA End of Stage Quality Control

Author: TDA

Owner: Client

Client: Torbay Council

Document CS000430

Ref:

1. Introduction

Torbay Council commissioned TDA Property Services Group to undertake the Condition Survey of P0697AB - Parkfield House.

The Condition Survey was required to capture an accurate picture of the state of the building in order to facilitate investment appraisals and future decision-making processes.

Condition Surveys by nature provide a systematic, uniform and objective basis for collecting information on the state of the premises. To further ensure consistency all elements of the survey have also been carried out to a uniform methodology.

The survey elements identify the work necessary to bring premises up to a serviceable state of repair, and to rectify breaches of legislation (excluding the Equalities Act) where repair strategies have been recommended.

We very much hope this Condition Survey will assist the governing authority and business managers in developing and updating their development plans and any other plans they may have for P0697AB - Parkfield House.

2. Extent of Surveys

Essentially these surveys involved an assessment of the fabric of the assets.

The Condition Survey identifies works necessary in order to bring the premises up to a 'grade A' standard, and to keep them at that level over the next 5 year period.

Each element exhibiting a defect has been given a grade, priority and budget cost for the repair strategy in line with submitted methodology and the survey covers the whole block plus external areas of the site.

The Condition Surveys were visual and non-intrusive but sufficiently thorough as to identify the need for any further surveys or tests. Services were not tested, nor were there any testing of elements to establish the presence of, for example, asbestos.

Intrusive investigations involving opening up of the structure, taking down ceiling panels, up lifting flooring panels etc. and forming access into service ducts were not carried out.

High level, elevation areas and roofs were visually inspected in line with the agreed survey limitations and conditions and our standard terms and conditions.

3. Condition Survey Reports

The forms used for recording findings and for transfer of data to the computer are held in our Technology Forge system. Principal changes have been made to these to align the projected repairs for a 5 year outlook.

The individual sheets in Appendix A allocate a condition category against both the main element and sub-elements. This gives an overview of the main element condition, and in particular to the sub-elements components that have deteriorated.

A judgement has therefore been made of the overall condition of a main element following the principles set out in the methodology.

4. Condition Grading

This gives descriptions of condition for each element, and the condition 'grade' that should typically apply.

In broad terms, the elements have been assessed as follows:

- Grade A Good. Performing as intended and operating effectively.
- Grade B Satisfactory. Performing as intended but exhibiting minor deterioration.
- Grade C Poor. Exhibiting major defects and/or not operating as intended.
- Grade D Bad. Life expired and/or serious risk of imminent failure.

In order to arrive at the overall condition grade for each main element, the engineer or surveyor has made an assessment of the sub-elements and their significance in affecting the performance of the whole. For instance, an otherwise 'Good' or Grade A heating system, cannot perform satisfactorily with life expired heating controls. Thus a Grade D sub-element may reduce the overall grade to Grade C. Substitute boilers for heating controls and this may reduce the overall grade even further to a Grade D.

Conversely, the condition of decorations may be 'Bad' in a small number of rooms in a block where the remainder may be 'Good' or 'Satisfactory'. The overall condition of decorations in the block will be represented by the most prominent Grade, rather than the lowest Grade noted.

With external painting, another instance applies where two main elements are linked inextricably, but need to be assessed entirely separately. Thus life expired decorations – Grade D should be considered separately from external walls, windows and doors – say Grade B, even though redecoration (with minor repainting repairs) would bring both main elements up to Condition A.

Age of the fabric has not totally influenced the judgement on condition grading. A 30 year old asphalt roof covering may be performing perfectly satisfactorily and be a Grade A. But a new cavity wall may suffer from significant rain penetration due to an inherent defect and be a Grade C.

This uniformity and objectivity are vital in determining condition to ensure that a consistent approach is taken across all of the surveys.

5. Priority Grading

The surveys give descriptions of priority grades to works dependent on urgency or the degree to which work can be postponed or programmed within a 5 year planning period.

In broad terms, the works required have been prioritised as follows:

- Priority 1. Urgent work that will prevent immediate closure of premises and/or address an immediate high risk to the health and safety of occupants and/or remedy a serious breach of legislation.
- Priority 2. Essential work required within two years that will prevent serious deterioration of the fabric or services and/or address a medium risk to the health and safety of the occupants and/or remedy a less serious breach of legislation.
- Priority 3. Desirable work required within three to five years that will prevent deterioration of the fabric or services and/or address a low risk to the health and safety of occupants and/or remedy a minor breach of legislation.
- Priority 4. Long term work required outside the five year planning period that will prevent deterioration of the fabric or services.

Key phrases have been carefully considered when allocating a priority to works. These fall into three areas:

- Protecting the fabric or services of the premises from deterioration
- Protecting the occupants (and all visitors or passers-by) from hazards around the site
- Protecting staff from breaches of legislation

Clearly there is an interaction between the three. Failure of a boiler to a central heating system may not constitute a risk to the health and safety of the occupants, but it does affect their welfare and may constitute a breach of legislation on various counts including failure to deliver the business.

It was also necessary to take account of factors beyond the three areas discussed above, for instance the significance say of external decoration on the image of the establishment which may warrant applying a higher priority.

It is important to emphasise that the works to which this priority grading system applies do not include routine maintenance and inspections carried out under term contracts nor re-active maintenance (of a very minor nature) carried out for unforeseen works. However, a comprehensive knowledge of this work will help to inform the process of establishing the condition grades for elements and the urgency with which planned works must be carried out.

It is very likely that Priority 1 Grade works need to be addressed within the current financial year and should be brought to the immediate attention of the business manager for speedy action. This may also require closure of the premises while investigations are carried out and contracts are let for the remedial action.

Priority 2 grade works may be programmed within a two-year period, although in practice this is likely to be the financial year following the inspection.

Priority 3 grade works can also be considered essential (rather than desirable) if the aim is to keep the particular set of premises in a satisfactory state of repair.

When the scale of the repair has been considered it has been described and costed to allow for returning the element to a Grade A condition i.e. "Performing as intended and operating efficiently". For instance, with external walls, windows and doors requiring re-decoration, the scale of pre-

painting repairs should ensure that all components work as they were designed to do and to the correct tolerances.

Repairs and their costs have not be modified or adjusted downwards to compensate for a scarcity of funds, and a desire to spread the budget further. The intention is to give a full and accurate picture of programmed and backlog maintenance.

6. Cost Assessments

An estimate has been made at the time of assessment to the cost of repairing or renewing the defective element.

Where an alternative solutions to straight repair on a like for like basis offer better value for money, then such opportunity has been assessed at the same time.

Within the pursuit for higher quality premises, the broad principles of whole life costings have been applied, in order to achieve value and performance within the projections.

Costs include preliminaries, contingencies and professional fees, but not VAT.

The estimates do not include for upgrading specifications to current standards, except where the existing specification is no longer available or would breach legislation.

Appendix A
Condition Survey

Parkfield Site (House & Grounds)

Property	Parkfield Site (House & Grounds)	Block Ref Number	Parkfield House
Froperty	Farkileid Site (House & Glounds)	Type Group	
Asset no.	P0697	Surveyor	Simon Wright
Condition Survey Date	13/04/2022	Electrical Engineer	Gary May
		Mechanical Engineer	Barry Powell

A three-storey, Grade II listed Victorian era house converted into council offices, with solid masonry walls under slate-covered pitched roofs. Recent works undertaken include an extensive roof refurbishment in 1996, with the top floor (attic rooms) brought into use in 1998. The decorative walls with various pilasters, sunk panels and panelled verge bands are punctuated by timber sash windows and French windows, with a majority of the external elements in a serviceable condition. Internally, the building has been unaltered since c. 1900 with many original features, including fireplaces, mosaics floors, modillion plaster cornices, stair flights and stained glass remaining intact - generally, all elements are in fair condition. It is important to ensure that external and internal maintenance, notably redecoration and gutter clearance is undertaken on a cyclical basis to prevent deterioration of the component parts of the building, and loss of original features. The electrical installation throughout the property is visibly in a good condition, test certification have not been inspected. Some minor works have been highlighted to the power circuits but the lighting especially would benefit from an upgrade within some areas to ensure compliance with current lighting guides. The boiler house installation is in a good condition. The general heating installation throughout the property is cast iron decorative radiators which along with the pipework would seem in good condition. Some works are required to ensure the disabled toilet complies with current guidelines. Comments on the external elements have been limited to the front and rear bounded areas - the main access driveway is in poor condition with notable potholes which require a separate assessment by a highways contractor. Electrical survey - Gary May 13/04/2022 Structural survey - Colin Peters 12/02/2020 Mechanical survey - Barry Powell 13/04/2022 Building survey - Simon Wright/Paul Heath 13/04/2022

TI	Condi	tion P1		P2	P3	P4	
Roofs Foors and stairs			0	0	3,000	0	3,000
hors and stairs			0	0	1,500	0	1,500
Qs ilings			0	0	0	0	0
ernal walls windows and doors			0	0	0	0	0
Internal walls windows and doors			0	0	0	0	0
Sanitary services			0	0	0	0	0
Mechanical services			0	0	72,000	16,500	88,500
Electrical services			0	8,025	5,600	0	13,625
Redecorations			0	0	11,000	0	11,000
Fixed furniture and fittings			0	0	0	0	0
External Areas			0	0	0	0	0
Playing Fields			0	0	0	0	0
	TOTALS:		0	8,025	93,100	16,500	117,625

Roofs Roof Structure

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052747			Specialist contractor to treat woodworm - to survey roof areas prior to treatment - nominal sum which may increase after full survey of roof void areas.	Evidence of localised woodworm in roof space.	В				1,000	
IW00054623				Timber trusses and beams - showing signs of age with minor warping but generally satisfactory. Evidence of woodworm noted separately.	В					

Roof Covering

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052749				Cement/terracotta chimney pots.	В	1 nr. missing to rear elevation				
1 ₩ 00054624				Natural slate to pitched roofs - with terracotta/clay/concrete ridge tiles	В					
00054625				Sheet lead to dormers.	В					
4 000054626			Replace localised areas of rotten timber fascias/soffits with new to match existing.	Painted timber fascias and soffits - generally satisfactory with localised areas of rotten timber - nominal sum applied to replace.	В					
IW00054627				Painted render to masonry chimney stacks.	В					

Roof Drainage

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052746			Remove and clear/flush clear.	Painted cast-iron and plastic gutters and downpipes - notable amounts of vegetation in gutters.	С				2,000	

Floors and stairs

Substructure

	Cubon	aotaio								
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00054628				Solid concrete and suspended timber.	В					
	Upper F	loors								
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4

Stairs

IW00054629

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00054630				Timber construction (concealed beneath painted plaster finish) with varnished timber handrails and balustrading.	В					

В

Suspended timber.

Floor Finishes

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
1200054631				Carpet - polyester - sheet and tiles.	В					
W00054632			Heavy-duty clean of all vinyl floor coverings.	Vinyl - Altro-type - sheet - to wet areas - generally satisfactory but showing ingrained dirt in high traffic areas.	В				500	
IW00054633				Terracotta tiles - original to building - generally in good to satisfactory condition with localised defects to be expected in a building of this age. Most areas covered with other sheet floor coverings.	В					
IW00054635			Replace with new to match existing.	Carpet - polyester - sheet - to small staircases - showing notable ingrained dirt and wear on treads.	С				1,000	

<u>Ceilings</u> Ceiling Finishes

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00054634			i Maintain ag nan ni a cyclicai	Painted plaster - presumed to be of lathe and plaster construction original to building - ornate/decorative and flat.	В					0

External walls windows and doors

External Walls (Construction)

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052752				Masonry walls with painted render with ashlar finish - non-cavity original traditional construction with random masonry core.	В					
IW00054650				Face (red) brickwork and masonry walls with painted render to rear single-storey extensions.	В					

Windows and External Doors

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052754			Maintain as part of a programme of cyclical external redecoration.	Windows - painted timber - generally sash with some ornate/decorate elements. French windows to ground floor 'office/reception' room area.	В	Treat by injection				
Page 430W00054636			Maintain as part of a programme of cyclical external redecoration.	Doors - painted timber - various styles with minor variations in condition due to location and frequency of use. Some doors show minor evidence of warping - to be expected as they are original to the building. Some ironmongery such as supplementary locks, bolts, latches, etc. are functional but not in keeping with heritage doors original to the building.		Treat by injection				
IW00054639				Window survey recommended (£1250) from cherry picker/MEWP to assess external condition of windows and surrounding render notably looking for water entry points. To include survey of roof areas and rainwater goods.	С	Treat by injection				

Internal walls windows and doors

Internal Walls and Partitions

Identified Work	Floor	Room N o	Defect Location	Description	Condition	Repair	P1	P2	P3	P4	
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IW00054638		replaced with new to match existing. Maintain as part of a cyclical programme of internal	Combination of painted plastered random masonry and lathe and plaster partitions. Generally good to satisfactory with localised areas of plaster defects, presumably linked to historic incidents of water ingress.					0	
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Internal Doors

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00054640 Pag				Painted timber - mainly 6-panelled (cross and Bible) doors original to the building plus heritage 12-panelled door to ground floor room area. Minor warping and twisting evident but to be expected in a building of its age - some doors are presumed to have been adjusted to take account of their movements and current out of square shape.						
age 1 <u>W</u> 00054641				Painted timber door linings and (decorative) architraves.	Α					
W00054646				Painted timber - modern flush doors in areas refurbished such as toilets - generally satisfactory.	В					

Wall Finishes

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00054637			Maintain as part of a programme of cyclical internal redecoration.	Windows - painted timber folding shutters to inside - mostly functional and in satisfactory working order.	В					
IW00054642			Maintain as part of a programme of cyclical internal redecoration.	Painted and stained/varnished timber panelling, dados and picture rails.	В					
IW00054643			Maintain as part of a cyclical programme of internal redecoration.	Painted lathe and plaster with localised decorative finishes/detailing. Some localised evidence of spalling paintwork and plaster - presumed to be linked to historic water leak issues.						

IW00054644				Ceramic tiles to wet areas - splashbacks to toilets and kitchen areas.	А					
	Internal '	Windo	ws							_
1.14'6'1		_								
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4

Sanitary services

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052756				Ground Floor - disabled WC with showering area with floor drain and grab rails and hinged support bars - minor signs of wear an tear but generally satisfactory. Accessibility to this toilet area needs to be assessed with proposed future building users requirements.	R					
Page 4\(\frac{3}{2}\)				Ground Floor - male toilets. Cistern original to building - lined polished hardwood construction with large hardwood seat. Small wall-mounted modern wash-hand basin with hot & cold water. Generally in satisfactory condition.	В					
IW00052758				Ground Floor - female WC - generally satisfactory condition.	Α					
IW00052759				First Floor - toilet - WC pan with timber seat and cistern original to building. Small wash-hand basin unit with mirror and vanity light. Tiled splashback - size could be increased to prevent water damage to adjacent decorations & plasterwork.	А					

IW00052760	Disposa	Installa	tions (Above Ground Drainage)	Second Floor - ladies bathroom and WC - currently not in use. Bath original to building (Victorian) and modern wash-hand basin and WC pan. Separate WC with polished hardwood cistern as per Ground Floor Gents WC with wash-hand basin. Generally dated but satisfactory. Consider long-term use of building and options of alteration/replacement within general listing of building re: advice from Historic England.	В					
Identified Work	•	Room No	Defect Location	Description	Condition	n Repair	P1	P2	P3	P4
IW00054647				UPVC.	В					
	Mecha	nical s	ervices		<u> </u>					
			ns (Hot and Cold Water Supplies)						
I de ntified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
ge 433	Hoat So	urco (Ro	ilar Poom Equipment\	Mains cold water enters plantroom at rear of building and serves the entire building. Meter location is in footpath on main road. Hot water provided by direct gas fired Lochinar 109 litre water heater with return circuit via a pressure reducing valve and expansion vessle. Several listed features within the house have services capped off leaving dead legs. Service has been extended into temporary building. Some outlets are provided with blender valves.	С	Remove blind ends and dead legs				3,500
	Heat Soi	urce (Bo	iler Room Equipment)							

Description

Condition Repair

P1

P2

Р3

P4

Identified Work

Floor Room No

Defect Location

IW00052762	Hoat So	urce (Co	ntrole)	2 no Hamworthy Purewell 60kw natural gas atmospheric boilers with shunt pumps feeding primary heating circuits with two pumped V.T heating circuits serving radiators. At the time of the survey the location of a feed and expansion tank could not be identified. There is also a sump pump located within boiler house.	В	Replace boilers with new more efficient of alternative techology.			60,000	
Identified	Floor	Room	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
Work IW00052763		No		Schneider Building Management system provides control over boilers, water heaters, pumps, V.T circuits and W.C. extract. The control system is now obsolete and any failures will not be repairable.		Consideration to replacing the control system in its entirety.			12,000	
ָּ	Space H	eating (1	Terminal Units and Distribution)		•			•		<u> </u>
leentified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
434 IW00052764				Generally cast iron column radiators decorative on the ground floor with wheel and L.S.V. Steel distribution pipework with some modifications made in copper. Much of the pipework is concealed and there is some evidence of corrosion where the pipes enter the floors.	С	Install T.R.V's where possible, water treatment should be checked to maintain longevity of pipework.				4,500
	Ventilati	on Instal	lations and Air Treatment	•	•	•			<u>'</u>	
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
				Limited mechanical extract to wc's, some appear to have been replaced with smaller units in the		Upgrade mechanical ventilation				

Gas Installations

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052766				Gas enters boiler room with emergency gas shut off solenoid valve, located at high level interfaced with fire alarm and monitored by B.M.S. Old gas services serving open fires are present, it is assumed that these are dead and a listing feature.	В					0

Electrical services
Electrical Installations (Switch Gear)

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052767				Ground Floor Corridor Cupboard - 100 AMP TPN supply	В					
1000052768 a g				36 Way Hagar TPN D Board on ground floor, 14 Way Hagar SPN in 1st floor Cupboard, 6 Way SPN Legrand in Laundry	С	Cover missing from Hagar 16W TPN, install replacement			500	
TO.	Electrica	al Installa	ations (Power)							

laentified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052769				General - SWA, PVC, Trunking, FP200 m/c accessories rewired 1996	В					
IW00052770				Disabled Loo - Triton shower, sited at low level	Α	IP suitability should be checked. No local isolation				
IW00052792				Reception office - Extension leads used under desks for IT equipement	С	Install additional sockets		400		
IW00052793				Room F4 - Extension leads used under desks for IT equipement	С			400		
IW00052794				Room F5 - Extension leads used under desks for IT equipement	С	Install additional sockets		800		
IW00052795				Room F2 - Extension leads used under desks for IT equipement	С	Install additional sockets		800		
IW00052796				Room F3 - Extension leads used under desks for IT equipement	С	Install additional sockets		400		

IW00052799				General - EICR due December 2022	В					
	Electrica	 al Installa	lations (Lighting)	2022						
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052771				Suspend fluorescent, 2D Bulkheads/ Uplighters/Pendants	В					
IW00052772				Old Bathroom - Pendant light	С	Replace with IP rated LED fitting or HO batten holder and new shade if it needs to be in keeping with the old electrical equipment of the period		250		
IW00052788				Ground floor WC - Damaged pull switch	С			75		
IW00052789				Ground & 1st floor - WC Light broken, Bathroom light not HO batten holder	С	Replace old batten holders with IP54 bulkhaeds fittings		250		
IW00052790				Ground floor Cupboard - Cover missing from light fitting	С	Replace with new IP54 bulkhead fitting		150		
00052791				Ground floor Cupboard - Damaged light fitting	С			150		
ge	Electrica	al Installa	ations (External Lighting)		•			•	•	
Intentified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052773				High level T halogen floods	С	Replace with new LED flood lights		3,500		
IW00052797				Wall mounted outside - High level Son & TH flood lights	С	Replace flood lights with LED equivalent			2,500	
	Protecti	ve Instal	lations (Intruder Alarms)				•			
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052774				PIR'S installed maintained by Fullstop	А					
	Protecti	ve Instal	lations (Fire Alarms)				•			
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052775				Central - Firedex 9000 6 zone panel detectors, B. Glass, Sounders	А					
IW00052776				Boiler House - Heat detector	С	Provide heat detector		300		
	Protectiv	ve Instal	lations (Emergency Lightir	ng)						

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052778				Mainly stand alone units, all escape routes covered	В	Some areas require additional coverage			2,500	
	Protecti	ve Instal	lations (Lightning Protection	on)					•	
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052779				Installed and serviced by G & S	Α					
	Commu	nications	s Installations (Telephone	and Radio Installations)					•	
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052780				Networked throughout	В					
IW00052798				Panelled room - Telephone outlet plate loose	С			150		
	Special	Installati	ons (Door Entry System)	•	•		•	•	1	
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
I W 00052781				Various units some electronic/key pad TDSI System	В					
ge	Special	İnstallati	ons (Computer Networking	g)						
l <u>de</u> ntified W ork	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052782				Networked throughout	В					
IW00052800				RJ45 outlet hanging loose with bare connections	С	Install surface singlre box and RJ45 mounting plate			100	
	Special	İnstallati	ons (Other)						•	
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052783				No emergency alarm installed within accessible toilet.	С	Alarm should be installed within disabled persons WC		400		

Redecorations
External Walls (Decoration)

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052784				Masonry-painted render, gloss to all metal and wooden surfaces.	В	Maintain as part of a cyclical programme of external redecoration - recommended 5 yearly. Preparation, localised spot repairs and 2 no. coats of trade quality paints. To include all timber fascias, soffits, doors and door linings.				

Internal Decoration

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4
IW00052785				Wood and metal surfaces are gloss painted.	А	Allow to touch up and re-paint where required.				
D 000052786 0 4 38 IW00052787				Ceilings are a mixture of painted plaster on plasterboard or laths, textured paper and emulsion painted anagalypta paper. Generally ceilings are in a fair condition. Walls throughout the property are emulsion paint on woodchip or anaglypta paper with some walls	A	Some areas require filling to make good cracking which has occurred due to historic movement of building fabric. Redecorate office areas and stairwells.			11,000	
IW00054648				Emulsion-painted plaster, gloss to all metal and timber surfaces, and varnish/wood stain to timber surfaces.		Maintain as part of a cyclical programme of internal redecoration - recommended 5 yearly. Preparation, localised spot repairs and 2 no. coats of trade quality paints. To include all doors and door linings, ceilings and wall panelling.				

Fixed furniture and fittings Fixtures and Fittings

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	Р3	P4
IW00052743				Heritage items - Victorian fireplace surrounds original to the building have been retained in most rooms with flues. In larger rooms these comprise of ornate/decorative marble fire surrounds with metal grates, with an exceptionally ornate bronze & cast iron fire grate within room G8.	A					
IW00052755				Kitchen units, cupboards and stainless steel sink.	Α					
IW00054649 P a g e				Ground floor - glazed timber display cabinets/bookcases, light support fittings, secure storage 'safe' room to ceiling to former billiard room, dumb waiter, serving hatches, cooking range to kitchen heritage items - original to building - generally well-maintained.	А					

External Areas
Site Works (Kerbs, Steps etc.)

Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4	
IW00054652					N/A						
	Site Works (Tarmac and Concrete Surfaces)										
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4	
IW00052745				Main driveway and access roads have notable potholes requiring infilling by specialist highways/tarmacadam contractor.	С	Recommended to obtain survey and quote for required tarmac repair and/or infill works.		0			
	Site Wor	ks (Fend	ces, Walls, Gates and Retaining S	Structures)							
Identified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4	
IW00052804 Page				Property bounded by random masonry walls to front and rear with copings and cast iron and timber gates, general lawned area to front of property with walled garden to rear.	D						
N	Drainage	e (Under	ground Drainage)		•						
latentified Work	Floor	Room No	Defect Location	Description	Condition	Repair	P1	P2	P3	P4	
IW00054651				Underground drainage not investigated at time of survey but presumed to be of traditional construction - no issues noted by building management.	В						

Appendix B Condition Survey Photographs



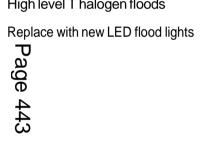
Painted cast-iron and plastic gutters and downpipes - notable amounts of vegetation in gutters.





IW00052768

36 Way Hagar TPN D Board on ground floor, 14 Way Hagar SPN in 1st floor Cupboard, 6 Way SPN Legrand in Laundry Cover missing from Hagar 16W TPN, install replacement





High level T halogen floods



IW00052788

Ground floor WC - Damaged pull switch



Ground & 1st floor - WC Light broken, Bathroom light not HO batten holder

Replace old batten holders with IP54 bulkhaeds fittings

P
age
44
44



IW00052790

Ground floor Cupboard - Cover missing from light fitting

Replace with new IP54 bulkhead fitting



IW00052791

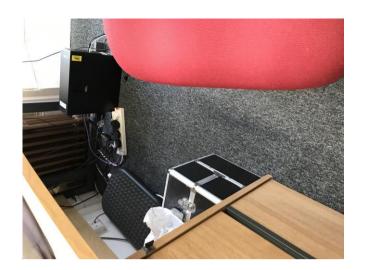
Ground floor Cupboard - Damaged light fitting



IW00052792

Reception office - Extension leads used under desks for IT equipement

Install additional sockets



Room F4 - Extension leads used under desks for IT equipement



IW00052794

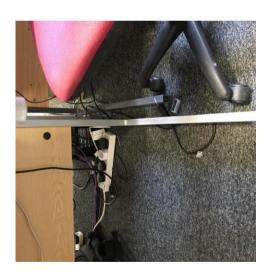
Room F5 - Extension leads used under desks for IT equipement

Install additional sockets



Room F2 - Extension leads used under desks for IT equipement Install additional sockets

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IW00052796

Room F3 - Extension leads used under desks for IT equipement Install additional sockets





Wall mounted outside - High level Son & TH flood lights

Replace flood lights with LED equivalent
Page
448



IW00052798

Panelled room - Telephone outlet plate loose



RJ45 outlet hanging loose with bare connections Install surface singlre box and RJ45 mounting plate
Page
449



IW00054626

Painted timber fascias and soffits - generally satisfactory with localised areas of rotten timber - nominal sum applied to replace.



Combination of painted plastered random masonry and lathe and plaster partitions. Generally good to satisfactory with localised areas of plaster defects, presumably linked to historic incidents of water ingress.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Agenda Item 10 Appendix 4

Document is Restricted

Meeting: Cabinet Date: 13 December 2022

Wards affected: All

Report Title: Devon Carbon Plan

When does the decision need to be implemented? Immediately

Cabinet Member Contact Details: Mike Morey, Cabinet Member for Infrastructure, Environment and Culture, mike.morey@torbay.gov.uk

Director/Divisional Director Contact Details: David Edmondson, Divisional Director Planning, Housing and Climate Emergency, david.edmondson@torbay.gov.uk

1. Purpose of Report

- 1.1 Torbay Council declared a Climate Emergency in June 2019. A range of actions are already being taken to work towards tackling the Climate Emergency and Torbay becoming carbon neutral by 2030 (see section 1.1 1.5 in the supporting information section).
- 1.2 In addition to the work above, Officers have been working with the Devon Climate Emergency Response Group to oversee the development of a Devon Carbon Plan. This paper is seeking Cabinet's endorsement for the recently launched Devon Carbon Plan, known hereon in as the Plan.
- 1.3 Key priority actions from the Plan will be embedded into the forthcoming Carbon Neutral Torbay Action Plan (see below).

2. Reason for Proposal and its benefits

- 2.1 A range of actions to tackle climate change are most effective if delivered at a county-level, these include projects to support the decarbonisation of housing, transport, business sectors and in bidding for government funding. There is also additional capacity at a Devon-level that can support climate action locally in Torbay. Torbay has therefore been working with the Devon Climate Emergency Partnership to oversee the development of a Devon Carbon Plan.
- 2.2 The Plan sets out an ambition to tackle climate change across all of Devon, including those people who live, work in and visit our county, and those businesses who are based or operate here.

- 2.3 The Plan is the roadmap for how Devon will reach net-zero emissions by 2050 (at the latest) with an interim target of 50% reduction by 2030, and how each partner organisation can help to achieve this.
- 2.4 It divides action to reduce Devon's emissions into five sectors: economy and resources; energy supply; food, land and sea; transport; and the built environment.
- 2.5 The Plan consists of 8 objectives and many actions per sector. See Appendix 1 and Appendix 2. A number of quick reads can also be accessed <a href="https://example.com/here.com/he
- 2.6 The Devon Carbon Plan action tables include columns which indicates who an action is most relevant to. Very rarely is an action relevant to a single organisation. The Plan is a County carbon plan for all, where collaboration and working together is at the core of the Devon Climate Emergency Partnership
- 2.7 According to the Plan the benefits are below. These benefits will also filter down to Torbay and help it thrive:
 - It is a scientific evidence led plan which forms a roadmap for how Devon can achieve net-zero carbon by 2050 at the latest, with an interim target of 50% reduction by 2030 below 2010 levels, and how each partner organisation can help to achieve this.
 Without such a plan it will be difficult for Devon to play its part in achieving the national target of Net zero emission by 2050.
 - Addressing the climate and ecological emergency is an opportunity to create a fairer, healthier, more resilient and more prosperous society. Those most affected by climate change need more of a say in how we respond, and policy makers' actions to mitigate climate change must be aligned with goals for public health improvement, green growth and the reduction of social vulnerability.
 - Encouraging everyone to be more active by walking and cycling; improving air quality
 through the electrification of vehicles; insulating our homes to make them warmer; and
 eating more balanced diets will all improve public health and reduce pressures on the
 NHS.
 - There is considerable potential for the transition to clean technologies to create new jobs and skills requirements, improve energy security and increase economic prosperity. Retrofitting energy efficiency measures into housing will reduce fuel poverty and illnesses associated with cold homes and subsequently provide enhanced opportunities for work and study.
 - Enhancing the ability of habitats to store carbon offers tremendous opportunities
 to reverse the decline of biodiversity and restore the benefits healthy ecosystems
 provide. These include reduced flood risk, improved water and air quality, nutritious
 food, timber and fuel, and accessible greenspace.

3. Recommendation(s) / Proposed Decision

1. That the Devon Carbon Plan be appraved.459

Appendices

Appendix 1 – Summary of the Devon Carbon Plan

Appendix 2 – Devon Carbon Plan

Background Documents

Devon Carbon Plan

Supporting Information

1. Introduction

- 1.1 There is scientific consensus¹ that currently observed global warming is overwhelmingly a result of human influence, being significantly over and above the warming caused by natural factors alone. Human and natural systems are already being impacted as our climate changes. We are seeing flooding, droughts, heatwaves, and crop yield reductions all being experienced more frequently.
- 1.2 Internationally most Governments continue to work towards keeping global temperature rises below 1.5C by the 2100 and avoiding the worst of the climate crisis's impacts.

Local Action

1.3 Torbay is on a journey to reduce emissions and become carbon neural by 2030. This is our journey so far.



In 2019 Torbay Council declared a climate emergency2, committed to work towards becoming carbon neutral by 2030 and adopted tackling climate change as one of its four key visions as outlined in the Community and Corporate Plan (2019-2023). The Net Zero Torbay report by the University of Exeter was commissioned to help inform how Torbay should take a science-based approach and prioritise actions to work towards becoming carbon neutral. In 2021 an Initial Carbon Neutral Torbay Action Plan was developed. This was developed by Torbay Council and partners to accelerate climate action. It focussed on 10 key actions including developing solar farms, installing new walking and cycling infrastructure, decarbonising Torbay Leisure Centre, and retrofitting homes to make them more energy efficient with new low carbon heating.

¹ IPCC (2014) Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change.

² The climate emergency reflects the need for urgent action to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it.

1.5 However, tackling climate change needs everyone to take action. In 2021 a new Torbay Climate Partnership was formed to accelerate climate action locally. This Partnership has committed to developing and delivering this Carbon Neutral Torbay Action Plan. A consultation draft of this Action Plan will be published on 13 December 2022 and aims to be adopted by April 2023.

Regional action

- 1.6 Regionally, a range of public, private and voluntary organisations from across Devon came together on 22nd May 2019 to form the Devon Climate Emergency Response Group, to declare a climate and ecological emergency and to endorse the principles of the Devon Climate Declaration. Torbay Council is part of this group.
- 1.7 These organisations have collaborated since 2019 to develop a carbon action plan for the county, the Devon Carbon Plan. It sets out an ambition to tackle climate change that covers all of Devon, including those people who live, work in and visit our county, and those businesses who are based or operate here.
- 1.8 Creating the Devon Carbon Plan involved a number of phases including open calls for evidence, six thematic hearings, public consultation on the interim Devon Plan and Citizens' Assembly. Please see appendix 1.
- 1.9 Appendix 1 and 2 outlines the full Plan and a summary. The Plan consists of 8 objectives and many actions per sector including built environment, transport, energy, food, land and sea, economy and resources and a range of cross cutting themes.

Impact on Torbay

- 1.10 Many of the actions in the Devon Carbon Plan will be delivered by a range of partners. As part of the development of the forthcoming Carbon Neutral Torbay Action Plan, the Devon Carbon Plan actions will be assessed through a priority matrix and included, where identified as a priority, in Torbay's new Action Plan.
- 1.11 Proposals for how the Plan will be governed is outlined in Appendix 1. The Devon Response Group has given the go ahead to review the proposed governance arrangements for the Devon Carbon Plan to ensure it is delivery focused, agile and not onerously bureaucratic. Therefore, the governance structure is likely to evolve.
- 1.12 Day-to-day implementation of projects in the Plan will be managed by the organisation leading or contributing to each individual project.
- 1.13 It is expected that partner organisations formal democratic processes and climate change partnerships/groups will continue to govern area-wide climate plans

Benefits of working with partners to deliver the Devon Carbon Plan

1.14 Many actions in the Devon Carbon Plan are also what we need to do in Torbay and will feature in our plans once finalised. Rather than duplicating efforts and repeating the same actions individually, it is more efficient payork with Devon partners to co-develop and co-

deliver actions. This will provide additional capacity and support in areas such as strategic nature recovery, domestic energy efficiency, strategic renewable energy generation, waste disposal and education and transport. Bidding for future government funding such as HUG2 and procuring services such as delivery partners to install energy saving measures in homes and electric vehicle charging infrastructure, will help Torbay deliver more within the current limited capacity available. There may also be an economy of scale and cost savings associated with some future opportunities.

2. Options under consideration.

- 2.1 Members can consider to:
 - (i) Not to endorse the Devon Carbon Plan
 - (ii) Endorse the Devon Carbon Plan
- 2.2 Option (i) above will result in some actions within the Devon Carbon Plan not being delivered across Devon and in Torbay. This may slow progress towards Torbay's 2030 target and Devon's 2050 target. This option is therefore not recommended.
- 2.3 Option (ii) is the preferred, recommended option. It will provide the Council with the best chance of significant progress towards tackling the Climate Emergency, meeting the 2030 target and meeting the Community and Corporate Plan's ambition by working with partners across Devon. It will also support Devon to deliver on its ambitious plans and met its 2030 and 2050 targets.

3. Financial Opportunities and Implications

3.1 There will be no financial consequences of endorsing the Devon Carbon Plan. Torbay will prioritise actions and deliver what it can with the available resources we have locally. Where additional funding is required to deliver the Plan's actions we will work with Devon partners to secure this.

4. Legal Implications

4.1 There are no legal implications.

5. Engagement and Consultation

5.1 Appendix 1 highlights the engagement and consultation undertaken to develop the Devon Carbon Plan including thematic hearings, citizens' assemblies, public consultation on the Interim Devon Carbon Plan.

5.2 Internally officers from across the Council, TDA and SWISCo (climate emergency, economic development, transport, parking, waste and others) have reviewed and fed into the development of the Plan.

6. Purchasing or Hiring of Goods and/or Services

6.1 At this stage there are no procurement issues.

7. Tackling Climate Change

7.1 This paper proposes endorsing a key strategy for the region that will help Devon to accelerate action to tackle the climate emergency. It will also support Torbay to meet its targets and accelerate climate action. Many actions will support carbon reduction locally in Torbay.

8. Associated Risks

- 8.1 If option ii is not approved meeting Devon's and Torbay's climate targets will be difficult without a coordinated long term plan.
- 8.2 Option i may also give rise to duplication of actions and efforts locally and regionally resulting in an inefficient use of limited resources. This would not deliver the best carbon and wider outcomes for Torbay and Devon.

9. Equality Impacts - Identify the potential positive and negative impacts on specific groups

		Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	The Devon Carbon Plan supports a range of actions that support creating energy efficient, warmer, and healthier homes. It will also support reducing homes in fuel poverty. Tree planting, Sustainable, active transport projects are also included the Plan and will help improve air quality and health of older and young people.		

People with caring Responsibilities			No direct impacts at the stage
People with a disability		Some active travel options within the Plan could exclude people with disability. For all projects lead organisations will work with staff and the community to ensure new plans do not have any negative impacts on this specific group.	
Women or men			No direct impacts at the stage
People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community)			No direct impacts at the stage
Religion or belief (including lack of belief)			No direct impacts at the stage
People who are lesbian, gay or bisexual			No direct impacts at the stage
People who are transgendered			No direct impacts at the stage
People who are in a marriage or civil partnership			No direct impacts at the stage
Women who are pregnant / on maternity leave			No direct impacts at the stage
Socio-economic impacts (Including impact on child poverty issues and deprivation)	The Devon Carbon Plan supports a range of actions that support creating energy efficient, cheaper to run homes. It will also support reducing homes in fuel poverty. Active transport projects will improve accessibility across Torbay and Devon and Tree planting and rewilding projects will help enhance local areas.		

Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	The Plan supports a range of actions that support creating energy efficient, warmer, and healthier homes. It will also support reducing homes in fuel poverty. Tree planting, Sustainable, active transport projects are also included in the Plan and will help improve air quality and health of the population	
	of Torbay and Devon.	

9.1 Devon County Council carried out a full Equality Impact Assessment on the Plan.

10. Cumulative Council Impact

10.1 It is possible that other services could adversely affect the ability of Devon to meet its 2030 and 2050 target by continuing to do things that give rise to carbon emissions or developing projects/policies that increase Torbay's and wider Devon's carbon emissions. This is why the Council's Policy and Carbon Neutral Council Action Plans (adopted in March 2022) are so important as a tool to help staff consider and make more sustainable, low carbon decisions. Carbon Literacy training and regular staff communication will also be important.

11. Cumulative Community Impact

11.1 It is likely that Torbay's communities, businesses, and organisations all will adversely affect the ability of Torbay and Devon to meet their 2030 and 2050 target if they continue to do things that give rise to carbon emissions and by developing new projects/practices that increase carbon emissions. This is why the newly established Torbay Climate Partnership and their forthcoming Carbon Neutral Torbay Action Plan will be so important in helping all of Torbay make more sustainable, low carbon decisions. The Devon Climate Change Forum will also be vital for the wider devon area.



The Devon Carbon Plan



Agenda

- 1. How the plan was developed
- 2. What the plan covers
- 3. Overseeing the delivery of the Plan
- 4. How to view the Plan
- 5. How to use the Plan
- 6. Activity to date delivering the Plan
- 7. Examples of how others are using the Plan
- 8. Devon Climate Declaration
- 9. Q&A
- 10. Keep up to date & find out more



The Devon Climate Emergency

Creating a resilient net-zero carbon Devon - where people and nature thrive

Objectives:

- Reduce carbon emissions to net-zero by 2050 at the latest
- Improve the resilience of Devon's environment
- Prepare communities for a warmer world

Partnership:













Environment









Natural Devon

Devon Local Nature Partnership









MFU







Council























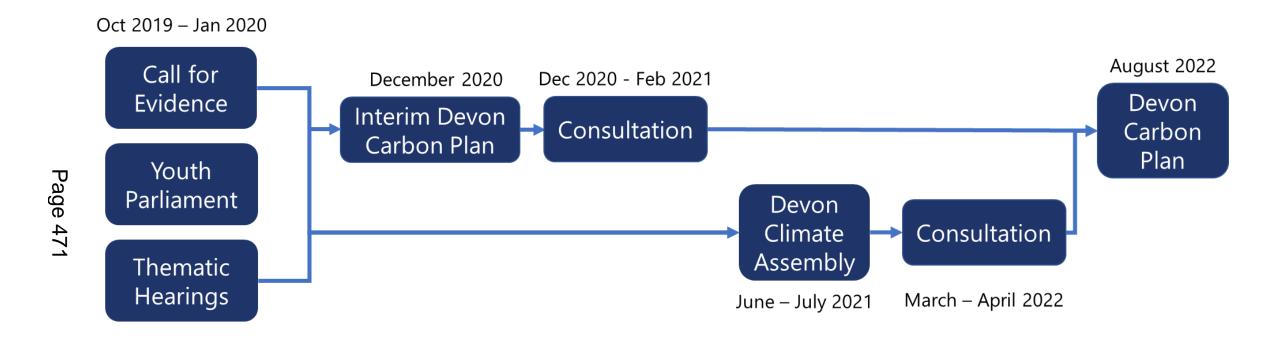
Net-Zero Task Force

- Fifteen specialists
- Chaired by Patrick Devine-Wright, University of Exeter
- Producing the Devon Carbon Plan
- Devon Carbon Plan will nest with other plans
- Devon Carbon Plan Influencing system, national and county issues
- District/City/Town/Parish Carbon Plans community issues





Devon Carbon Plan Process





Call for Evidence

- 3 months
- Closed 31st January 2020
- 859 submissions





Thematic Hearings

- November and December 2019
- Food, Land and Sea
- The Built Environment
- Mobility
- Energy and Waste
- Summary hearing: spatial planning, behaviour change, procurement and industrial strategy
- Key findings are <u>online</u>



Youth Parliament

- Climate summit in November 2019
- Workshop to gather opinion on decarbonisation options
- All Devon secondary schools invited
- Fifteen schools attended 75 students





Public Consultation

- Interim Plan published 7th December 2020
- 1,321 responses, overwhelmingly supportive
- But, needs to be more concise
- In the meantime partners are getting on with <u>Taking Action</u>



Citizens' Assembly

- Advisory panel of 70 citizens, representing Devon
- Online in June/July 2021, meeting for 24 hours in total
- University of Exeter advised how it should operate
- Discussed three big challenges:
 - How Devon should encourage people to retrofit buildings more quickly
 - How Devon should encourage people to use their cars less
 - Whether Devon should have more onshore wind and, if so, under what conditions?
- Their report, in their own words, is online
- Partnership responded and added new actions to Final Devon Carbon Plan, following a further public consultation in February 2022





The Devon Carbon Plan Objectives



Fossil fuels phased out as energy source



Minimised energy consumption



Engaged communities acting for resilience and a net-zero carbon Devon



Carbon captured from the burning of fuels



Minimise fugitive greenhouse gas emissions



Resilient local economies with access to green finance



A circular use of resources



Maximise carbon storage in marine and terrestrial environments





Behaviour Change And Community Engagement.



Knowledge Sharing, Skills And Learning.



Spatial Planning.



Access To Finance And Resources.



Procurement & Commissioning.

Economy & Resources



Avoid Waste And Create A Circular Economy.



Reduce Emissions From Unavoidable Biodegradable Waste And Wastewater Treatment.



Use The Purchasing Power Of Devon's Organisations.



Support Communities And Businesses To Transition To Net-Zero.



Use Less Energy.



Transition To Renewables.



Increase Flexibility And Storage.



Develop Carbon Capture And Storage.

Built Environment



Retrofit Existing Houses.



New Buildings Need To Be Net-Zero As Soon As Possible.



Retrofit Existing Commercial And Industrial Premises.



Minimise Energy Use By Amenity Lighting.

Transport



Reduce Need To Travel.



Shift To Sustainable **Transport Options.**



Use Technology To Reduce **Emissions From Vehicles.**

Food, Land & Sea

Page 481



Develop Demand For Nutritious And Sustainably-Produced Food.

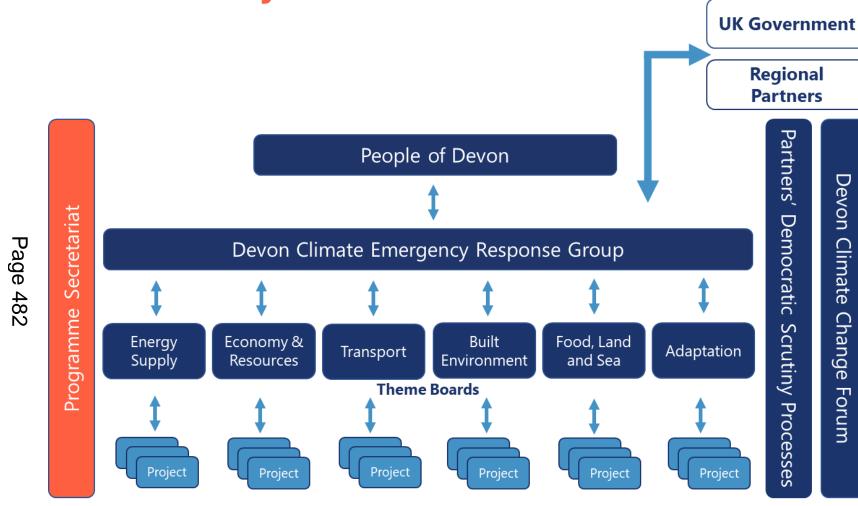


Reduce GHG Emissions And Improve Carbon Storage From Farming.



Maximise Carbon Storage In The Environment.

New Project Governance



- Response Group and Theme Boards meet quarterly
- Devon Climate Change Forum meets 'once or twice' a year
- Planned to be in place by February 2023



Devon Carbon Plan Quick Read

- An ideal starting point for anyone who wants an overview of the Plan
- Lists
 actions individuals,
 communities,
 organisations and
 local policy makers
 can take to create a
 resilient, net-zero
 carbon Devon

DEVON CARBON PLAN – QUICK READS



Actions:

Built Environment

Everyone:

- Check if you're eligible for free energy efficiency improvements for lower-income householders
- <u>Take a personalised Home Energy Check</u>
- If you have not already done so, turn the

- Wash at 30°c
- Hang dry your clothes
- If you're in a position to do so<u>, install a low</u> carbon heating system
- Ensure new building work is as energy efficient as you can afford





Summary and Full Devon Carbon Plan

- Summary version shorter than the full document and provides details about the key parts of the Plan.
- Full Devon Carbon Plan all the background information, research and detail regarding how Devon can become net-zero across five intersecting themes.



Home About - Devon Carbon Plan - Adaptation Plan Devon Responds - Resources - Declaration - 🔾

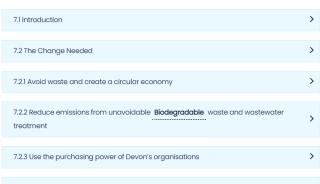


DEVON CARBON PLAN

This is the full length Devon Carbon Plan - all the background information, research and detail regarding how Devon can become net-zero across five intersecting themes. This version is best suited to anyone looking to learn about the full scope of the climate emergency in Devon, and how Devon will tackle this.



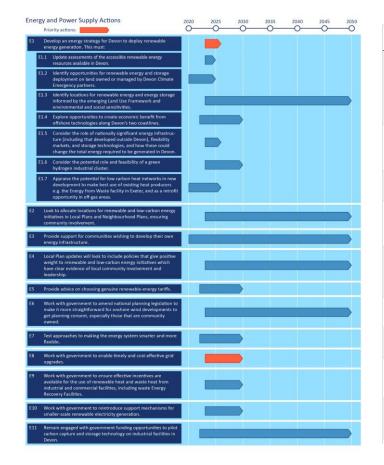
- · Avoiding waste and creating a circular economy
- Reducing emissions from unavoidable Biodegradable waste and wastewater treatment
- · Using the purchasing power of Devon's organisations
- · Supporting communities and businesses to transition to net-zero





Using the Plan

- Take a look at the actions in the Devon Carbon Plan and identify those you can help with
- The actions are summarised in the ease of reference summarised in tables for ease of reference



Themse Economy and a	Cross Cutting Theme	Action Number	Action	Section of the plan	Prioritization score	Who is most likely to help deliver this action?	Where should this action take place?	Anticipated financial status	Potential new funding stream where identified
Economy and resources	Dehaviour transformation and community engagement		Deliver torgeted communication to empower people and businesses to adopt more sustainable consumption hobits, prevent worse and shift to a callure of shoring, reusing and recycling.	751		National Park Authorities, All Councits, Community Organisations, Environmental Organisations, and Education Establishments.	Will occur everywhere	New resource required to expond existing delivery - yet to be identified	
Economy and resources	Knowledge sharing skills and learning Behaviour transformation and community engagement	R2	Support communities to establish waste and resources projects.	751		County Council, Unitary Councils, District & Borough Councils, Community Organisations, Environmental Organisations	Will occur avarywhere	New resource required to expand existing delivery yet to be identified	
Economy and resources	Access to finance and resources	RI	Improve the neuse tocilities of Household Woste Recycling Centres.	75)		County Council; Unitary Councils	Will occur everywhere	New resource required to expand existing delivery - yet to be identified	
Economy and resources	Behaviour transformation and community engagement	R4	Encourage the enjoyment of low-carbon experiences rather than moterful consumption.	751		All Councils, National Park Authorities, Community Organisations, Environmental Organisations, Businesses	Will occur everywhere	Within existing resources	
Economy and resources	Access to finance and resources	20	Support immoture industries and new models that have the potential to contribute to delivering net- zero.	7.51		Local Enterprise Partnership, County Council, Unitary Councils, District & Borough Councils	Will occur everywhere	New resource required to expand solding delivery - yet to be identified	
Economy and resources	Behaviour transformation and community engagement	RS	Align Devon's household waste collection services as far as visible.	752		County Council, Unitary Councils, District & Borough Councils	Will occur everywhere	New resource required - yet to be identified	
Economy and resources	Behaviour transformation and community engagement	87	Consider reducing the frequency or volume of black bin collections.	752		County Council, Unitary Councils, District & Borough Councils	Will occur everywhere	Within existing resources	
Economy and resources	Behaviour transformation onsi community engagement	RO	Commendal waste services to collect a sider variety of separated moterials for recycling.	752		Businesses, County Council, Unitary Councils, District & Borough Councils	Will occur everywhere	New Investment required	
Economy and resources:	Procurement and commissioning	R2	Waste Collection Authorities that do not collect commercial waste to consider offering a high- quality service.	752		Unitary Councils, District & Borough Councils	Will occur everywhere	Within existing resources	
Economy and resources	Procurement and	RIO	Dusiness	752		Dusiness	City and Town	New resource	





Highlights of Activity

- More than £1.1m is delivering tens of thousands of trees in parks and woodland by 2024
- Councils are providing an extensive network of electric vehicle charging bays by the end of 2023
- A one-stop-shop for energy advice and building upgrades is being established by Cosy Devon
- The Devon Food Partnership has been created to help improve the sustainability of food and farming and end food waste
- Energy improvements in public buildings worth £26m are being delivered
- A Local Nature Recovery Strategy and a Land Use Framework are being prepared to guide how land should be used for maximum benefit for nature and people
- Over £1.2m has been distributed to local businesses and communities for green innovation
- Local Cycling and Walking Infrastructure Plans are being put in place alongside making streets safer and developing more infrastructure



Devon Climate Declaration

- Developed by the project partners in summer 2019
- Principal commitments:
 - a willingness to lobby for required national policy changes and resources.
 - to review organisational carbon reduction plans within 6 months.
 - collaborate on the production and implementation of a Devon-wide carbon plan.
 - collectively review community risks to a warmer world.
- Any organisation or community is encouraged to endorse it and will be listed on the website
- Tell us what you're doing to tackle climate change, so we can share your stories

Keep up to date & find out more:

View the Devon Carbon Plan:

www.devonclimateemergency.org.uk

Follow and engage with the project on social media

Twitter @devonclimate

Instagram @devonclimateemergency

Facebook @DevonClimateEmergency

- <u>Look at the tips</u> for communities, organisations and individuals on the website
- Look at the <u>latest updates from project partners</u> on the website

Sign up to the newsletter:





SEPTEMBER 2022

DEVON CARBON PLAN





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SECTION 1.

THE CHALLENGE & OPPORTUNITY OF CLIMATE CHANGE

Why do we need to act now?

1.1 GLOBAL EFFECTS AND IMPACTS

Our planet's climate is changing and warming is accelerating. Globally, 2010-2019 was the warmest decade since records began in 1850 and each decade since 1980 has been warmer than the preceding one. 1 2020 and 2016 tie as the warmest years on record, which were 1.1°C above pre-industrial levels. 2

The Intergovernmental Panel on Climate Change has concluded it is unequivocal that emissions of greenhouse gases (GHG) by humans has warmed the atmosphere.³ The greenhouse effect occurs when GHGs in the atmosphere, such as carbon dioxide and methane, trap some of the sun's heat. This process makes Earth warmer and over the last 12,000 years has allowed humanity to thrive.

However, the burning of fossil fuels, deforestation and intensive agriculture have been changing the balance of the greenhouse effect. The increased levels of GHGs mean more heat is being trapped, causing our planet to warm at an unprecedented rate.⁴

This warming is causing more extreme storms, droughts, heat waves, melting ice, ocean acidification and rising sea levels. The impacts of these changes are widespread (see Figure 1.1).

Climate change is not simply an environmental problem. It has been described as "humanity's greatest threat" by Sir David Attenborough; ⁵ as the "biggest threat to the global economy" by the World Economic Forum; ⁶ as the "greatest threat to global security" by the UN Security Council; ⁷ and the "greatest ever threat to human rights" by the UN High Commissioner for Human Rights.⁸

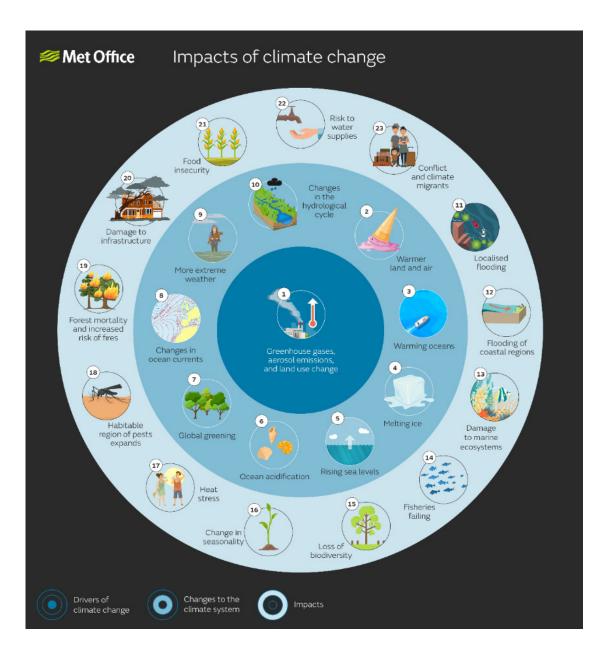


Figure 1.1 - Impacts of Climate Change, with permission of the Met Office.9

1.2 EVIDENCE OF CLIMATE CHANGE IN THE UK & DEVON

The UK's warmest ten years ever recorded have all been since 2002.¹⁰ The hottest ever recorded temperature of 40.3°C occurred in July 2022, smashing the previous record of 38.7°C observed in 2019,¹¹ which also saw:

- The warmest winter temperature
- The warmest December temperature
- The warmest February temperature
- The highest minimum February temperature.12

The most recent decade (2012-2021) has seen the UK experience 21% fewer days of air frost, 15% more summer rainfall, 26% more winter rainfall and 8% more annual sunshine than the 1961-1990 average. Five of the ten wettest years in the UK series from 1836 have occurred this century (2000, 2020, 2012, 2008 and 2014). The first signs of spring are, on average, occurring 9 days earlier than they were in the first part of the 20th century.

Exmouth has recorded a temperature increase of 1.05°C since 1900 and Ilfracombe 0.64°C.¹⁵ In comparison to the 1961 – 1990 average, south west England now experiences almost 10% more rainfall each year. Winters have got wetter and summers have got drier; the South West receives 28% more precipitation in autumn, almost 16% more in winter and approaching 9% less in summer.¹⁶

Relative sea level in south west England has risen by 25cm since 1916.7

1.3 CLIMATE PROJECTIONS

If we continue emitting GHG emissions as if it's "business as usual", by the end of the 21st century the central estimate of change of Devon's average summer temperature is projected to increase by 5.6°C and average winter temperature by 3.4°C in comparison to the 1961-1990 average. Compared to the same period, average winter precipitation is projected to increase by 28% whereas average summer precipitation is forecast to decrease by 44%. Relative sea level is very likely to rise by more than 43cm but less than 90cm.¹⁷

Although these numbers may seem small, the knock-on effects from them will be substantially larger and disrupt our current quality of life. As the climate continues to change, the scale and frequency of impacts will increase. The science is clear: we are in a climate emergency and need to reduce carbon emissions rapidly to maximise the chance of keeping global temperature rise below 1.5°C.

1.4 CLIMATE JUSTICE

Developing countries and small island states will see the most severe effects and impacts because they are less able to adapt.9 Warming of 2°C would put over half of Africa's population at risk of undernourishment which, at the current rate of global warming, could be reached as early as 2030.19 This raises profound issues for global climate justice because it is the more developed countries, through earlier industrialisation, that have caused the climate emergency: countries such as ours have a moral duty to act. Limiting warming to 1.5°C, compared to 2°C, could reduce the number of people exposed to climate-related risks and poverty globally by several hundred million by 2050.18

These climate injustices are not just felt overseas. In the UK, disadvantaged and less affluent

groups are responsible for the least carbon emissions, yet they are most likely to be negatively affected by climate change. Indeed, the effects of climate change can make disadvantage worse, which in turn increases vulnerability to the impacts of climate change, such as flooding or heatwaves.

1.5 THE OPPORTUNITY

Addressing the climate and ecological emergency is an opportunity to create a fairer, healthier, more resilient and more prosperous society. Those most affected by climate change need more of a say in how we respond, and policy makers actions to mitigate climate change must be aligned with goals for public health improvement, green growth and the reduction of social vulnerability.20

Encouraging everyone to be more active by walking and cycling; improving air quality through the electrification of vehicles; insulating our homes to make them warmer; and eating more balanced diets will all improve public health and reduce pressures on the NHS.21

There is considerable potential for the transition to clean technologies to create new jobs and skills requirements, improve energy security and increase economic prosperity. Retrofitting energy efficiency measures into housing will reduce fuel poverty and illnesses associated with cold homes and subsequently provide enhanced opportunities for work and study.21

Enhancing the ability of habitats to store carbon offers tremendous opportunities to reverse the decline of biodiversity and restore the benefits healthy ecosystems provide. These include reduced flood risk, improved water and air quality, nutritious food, timber and fuel, and accessible greenspace.

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SECTION 2.

INTRODUCTION

2.1 BACKGROUND

In May 2019, the Devon Climate Emergency (DCE) partnership formed to respond to the climate and ecological emergency. Its partners represent public bodies, private sector interests, environmental organisations and academic institutions. Within the partnership, and this Plan, Devon refers to the areas administered by Devon County Council, Plymouth City Council and Torbay Council (see Figure 2.1).

LOCAL AUTHORITIES

Dartmoor National Park Authority

Devon Association of Local Councils

Devon County Council

East Devon District Council

Exeter City Council

Exmoor National Park Authority

Mid Devon District Council

North Devon District Council

Plymouth City Council

South Hams District Council

Teignbridge District Council

Torbay Council

Torridge District Council

West Devon Borough Council

ENVIRONMENT

Devon Wildlife Trust

Environment Agency

Natural Devon





RESEARCH INSTITUTIONS

Met Office

University of Exeter

University of Plymouth

HEALTH

Public Health England

Public Health Devon

Devon Clinical Commissioning Group



BUSINESS

Heart of the South West Local

Enterprise Partnership

National Farmers Union

UTILITY OPERATORS

South West Water

Western Power Distribution



Figure 2.1 – The DCE partnership covers the areas administered by Devon County Council, Plymouth City Council and Torbay Council.

Initially the partnership prepared the Devon Climate Declaration which has resulted in a shared commitment to engage Devon's residents, businesses and visitors to develop and implement a plan to facilitate the reduction of Devon's emissions to net-zero. In addition, a separate Devon, Cornwall and Isles of Scilly Adaptation Plan, currently in development, will help prepare communities to live in a warmer and more resilient world.

As well as their contributions to the development of this Plan, DCE partners have been delivering immediate initiatives that are accelerating the reduction of Devon's carbon emissions. These include hiring new staff, creating a Nature Recovery Network, developing the Devon Food Partnership, building solar farms, installing electric vehicle charge points, delivering a bulk-purchase scheme for domestic solar panels. Also, many partners have already developed carbon plans to reduce their in-house emissions from their buildings, vehicle fleets and supply chains.

2.2 PURPOSE OF THIS PLAN

This Plan describes the changes needed to achieve net-zero emissions in Devon.

"'Net-zero' emissions means that the total of active removals from the atmosphere offsets any remaining emissions from the rest of the economy".

It introduces goals to overcome the barriers, followed by actions to make them happen.

Whilst the DCE partners will need to lead many of the actions, this is a Plan for everybody in Devon. Delivering net-zero will require all sectors of Devon's society to do their bit - every organisation and community have their own sphere of influence, capacity, know-how and opportunities to contribute to achieving the Plan's goals – and that's why the partners have been keen to offer opportunities for people to be involved in creating it. The Devon Carbon Plan has been co-produced using expert knowledge with the local experiences of Devon's citizens (see Section 2.3).

2.3 HOW THE PLAN WAS PRODUCED

2.3.1 The Net-Zero Task Force



Figure 2.2 - Members of the Net-Zero Task Force attending their first meeting.

The partnership convened a Net-Zero Task
Force of 15 volunteer specialists in topics
relevant to carbon reduction to steer the
creation of this Devon Carbon Plan. They
are drawn from business, community,
environmental and academic organisations.

It is chaired by Professor Patrick Devine-Wright, at the University of Exeter and a United Nations Intergovernmental Panel on Climate Change author.

The partners are extremely grateful to the Task Force for the considerable time they have committed and the energy and challenge they have brought to the process.

2.3.2 Call for Evidence

A public call for evidence ran from October 2019 until January 2020 requesting ideas on how to achieve net-zero. There were 893 submissions, all of which were reviewed by the Net-Zero Task Force. You can view summaries of the submissions split by theme.

2.3.3 Thematic Hearings

Six half-day thematic hearings (meetings) ran during November and December 2019. The meetings gathered experts to contribute their thoughts on the barriers to reaching net-zero and what actions are necessary to overcome them. Each hearing focused on different parts of our society. The full hearings and summary documents can be viewed here.

The full hearings and summary documents can be viewed here: https://devonclimateemergency.org.uk/devon-carbon-plan/call-for-evidence/

2.3.4 Youth Parliament

On the 29th November 2019, the Devon Youth Parliament hosted a climate summit attended by 75 students from 15 primary and secondary schools. This gathered their ideas and about how Devon and their schools could become net-zero.





Figure 2.3 - Devon's Youth Parliament Climate Summit.

2.3.5 Devon Climate Assembly

The initial expectation was to publish a single version of the Devon Carbon Plan following an opportunity for the more controversial issues for achieving net-zero to have been considered by a Devon Climate Assembly - a 70-strong panel of residents selected in order to be representative of Devon.

However, the Assembly was cancelled because of COVID-19 restrictions and so a new approach was needed. Instead, an Interim Carbon Plan was published for consultation which contained actions that are less difficult to deliver and are more publicly acceptable. This enabled the partners to start accelerating delivery together during the COVID-19 pandemic. The consultation was open for 10 weeks from the 7th December 2020. It received 1,322 responses which have been summarised in a Consultation Report.

Subsequently, the more challenging issues for achieving net-zero in Devon, were considered by the Assembly in summer 2021. A description of how the Assembly was designed, how it operated and what it recommended is online. Subsequently, the partners developed responses to the Assembly's recommendations and consulted on these with the public in Spring 2022. The findings of the consultations and the recommendations from the Assembly have been used to inform this updated Plan.

This process is shown in Figure 2.4.

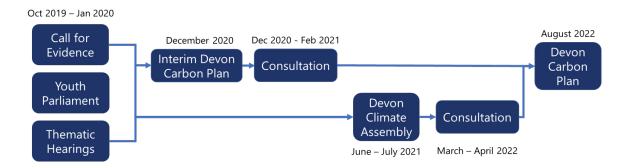


Figure 2.4 - Process for Developing the Devon Carbon Plan.

2.4 THE PLAN'S APPROACH

Each themed section of this Plan:

- Describes what needs to happen in Devon to achieve the Climate Change Committee's (CCC) Further Ambition Scenario for net-zero by 2050 irrespective of the current legislative or financing environment. Note the CCC has developed an updated scenario called the Balanced Pathway, which will be incorporated into this Plan at a later update.
- Displays the trajectory of production emissions to 2050. These CCC-based trajectories
 were apportioned to Devon, including Plymouth and Torbay, by the University of Exeter.
 The methodology is available online. (See Section 3.2 for an explanation of production
 emissions).
- Introduces a set of goals which need to be realised to overcome barriers to achieving the CCC net-zero scenario, identified from the Thematic Hearings and the public Call for Evidence.
- Proposes strategic-level actions to achieve the goals, identified by specialists, the public and the members of the Devon Climate Assembly. These are split into two categories

 those that can be implemented locally and those that need action beyond Devon, generally by relevant organisations in Devon working with government on specific issues.

It has not been possible to calculate the effect of each action on Devon's GHG emissions to produce a 'bottom up' emissions trajectory. To do this would require assumptions to be made about the uptake and impact of each action, many of which are enabling actions, rather than actions that directly reduce emissions. For example, installing electric vehicle charging points doesn't reduce GHG emissions; the GHG emissions reductions arise from people subsequently feeling more confident in making the decision to switch to an electric vehicle.

All of the actions are collated in the Action Table that gives each action a prioritisation score and adds detail about who is most likely to help deliver each action, when it should happen, where the action should take place and the anticipated financial status.

Many of the resources required to deliver this Plan are yet to be identified and secured. Whilst the partners will need to be innovative in finding facilitation funding, the CCC expects the net-zero transition to be largely funded and delivered by private companies and individuals. For this to happen Devon needs to work towards developing self-financing models to provide investable and attractive opportunities.

2.5 HOW TO USE THE PLAN

There's an opportunity for everyone to get involved - no single organisation or group of organisations can make Devon net-zero.

Individuals reading this Plan can take a look at the Quick Read version, which translates the goals and strategic actions into activities that are more relevant to our everyday lives.

Organisations and communities are encouraged to join with the partners in reviewing the goals and actions to decide which are most relevant to their responsibilities and areas of influence and use these to create their own climate change action plan. Activity can be shared with the partnership and showcased on the website and the monthly newsletter via environmentalpolicy@devon.gov.uk, or find the Devon Climate Emergency on social media.

2.6 THE PLAN'S PRINCIPLES

In developing the Plan, the following principles have been applied. Many of these principles are based on key messages the Net-Zero Task Force heard in the Call for Evidence and the Thematic Hearings. These principles must also be considered when implementing each action.

- 1. Achieving net-zero is **not optional**, it is essential.
- 2. The role of this Plan is to **map out all of the change needed**, even if some are not possible vet.
- 3. The Plan needs to **reflect the specific qualities and characteristics of Devon** in planning for net-zero.
- 4. Although this is a Plan for Devon, it also seeks common cause with other areas of the country facing similar challenges to reach net-zero, and will seek to work with them to make finding the right solutions more efficient and effective.
- 5. All actions must deliver carbon reductions across their life cycle; cradle to grave.
- 6. Multiple benefits for health, well-being and resilience of communities and nature must be delivered.
- 7. The term 'emergency' should have due consideration given to it. Any activities incompatible with the net-zero target must be reconsidered.
- 8. The implementation of the plan must be democratic and involve communities, so not 'done to' people.
- 9. A just and affordable transition is required to ensure that:
 - a. Vulnerable and low-income segments of society and rural communities are not disadvantaged.
 - b. The differing impacts of climate change on different groups e.g. disabled, minorities, gender, are addressed.
 - c. Actions to decarbonise Devon must not be at the expense of other communities or ecology globally.
- 10. Significant **behaviour change** must be recognised as a necessity.
- 11. We must reframe our **local economy to move beyond using growth** as the single measure of success.
- 12. The Plan must **recognise the varying geography of Devon**, including the importance of linkage and networks.
- 13. Spatial planning has a clear role to reorganise society towards net-zero living:
 - a. Ensuring that new development strongly contributes to the transformation required to achieve Net-Zero.
 - b. The importance of 'place' and people's connection to a location has to be a priority in all future development.
 - c. Spatial planning and transport planning need to be better linked. Relocalisation should be an organising principle wherever it can assist achieving net-zero.
 - d. A net-zero Devon needs to recognise the importance of rural areas in delivering net-zero not only for their communities, but also the growing importance of the resources and services they provide for larger towns and cities, including ecosystem services. Therefore, a more balanced emphasis is required between spatial planning for urban and rural areas.

- 14. **Resources**, energy, and mobility, should be considered in a **hierarchy**:
 - 1. Avoid where possible, reduce resource and energy consumption and the need to travel
 - 2. Improve the efficiency of our use of resources and energy, e.g. reusing, recycling, insulating buildings and active and shared travel modes
 - 3. Use renewable and low-carbon resources, e.g. timber, solar power and ultra-low emission vehicles.
- 15. We must be innovative and dynamic in our pursuit of a net-zero Devon, sometimes leading and steering policy and action ahead of national initiatives.
- 16. We must collaborate to make use of a range of financing opportunities, e.g.
 - a. Find financially viable, self-sustaining solutions and work with the private sector to develop these.
 - b. Work with national government to develop public-sector support.
 - c. Community investment.
- 17. The implementation of this Plan will be monitored regularly, and a review will be triggered if carbon emissions are not reducing at the necessary pace.

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DEVON NOW

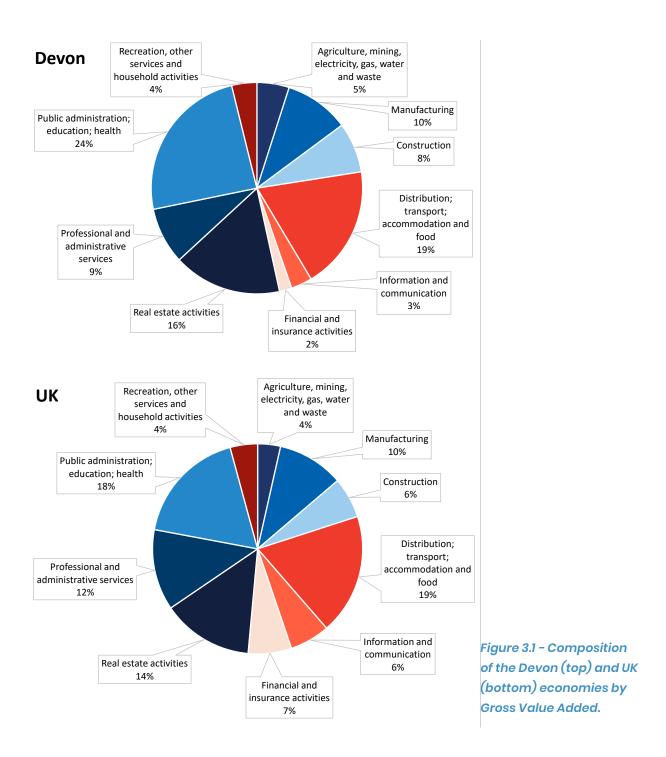
3.1 GEOGRAPHY AND ECONOMY

Devon has distinctive characteristics that provide the context for planning for net-zero emissions. Devon is the third largest English county, is generally rural in character and has over 200 miles of shoreline split between two coasts. Devon also has major urban centres, the largest of which - Plymouth, Torbay and Exeter - account for almost half of its population.

Devon is recognised for landscapes of national importance. Thirty-five percent of Devon's land area is within Dartmoor and Exmoor National Parks and five Areas of Outstanding Natural Beauty. There are also two World Heritage Sites (the Cornwall and West Devon Mining Landscape and Jurassic Coast) as well as the North Devon Biosphere Reserve and Exmoor's International Dark Skies Reserve.

The County's biological and geological diversity is illustrated by the presence of over 200 Sites of Special Scientific Interest (SSSI), 2,100 County Wildlife Sites and 360 County Geological Sites. However, Devon's habitats have become increasingly fragmented and are vulnerable to development pressures and the effects of climate change. More information about the health of Devon's environment is available in Devon's State of Environment Report.

Figure 3.1 illustrates the Gross Value Added (GVA) economic profile for the Devon, Plymouth and Torbay area compared to that of the UK. GVA is a measure of the increase in the value of the economy due to the production of goods and services. Devon has a slightly higher economic contribution from agriculture, construction, real estate and substantially more from the public sector than the UK as a whole.



This diversity in geography and economic structure means that the challenges of reaching net-zero will vary between different parts of the County. For example, a net-zero future will look different in Plymouth compared to that of villages in Torridge or a coastal town in the South Hams. The challenges of decarbonisation vary and so do the opportunities, but all areas of Devon need to fully contribute, respecting their individual identities, to creating a resilient, net-zero carbon Devon where people and nature can thrive.

3.2 GREENHOUSE GAS EMISSIONS

3.2.1 Production Greenhouse Gas Emissions

Figure 3.2 shows Devon's production greenhouse gas (GHG) emissions in 2019, which is the latest available data, and the data used throughout this Plan. 'Production' means these data reflect the GHG emissions that arise from activity within the boundary of Devon. These totalled 7.6 million tonnes of carbon dioxide equivalent (CO₂e). This measure reflects the effect of a basket of six GHGs on global warming, converted into equivalent units of carbon dioxide so that they can be reported on a comparable basis. The most substantial emitters are Buildings (39%), On Road Transportation (30%) and Agriculture, Forestry and Other Land Use (17%).

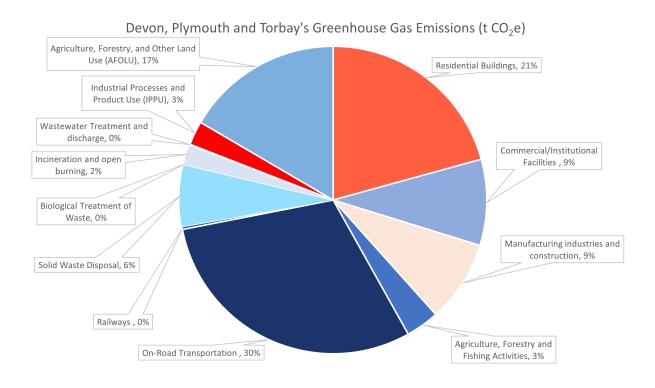


Figure 3.2 - Devon, Plymouth and Torbay's 2019 Greenhouse Gas Emissions by Sector.

Aviation and marine emissions (estimated to be 3% and 0.3% respectively of the total) are not included in Figure 3.2 as data availability and quality is poor. Further details on the methodology used to produce this figure can be found here.

https://devonclimateemergency.org.uk/studies-and-data/devons-carbon-footprint/

The local authorities' geographical emissions vary depending on whether the location is predominately rural or urban. For example, Exeter, Plymouth and Torbay have lower transport emissions than more rural areas because urban residents tend to be closer to amenities and therefore can walk, cycle and use public transport for a higher proportion of journeys. Urban areas tend to be on the gas grid whereas dwellings in rural areas are more likely to rely on oil, and gas is a lower carbon fuel. Furthermore, rural areas have higher emissions from agriculture, which are the result of food production for local populations, including those in urban areas and national markets. These differences can be seen in Figure 3.3.

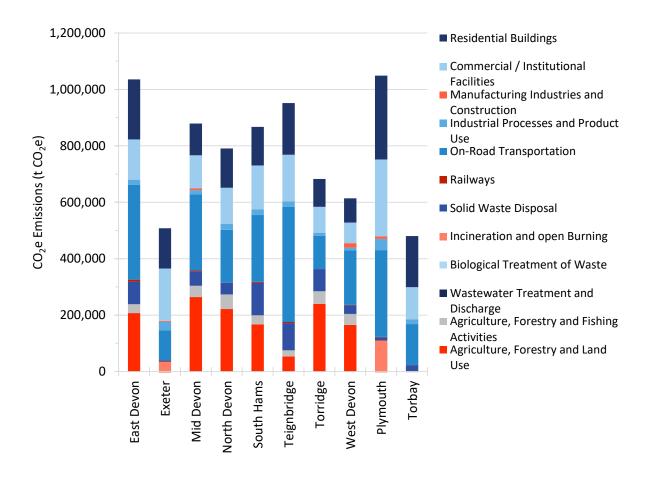


Figure 3.3 – Devon, Plymouth and Torbay's 2018 Greenhouse Gas Emissions by Local Authority Area and Sector.

3.2.2 We are Not Starting from Scratch

Between 1990 and 2019, the UK's production GHG emissions have reduced by 44% as a result of national policies to encourage decarbonisation² and the transition of the UK's economy away from domestic manufacturing towards the service sectors.

Figures over this duration are not available for Devon but it can be assumed that similar reductions have occurred locally. Between 2010 and 2019, Devon's production GHG emissions reduced by 22%.³

3.2.3 Consumption of Greenhouse Gas Emisions

International trade means that many of the GHG emissions associated with life in Devon are not emitted locally but instead occur elsewhere. For example, purchasing a mobile phone that is manufactured abroad using materials collected from across the globe and then transported to Devon causes 55kg CO₂e.⁴ But only the emissions associated with the distribution activity within Devon appear in Devon's production GHG emissions figure.

When emissions are calculated on a consumption basis, the emissions occurring elsewhere are included and the emissions associated with goods and services produced locally but exported are excluded.

Monitoring emissions associated with goods and services that are imported to Devon can currently only be done by apportioning the UK estimates for imported emissions using a factor such as GVA. On this basis, the 2019 emissions arising overseas that are attributable to the people of Devon were 4.9Mt CO₂ e. Add this to the 7.6Mt CO₂e production emissions makes Devon's consumption GHG emissions 12.5Mt CO₂e,⁵ of which overseas emissions account for 39%. Devon's true consumption GHG emissions will be lower than this because the partnership has not been able to remove the emissions associated with Devon's exports. Nonetheless, calculated on this basis Devon's consumption GHG emissions have reduced by 18% since 2010.

Emissions reported in the remainder of this Plan are production emissions because that is the internationally-agreed approach, but the partners want to see Devon act on overseas emissions, too.

3.3 REFERENCES

- ¹ Mitchell A. et al. (2020) Greenhouse Gas Emissions Report Devon, Plymouth, Torbay 2019. Centre for Energy and Environment, University of Exeter. Available at: https://devonclimateemergency.org.uk/studies-and-data/devons-carbon-footprint/
- ² BEIS, (2021), Final UK greenhouse gas emissions national statistics: 1990 to 2019. Available at: https://www.gov.uk/government/statistics/final-uk-greenhouse-gas-emissions-national-statistics-1990-to-2019
- ³ Lash, D. et al. (2020) Net Zero Devon, Plymouth and Torbay. Centre for Energy and the Environment, University of Exeter. Available at: https://www.devonclimateemergency.org.uk/wp-content/uploads/2021/11/DPT-net-zero-report-v1-140820.pdf
- ⁴Restart Project (2015) Mobiles: The Global Carbon Footprint. Available at: https://therestartproject.org/the-global-footprint-of-mobiles/
- ⁵ Based on apportioning the UK imported consumption emissions in 2019 of 369 Mt CO2e by Devon's GVA share. UK total GVA of £1819.8 billion in 2017 and Devon's GVA of £24.2 billion in 2018. UK imported consumption emissions data is at: DEFRA (2022) Carbon footprint of the UK and England to 2019. Available at: https://www.gov.uk/government/statistics/uks-carbon-footprint/carbon-footprint-for-the-uk-and-england-to-2019

SECTION 4.

DEVON IN THE FUTURE

4.1 VISION AND OBJECTIVES

The vision is a resilient, net-zero carbon Devon where people and nature thrive.

A set of eight objectives demonstrates concisely what this Plan needs to achieve by 2050 at the latest to reduce emissions, alongside work to improve resilience to the changing climate through the Devon, Cornwall and Isles of Scilly Climate Adaptation Plan. These are shown below. Indicators to monitor progress towards achieving these are proposed at Section 12 of this Plan.



Fossil fuels phased out as an energy source



Minimise energy consumption



Engaged communities
acting for resilience
and a net-zero
carbon Devon



Carbon captured and stored from the burning of fuels



Minimise fugitive greenhouse gas emissions



Resilient local economies with access to green finance



A circular use of resources



Maximise carbon storage in marine and terrestrial environments

The implementation of the vision and objectives brings opportunities to create a fairer, healthier, more resilient and more prosperous society. Some examples are described in Section 1.5 and further co-benefits of reducing carbon emissions are highlighted throughout this Plan.

4.2 A CHANCE TO BUILD BACK BETTER FROM COVID-19

In the most tragic of circumstances, the pandemic has shown what a more sustainable Devon might sound and feel like. The first lockdown in April 2020 resulted in a reduction in Devon's carbon emissions by almost a quarter (23%). Average traffic flows reduced by 60% and air quality improved. However, history indicates that after an economic downturn the rebound in emissions is often larger than the decline. There is every chance that this will happen again unless there is concerted action to build back better.

There is strong public support nationally for the recovery to align with the imperatives created by the climate emergency. Almost 80% of the National Climate Assembly members agreed that the "Steps taken by the government to help the economy recover should be designed to help achieve net-zero" and 93% agreed that, "...government, employers and/or others should ... encourage lifestyles to change to be more compatible with reaching net-zero."

The chairman of the Climate Change Committee (CCC), Lord Deben, said:

"The UK is facing its biggest economic shock for a generation. Meanwhile, the global crisis of climate change is accelerating. We have a once-in-a-lifetime opportunity to address these urgent challenges together; it's there for the taking. The steps that the UK takes to rebuild from the COVID-19 pandemic can accelerate the transition to a successful and low-carbon economy and improve our climate resilience"2

Devon is seizing this opportunity. The partnership has written to Boris Johnson endorsing the CCC's policy recommendations for building a resilient recovery from the COVID-19 crisis and highlighting aspects that are particularly pertinent to Devon. This plan lays a roadmap to building back better.

4.3 REFERENCES

¹Climate Assembly UK (2020) Interim Briefing – COVID-19, Recovery and the Path To Net Zero Executive Summary. Available at:

https://www.climateassembly.uk/documents/78/COVID_19_and_recovery_FINAL_w_links_0 03.pdf

² Climate Change Committee (2020) COVID-19 can be an historic turning point in tackling the global climate crisis. Available at: https://www.theccc.org.uk/2020/06/25/covid-19-can-bean-historic-turning-point-in-tackling-the-global-climate-crisis/

SECTION 5.

NET-ZERO AMBITIONS

5.1 DEVON'S NET-ZERO TARGET

The Devon Climate Emergency partners are committed to achieving rapid and fair emissions reductions for Devon in the next 10 years of at least a 50% reduction in production and consumption emissions by 2030 below 2010 levels. The partners acknowledge there is a limit to the total amount of greenhouse gases emitted globally if dangerous climate change is to be avoided.

Partners will use their responsibilities and influencing opportunities as community leaders to help Devon's diverse communities, business sectors and environments as a whole achieve net-zero emissions as soon as possible and by 2050 at the latest, following the national ambition. The Plan is frontloaded with impactful actions to support the partners that have set earlier net-zero targets for their areas. Progress towards achieving the Plan's targets will be reviewed regularly so that the targets can be enhanced where delivery is better than expected, or so the Plan can be revised where emissions reductions are not moving at the required pace.

The Plan will ensure that preferred solutions for local carbon offsetting are in place by 2030 to enable individuals, organisations and local areas to net-off to zero their residual emissions ahead of the national timetable where this is desired. Carbon offsetting must only be used for emissions that are not viable to avoid.

Prominent policy scenarios for achieving net-zero emissions in the UK, such as those produced by the Climate Change Committee (CCC)¹ and The Centre for Alternative Technology² only address production emissions and so this commitment from local partners is ambitious. If UK's (including Devon's) production emissions are reduced to net-zero and UK trading partners reduce their emissions in line with the Paris Agreement, then the CCC estimates that consumption emissions would be around 90% below 1990 levels in 2050.3 This highlights the importance of organisations and individuals in Devon reducing, reusing, sharing and recycling goods and using their purchasing power to improve environmental practices in Devon and overseas if the net-zero target is to be met (discussed further in the Economy and Resources section, of this Plan).

5.2 CARBON BUDGETS

Carbon budgets (Table 5.1) for production emissions have been developed for Devon for five-year periods between now and 2050 based on the CCC's Further Ambition scenario. These budgets state a maximum amount of carbon dioxide equivalent that can be emitted within each five-year period. The purpose of using carbon budgets rather than annual targets is to allow for the effects of fluctuations in emissions due to factors such as short-term changes in economic activity or particularly cold winters.

Economy and Resources	2018-22	2023-27	2028-32	2033-37	2038-42	2043-47
Budget (kt CO ₂ e)	34,096	28,971	24,613	18,771	11,771	4,770

Table 5.1 - Total carbon budget per five-year period to achieve net-zero by 2050.

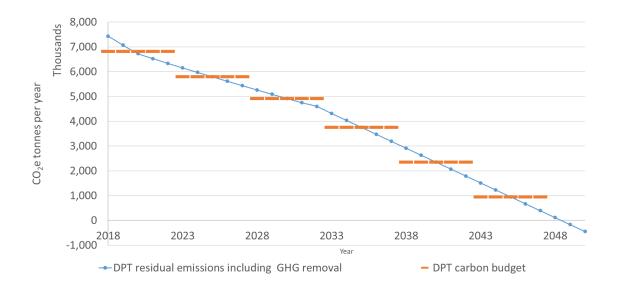


Figure 5.2 - Projected emissions reductions for Devon, Plymouth and Torbay (DPT) combined to achieve net-zero by 2050. The orange bars show the carbon budget per year average over the relevant five-year period. The blue line shows the necessary year on year reductions.

Actual production emissions in 2018 and 2019 (latest data available) totals 15,330kt CO₂e⁴ This means the average annual emissions between 2020 and 2022 need to be 6,255kt not to exceed the budget.

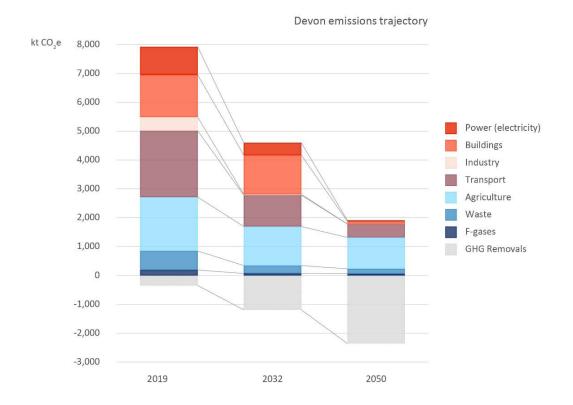


Figure 5.3 - Trajectory for Devon's production emissions by sector. F-gases refers to fluorinated gases, generally used as refrigerants. GHG Removals refers to approaches that remove carbon dioxide from the atmosphere.

Figure 5.2 shows the anticipated trajectory for the reduction of Devon's production greenhouse gases (GHG) emissions to 2050. Most of the savings come from the Power, Buildings and Transport sectors. By 2050 Devon's net emissions are projected to be -0.3Mt CO₂e.

5.3 ACHIEVING NET-ZERO SOONER

Bringing the latest date forward from 2050 to achieve net-zero ahead of the national timetable would be challenging and more costly.

Many policy aspects relevant to reducing GHG emissions and their associated funding are controlled nationally, such as energy, strategic transport, agricultural and waste policy and retrofitting buildings. Assuming the national target remains as 2050, for Devon to achieve net-zero sooner would require the emissions in Devon that result from activity over which there is little local control (such as whether somebody chooses to operate a petrol or diesel car rather than an electric alternative) to be offset using local schemes. But who will fund the offsetting? Devon's emissions are all attributable to individuals and organisations operating in and visiting Devon, yet there is no mechanism to force these emitters to buy carbon offsets ahead of the national timetable.

If such a policy was implemented, these emitters might move away from Devon or choose to visit other areas of the UK that do not require them to pay to offset their emissions.

However, challenges of achieving net-zero ahead of 2050 in Devon are less significant if the UK was to bring forward the national target. An interim target for the UK to achieve a 78% reduction in GHG emissions from 1990 levels by 2035 was set in 2021, but effective policy to deliver it has not yet been proposed.⁵ The Devon Climate Emergency partners strongly encourage national government to bring forward the net-zero carbon date for the UK, which Devon is ready to implement locally given the necessary national support.

Devon-based organisations are encouraged to join the partners in endorsing the Devon Climate Declaration and reduce their direct emissions to net-zero by 2030. Organisations can follow the government's Environmental Reporting Guidelines to determine the scope of emissions to include in their commitments.

5.4 REFERENCES

¹Climate Change Committee (2019) Net Zero – The UK's Contribution to Stopping Global Warming. Available at: https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/ ²Centre for Alternative Technology (2019) Zero Carbon Britain: Rising to the Climate Emergency. Available at: https://www.cat.org.uk/info-resources/zero-carbon-britain/research-reports/zero-carbon-britain-rising-to-theclimate-emergency/

³ Climate Change Committee (2020) The Sixth Carbon Budget: The UK's Path to Net-Zero. Available at: https:// www.theccc.org.uk/wp-content/uploads/2020/12/The-Sixth-Carbon-Budget-The-UKs-path-to-Net-Zero.pdf ⁴Mitchell A. et al. (2020) Greenhouse Gas Emissions Report – Devon, Plymouth, Torbay 2018, 2019. Centre for Energy and Environment, University of Exeter. Available at: https://devonclimateemergency.org.uk/studies-anddata/devons-carbon-footprint/

⁵ Climate Change Committee (2022) Current programmes will not deliver net-zero. Available at: https://www. theccc.org.uk/2022/06/29/current-programmes-will-not-deliver-net-zero/global climate crisis. Available at: https://www.theccc.org.uk/2020/06/25/covid-19-can-be-an-historic-turning-point-in-tackling-the-globalclimate-crisis/

SECTION 6.

CROSS CUTTING THEMES

6.1 INTRODUCTION

The Net-Zero Task Force has looked at the whole picture to see how Devon can cut its emissions to net-zero and avoid the pitfalls from thinking about sectors in isolation. For example, switching off streetlighting to save energy without community consultation may make walking and cycling less attractive.

This section explores the themes which are cross-cutting to all sections of the Plan and describes what needs to happen for those themes to achieve net-zero. It subsequently introduces a set of goals which need to be achieved to overcome issues that the Net-Zero Task Force has learned from the Thematic Hearings and the public Call for Evidence are barriers to achieving net-zero across all sectors. Actions are proposed to achieve the goals.

6.2 THE CHANGE NEEDED

The cross-cutting themes are:

- Behaviour change and community engagement
- 2. Knowledge sharing, skills and learning
- 3. Spatial planning
- 4. Finance, economy and resource access
- 5. Procurement and commissioning

Each of these themes is described further below.

6.2.1 Behaviour Change and Community Engagement

Whilst Devon needs behaviour change and technological solutions for the Plan to be successful, just waiting for technology to mature, such as hydrogen vehicles or carbon capture and storage solutions, risks delaying action.

Within the next decade, the lives we lead and the way we behave need to be different. Here are just some of the ways our behaviour needs to change:

- how and when we use energy
- how we travel
- how and when we buy products and services
- what we do with products after we've bought them
- what we eat
- how we live in and use buildings
- our behaviour at work.

Behaviour change needs motivation, ability and reminders. For example, to cycle to work you need:

- to live close enough to work or have access to a park and ride/cycle service
- to be motivated to cycle, for example to get healthier, to save money or to enjoy the sunshine on the way to work
- to be able to ride a bike
- access to a working bike
- equipment like a helmet and waterproof
- to know of and have access to a safe route suitable for cycling
- a safe place for your bike at work
- reminders like seeing your helmet hanging by your coat, cycle routes near your house, obvious cycle parking at work and colleagues arriving by bike.

Large-scale, deep behavioural change is difficult and requires systemic changes, but it can be achieved with a combination of providing support to change certain behaviours alongside introducing new policies, technologies and infrastructure. Twenty-five percent of a population doing a behaviour is needed for it to become a social norm. The move to homeworking during the COVID-19 pandemic shows that we can achieve social tipping points quickly if we engage whole communities to change together.

Behaviours which reduce greenhouse gas emissions (GHGs) need to be easier to adopt and people need to understand and desire the benefits for their health, prosperity and quality of life. Everyone needs to feel they can be part of the solution. Community organisations are important in enabling behavioural change as they have strong networks, local and specialist knowledge and tend to be highly motivated.

6.2.2 Knowledge sharing, skills and learning

We each need the skills and knowledge to switch to net-zero lifestyles at work, at home and when taking leisure and recreation. A lack of people with the needed skills could limit how quickly we can install newer technologies, like heat pumps to houses.2

Equal opportunities for learning and skills sharing are critical to a fair transition to net-zero, so that no individual or community is left-behind. Devon's business support services, schools, colleges, universities and community groups have an important role in providing the training needed.

6.2.3 Spatial planning

A net-zero Devon will be different from how it is now. Where things are and how they connect affect GHG emissions. High car-based mobility in Devon has meant that many rural communities have lost local services.

We need to consider how to organise housing and employment space so that we can get to shops, workplaces and services by walking, cycling and on public transport more easily.

We can proactively and sensitively plan for changes needed within our rural and urban areas to achieve net-zero, such as through the Local Plans and Neighbourhood Plans we make together. Achieving net-zero can produce better places to live, work and relax, as well as cutting emissions.

6.2.4 Access to finance and resources

Innovative ways of funding and resourcing the actions in this Plan are needed. Some solutions are commercially viable and can be designed to generate income streams that can be re-circulated into further carbon-reduction activity and could subsidise loss-making actions. Others could make use of crowd-sourced funds, where members of the community have an opportunity to donate or invest. There is growing interest from institutional investors to put money into socially and environmentally ethical projects as these are seen as having lower investment risk and potential to generate stable investment returns in the long term.³ In addition to this is the growing number of corporate organisations committing to achieve net-zero emissions from their own operations and needing to pay for carbon offsetting projects – this money could be attracted to Devon.

6.2.5 Procurement and commissioning

All organisations have influence on achieving net-zero through what they buy, who they buy it from and how they engage with their suppliers.

The NHS and councils are examples of anchor institutions, those organisations which are unlikely to relocate and are large employers in the County. Anchor institutions have an important leadership role in procurement as they can be a supplier's largest client.his means a supplier will often change its behaviour for all of its other clients to make life easier. Suppliers will also need to pass on the anchor institutions' requirements deeper into the supply chain, contributing to a trickle-down effect.

This is explored further in the rest of the Plan, particularly in the section on Economy & Resources and Food, Land & Sea.

6.2.6 Relationship with the Plan's Themes

These cross-cutting themes are delivered by actions throughout this Plan. Figure 6.1 shows how the actions arising in other sections of this Plan relate to the cross-cutting themes.

Primary Theme	Cross Cutting Theme	Access to finance and resources	Knowledge sharing, skills and learning	Behaviour transfor- mation and community engagement	Procurement & Commission-ing	Spatial Planning
Economy and	d Resources	R3, R5, R20, R25, R26, R27	R2, R21, R22, R23, R24	R1, R4, R6, R7, R8, R15, R17	R9, R10, R11, R19, R20	
Energy Supp	ly	E3, E9, E10, E11		E5		E1.3, E1.7, E2, E4, E6
Built Environ	ment	B4, B5, B9	B2, B7, B13, B15	B3, B6	В1	B8, B11, B12, B14
Transport		П4, П8, Т20, Т23	T4, T7, T37, T42	T1, T8, T15, T24, T26	T3, T16, T18	T2, T12, T28, T40
Food, Land a	nd Sea	F1, F1.1, F1.2, F6, F11, F17, F18, F19, F25	F1.4, F7, F8, F9, F10, F23.1, F23.2, F23.3, F23.4	F1.3, F3, F23.6	F5, F6	F2, F12, F13, F14, F16, F22

Figure 6.1 - A Summary of the Actions relating to cross-cutting themes, by action number and section of the Devon Carbon Plan in which they appear.

6.3 OTHER OPPORTUNITIES AND BENEFITS

Cross sector collaboration to achieve a net-zero Devon can deliver multiple benefits on top of carbon savings, including:

- A culture of innovation
- · New economic and employment opportunities
- Citizens feel part of creating the future of Devon
- · Communities with shared visions of what their community could look like
- Revitalised, thriving communities with access to the things they need within local reach
- Landscapes which are more resilient to climate change.

6.4 DEVON'S GOALS TO MEET NET-ZERO

6.4.1 Goal CA - Devon Embraces Innovation to Achieve Net-Zero

Achieving net-zero will need innovation in technologies, institutions, business models, policy designs and approaches to encouraging and enabling behaviour change.⁴

Making It Happen

Organisations in Devon needs to monitor technological developments and assess and test their potential to help achieve net-zero in Devon.

We must also offer support for innovation, especially in sectors the Heart of the South West Local Economic Partnership identifies as high value with the potential to contribute to green growth. These include high-tech electronics and photonics, marine research, climate and environmental science expertise (including big data handling) and clean energy.⁵

The Actions

C1. Foster innovation in technologies, institutions, business models, policy design and behaviour to achieve net-zero.

Case Study

SETsquared Exeter

SETsquared Exeter⁶ is a member of an inspiring enterprise partnership between six leading research-led UK universities: Bath, Bristol, Cardiff, Exeter, Southampton, and Surrey. It's a community of entrepreneurs who enable regional creators, innovators and disruptors to grow and develop business ideas. Based at the Exeter Science Park, it provides award-winning business support to help turn ideas into flourishing ventures. SETsquared Exeter offers specialist acceleration and incubation support for founders of high-growth, knowledge-based start-ups, provides programmes for students to explore entrepreneurial ideas, and initiatives to help researchers work more innovatively.

6.4.2 Goal CB - Devon's Communities Imagine and Deliver their Net-Zero Future

Imagining alternative, better futures for Devon can build public understanding of the crisis nature of the emergency, develop support for the change to net-zero and encourage us to risk doing radically different things. Supporting communities to re-imagine themselves as net-zero increases local capacity for change.

Making It Happen

Community groups need to be helped to work with Devon's creatives, such as artists, writers, and musicians to develop detailed, local net-zero visions. This work could build an evidence base for neighbourhood plans.

Communities also need to be supported to start delivering their visions, however small their initial steps are. Support programmes work best when they help a community deliver an initiative for which local enthusiasm already exists – this is the ethos of the Community Action Groups Devon project, which has helped communities establish Repair Cafes and Share Sheds, and the support that has been provided for communities to develop their own energy projects over the past decade. Projects like these should be expanded.

The Actions

C2. Provide high quality, objective information and education for communities about the crisis nature of the climate emergency.

The Actions

- C3. Support communities to develop local net-zero visions.
- C4. Provide support to communities to deliver their low-carbon transformation.

Case Study

Net Zero Visions

Acclaimed professionals in animation, illustration, interactive games, and public murals worked with communities to produce positive 'Visions' of locations across Devon as carbon net-zero in 2050. 10 Individuals could submit their own visions online (See Figure 6.1).

Visions featured in an online gallery, as well as in a book to be published in November 2022. Public libraries across Devon will receive a free copy.

The visions have sparked public interest, for example, the mural in Tiverton has led to enquiries to councils about how they could work with the community to deliver elements of the visions. It is hoped that individuals and groups will take and adapt the 'Net-Zero Visions' idea to their own projects and purposes.

The project is led by Dr David Sergeant, Associate Professor in Twentieth and Twenty-First Century Literature and Dr Emma Whittaker, Creative Industries Industrial Research Fellow, Low Carbon Devon, University of Plymouth.

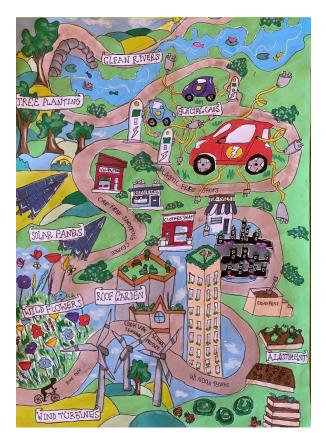


Figure 6.2 - "What might a net zero Tiverton look like?" A vision of the future by Emily Packham, aged 14.



Figure 6.3 - This winning mural design (June 2022) was created by Eleanor Croker BA (Hons) Illustration graduate and painted by Dr Kate Crawfurd at the University of Plymouth.

6.4.3 Goal CC - Devon's Citizens Shape the Transition to Net-Zero

The public have helped develop the Devon Carbon Plan through multiple opportunities to date: the Call for Evidence, a series of Thematic Hearings, a Youth Parliament workshop and the public consultation on the draft Interim Devon Carbon Plan.

The Devon Climate Assembly in the summer of 2021 provided a further opportunity for public participation through a 70-strong representative sample of Devon's population. There will be further challenges on the journey to net-zero that will benefit from involving Devon's citizens in finding the solutions.

Making It Happen

We need to understand the effectiveness of the Devon Climate Assembly. Then we can consider the appropriateness of using similar forums and existing best practice models around neighbourhood and community planning again in future, either to continue work on the Devon Carbon Plan or for other local issues.

The Actions

C5. Research the effectiveness of the Devon Climate Assembly to inform whether this approach could be applied to citizen participation in other decisions locally.

6.4.4 Goal CD - Spatial Planning Creates Places that Radically Reduce Greenhouse Gas Emissions

Relocalisation

We need thriving communities giving access to most of our everyday needs within a short and pleasant walk or cycle ride – sometimes called 'the 20-minute neighbourhood." This will substantially increase opportunities for active travel minimising car use. This re-localisation of employment, services, amenities and cultural spaces is key to reducing travel demand. Changes to the location of key facilities, and to the networks of paths and streets, could be modelled to predict how different interventions might improve the connectivity of the neighbourhood and to ensure that more people can easily access the facilities they need for their daily lives. There may be opportunities to increase the density of development by providing new homes and facilities. This in turn might make public transport, shops and other facilities more viable. Such modelling could guide long-term investment.

This is, of course, easier said than done, and so flexibility of this vision is required. Outside of Devon's main settlements, market towns and their surrounding villages can be planned to function as 'network neighbourhoods' providing most of the needs of residents. In more rural areas the combination of existing and new walking and cycling routes could create a close network of villages and hamlets functioning as one neighbourhood. Electric bikes are a breakthrough technology here – making longer journeys easy and low-carbon. Adding short public and shared transport trips to the travel modes can further help deliver this vision of re-localised communities providing themselves with the services they need.

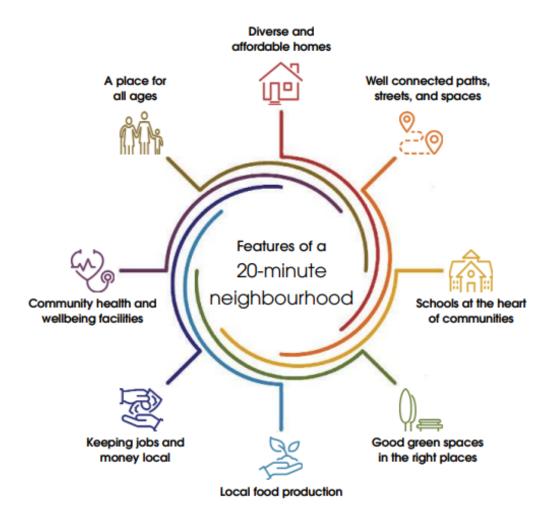


Figure 6.4 - Characteristics of a 20-minute neighbourhood."

One Planet Development

If everybody on Earth lived the same lifestyle as we do in the UK, we would need 2.6 planets to provide enough resources.¹²

One Planet Development (OPD) is a forward-thinking planning policy adopted by the Welsh Government in 2011¹³ It provides a genuinely affordable and sustainable way for people to live and work on their own land and achieve a true one planet footprint. It can work for rural and urban communities with residents contributing to local economies, providing fresh food and other produce, and opportunities for education and training about many aspects of zero carbon living.

OPD residents must achieve the target One Planet ecological footprint and meet their basic household needs (food, energy, water, waste processing, IT/communications, council tax, clothing,

and transport) from their land-based activity within 5 years. A robust management plan is required at planning application stage to show how these and other requirements will be achieved. Annual monitoring reports must be sent to the local authorities' Planning Departments.

One Planet homes are required to be zero carbon in construction and use. They are often self-built, sometimes using some volunteer labour, so are lower cost and educational.

Single household OPD may be a niche choice, but it is a way to live a true One Planet or zero carbon life and can inspire others to make changes to their lifestyles to assist the achievement of net-zero. Devon should support this approach.

At larger scale OPD also has potential to accelerate the creation of zero carbon 20-minute neighbourhoods as it focuses on a whole land use system rather than just proximity and transport, also reaping the carbon benefits of local food, energy production and work. It could be an innovative model for addressing the challenges of affordable housing and zero carbon communities together.

Making It Happen

A step-change in how we plan and what we plan for is required. The National Planning Policy Framework (NPPF) already provides local authorities with the mandate to "shape places in ways that contribute to radical reductions in greenhouse gas emissions".¹⁴

Development plans should include carbon reduction targets as a primary planning objective to encourage appropriate policy responses to deliver against that aim. This will be a mix of solutions that will vary between places drawing on the principles of 20-minute neighbourhoods and OPD to maximise the potential for all places to reach net-zero.

The Actions

C6. Development plans to demonstrate how they will shape places in ways that contribute to radical reductions in greenhouse gas emissions as a primary planning objective, including drawing on the principles of 20-minute neighbourhoods and One Planet Development.

6.4.5 Goal CE - Landscape Change Arising from the Net-Zero Challenge is Planned for Positively

The quality and character of Devon's landscape is one of the County's most important assets and is the reason why many people choose to visit and to live here. Devon's complex geology has created a

6.4.5 Goal CE - Landscape Change Arising from the Net-Zero Challenge is Planned for Positively

striking diversity of landscapes including windswept high moors of Dartmoor and Exmoor, heathlands, secluded valleys, rugged coastlines, sweeping bays and rolling farmland. Thirty-five percent of Devon is designated as one of two National Parks (Dartmoor and Exmoor) or as one of five Areas of Outstanding Natural Beauty (AONBs).

As through history, landscapes will evolve in response to the pressures put on them, such as the need to provide food, energy or mineral resources. Without positive interventions landscapes could change fundamentally in the future in response to the pressures from the changing climate. Yet responding to the net-zero challenge offers an opportunity to revitalise landscapes. Some features that will help meet net-zero may mimic the past, such as the expansion of carbon-rich, semi-natural habitats and in the re-emergence of market gardening. Others will be new, such as increased use of agroforestry which, nonetheless, may reflect the orcharding tradition in the County, and others may offer a new vernacular such as the greater use of timber in construction.

Making It Happen

Devon's Landscape Character Assessment is the tool to manage and guide changes. It describes the variations in character between different areas and types of landscape in the County. It provides an evidence base to inform decisions about spatial planning and other land use considerations, articulating what people see as distinctive and special about all landscapes in Devon. It also sets out strategies and guidelines for the protection, management and planning of the landscape.¹⁵

The NPPF contains both the imperative to 'shape places in ways that contribute to radical reductions in greenhouse gas emissions' as well as the need to conserve and enhance landscape and heritage assets¹⁴. The challenge that now needs to be addressed by all landscape character assessments is to identify what is the greatest benefit that individual landscapes can offer in terms of: (a) meeting netzero; and (b) increasing the resilience of landscapes to climate change. Some people have concerns about tensions between the changes which need to occur to achieve net-zero and protecting our landscapes. It is therefore important that communities are involved in the evolution of landscape character assessments so that people have an opportunity to be engaged with how Devon will look and feel in the future.

The Actions

C7. Involve communities in an update to the landscape strategies and guidelines within Devon's Landscape Character Assessments to plan positively for achieving net-zero and the changes which climate change will bring.

6.5 SUMMARY OF THE ACTIONS

The diagram below, Figure 6.5, shows the reference number and text of each of the Cross Cutting Themes actions in this Plan. The anticipated start and duration of each action is shown on the right hand side of the diagram.

The action with its duration highlighted in red in Figure 6.5 below has been identified as a priority through two processes. Firstly, the Net Zero Task Force assessed the actions' potential to contribute to significant emissions reductions and the likelihood they can be implemented. Secondly, some actions were highlighted as being important by the respondents to the public consultation.

For more detail, including who can help to deliver these actions, see the full action table.

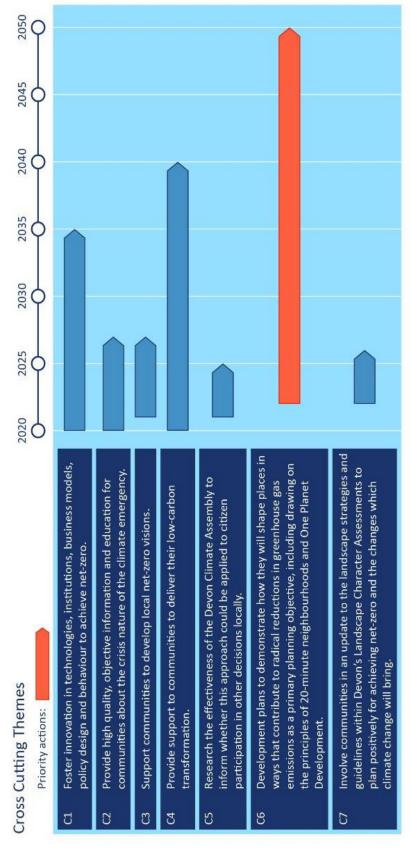


Figure 6.5 - This diagram shows the anticipated start and duration of the Cross Cutting Themes actions and the priority action.

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SECTION 7.

ECONOMY AND RESOURCES

- Avoiding waste and creating a circular economy
- Reducing emissions from unavoidable biodegradable waste and wastewater treatment
- Using the purchasing power of Devon's organisations
- Supporting communities and businesses to transition to net-zero

7.1 INTRODUCTION

Historically we have made products, used them and then thrown them away. This behaviour, referred to as the linear economy, creates greenhouse gas (GHG) emissions during manufacturing, transportation to the customer and disposal. Emissions in Devon resulting from manufacturing and transport are reported in other sections of this Plan. Waste disposal contributes 9% of Devon's GHG emissions. Our purchasing of goods produced abroad creates emissions overseas which represent 39% of the total emissions Devon is responsible for.

The linear economy is also ecologically damaging because the collection of raw materials harms habitats and is water and energy intensive, whilst the disposal of waste requires space and can pollute the environment. The environment's ability to produce resources and process waste has limits.² If the whole world lived like we do

in the UK, we would need four planets to provide the materials we use and to process the waste we discard to sustain our lifestyle indefinitely.³

This section of the Plan describes what needs to happen to achieve a socially-just and net-zero carbon economy that has the potential to create up to 700,000 jobs in low-carbon sectors across England by 2030. ⁴ It introduces goals for overcoming issues identified during the Thematic Hearings and the public Call for Evidence as barriers to achieving net-zero. Actions are then proposed to achieve the goals.

7.2 THE CHANGE NEEDED

Traditionally, the concept of sustainable development – activity that meets the needs of present generations without compromising the ability of future generations to meet their own need – has given equal weight to the economy, society and environment. Yet the economy must operate within environmental limits and meet everyone's needs more equally – otherwise sustainability cannot be achieved.

Doughnut Economics is a visual representation of a new way of thinking about sustainable development (Figure 7.1). The outer edge of the doughnut is the ecological ceiling – the environmental limit – split into nine categories. The inner edge of the doughnut is the social foundation – the limit above which our twelve needs are being met. The economy must function within the boundaries of the social foundation and the ecological ceiling to be environmentally safe and providing for everyone's needs. The goal of economies has been to continue growing, but when the goal is changed to *meeting the human rights of every person within the means of our life-giving planet*, economies can become agnostic about growth – what we need are economies that make us thrive, whether or not they grow.⁵

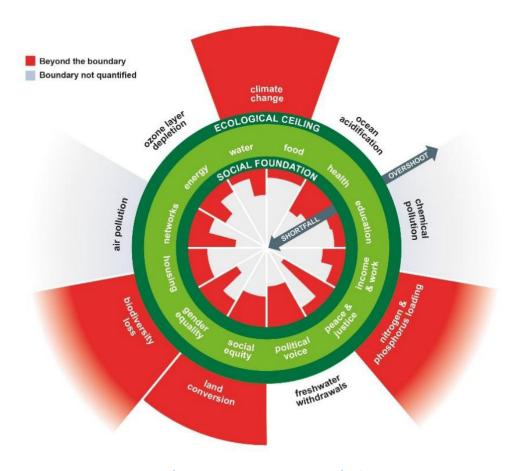


Figure 7.1 - Doughnut Economics.6

The creation of a sustainable economy will be complex, yet there are changes that can be prioritised to accelerate this transition.

We need to:

- 1. Avoid waste and create a circular economy though purchasing less, repairing, sharing, reusing, buying second hand, and recycling
- 2. Reduce emissions from unavoidable biodegradable waste and wastewater treatment
- 3. Use the purchasing power of Devon's organisations to benefit the environment and local communities
- 4. Support communities and businesses to transition to net-zero.

These are described in more detail below.

The Waste Hierarchy

7.2.1 AVOID WASTE AND CREATE A CIRCULAR ECONOMY

Household waste collected in Devon in 2019/20 totalled 516kt.10 The amount of commercial waste collected within the area administered by Devon County and Torbay councils is 560kt.1 An estimate for construction, demolition and excavation waste within the same area is 1,206kt.7

We can minimise waste creation and keep resources in circulation in the economy for longer, by implementing the waste hierarchy (Figure 7.2) - purchasing less, reusing and repairing what we already have, and by recycling and recovering materials and energy.

Stages Includes Using less material in design and manufacture. Prevention Keeping products for longer; re-use. Using less hazardous material. Checking, cleaning, repairing, refurbishing, repair, Preparing for re-use whole items or spare parts. Turning waste into a new substance or product Recycling including composting if it meets quality protocols. Including anaerobic digestion, incineration with Other energy recovery, gasification and pyrolysis which produce energy (fuels, heat and power) and recovery materials from waste; some backfilling operations. Disposal Landfill and incineration without energy recovery.

Figure 7.2 - The Waste Hierarchy.

Prevention

Reducing how many things we buy avoids the GHG emissions associated with their production and disposing of them. Repairing items rather than replacing them helps to extend their lifetime, which avoids the need to buy something new. Devon already has 14 community Repair Cafes which help people repair items.⁸

Many of us own items we rarely use, such as DIY tools, camping equipment and a car.9 We would require fewer items if we shared more or transitioned from ownership to leasing for example by using libraries instead of buying a book or using a car club instead of owning a car. Devon already has good examples of sharing practices, such as The Share Shed in South Hams, which offers over 350 items to be borrowed, and car-sharing business Co Cars in Exeter.

Reuse

Buying second-hand goods reduces waste and also minimises costs. Online auction and trading platforms have become popular for selling-on unwanted items, as are second-hand stores and charity shops. Platforms such as Freecycle enable people to give away lower value items for free, and many of Devon's 22 Household Waste Recycling Centres have resale areas where unwanted items brought for disposal are rescued and offered for sale at minimal costs.

Recycling

Goods that are no longer required need to be recycled. The average recycling and composting rate of waste from households across the Devon County, Torbay and Plymouth City council areas in 2019/20 was 56%, 40% and 34% respectively. This makes Devon County Council's recycling performance the second-best of any county in England. 10

Government estimates that the recycling rate of commercial waste is between 34 and 40%.¹¹ The latest estimates (2009) suggest that 87% of construction, demolition and excavation waste is recycled in the area administered by Devon County Council.⁷

There is a national ambition to recycle 65% of municipal waste by 2035 in England. Municipal waste refers to household waste, as well as waste generated by businesses that is similar in nature and composition. The latter will include a significant proportion of waste that is not collected by local authorities. However, the CCC suggests that 70% of municipal waste must be recycled by 2025.21 To achieve 70%, Devon would need to recycle at least an additional 59,000 tonnes a year.¹² Given that new reprocessing facilities usually take about five years to become operational from securing funding, owing to the need to consult communities, obtain planning permission and receive environmental permits, 70% by 2025 is not achievable. Additionally, demand for recycled materials needs to increase to create a stronger market, otherwise stockpiling of the recyclable materials would occur. This will require national government intervention. Therefore, whilst Devon is ready for the challenge given government support, setting a target more ambitious than the national ambition for recycling is unrealistic.

The Devon Climate Emergency partnership accepts that adopting a later municipal waste recycling target than that proposed by the CCC means that the greenhouse gas emissions trajectory show in Figure 7.4 will be slightly delayed, the emissions from waste are small in the context of Devon's total emissions and the partnership is therefore optimistic that greenhouse gas reduction projections will be exceeded in other sectors to make-up the shortfall.

Other recovery

In 2019 Devon stopped landfilling all but a very small fraction of waste collected from households and businesses by local authorities. Waste is now either recycled, composted or used for energy recovery. Landfilling of some waste collected by commercial waste carriers from businesses does still occur.

Completing the circle

For the economy to become truly circular, products need to be designed and manufactured so that they can be easily repaired, reused and recycled into new products. But there's also a behaviour element - citizens and businesses need to implement circular economy principles otherwise recyclable or repairable items could always end up in the 'black bin' (Figure 7.3).



Figure 7.3 - Resource flow in a circular economy."

7.2.2 Reduce emissions from unavoidable biodegradable waste and wastewater treatment

Biodegradable wastes, such as food and sewage, produce methane when they break down in lower oxygen conditions, as is usually the case in landfill and wastewater treatment plants. Methane is a greenhouse gas that contributes to climate change. For net-zero emissions to be achieved by 2050, the CCC recommend that avoidable food waste must be reduced by 20% by 2025, relative to 1990, and no biodegradable wastes should enter landfill after 2025. The CCC also recommends that wastewater treatment plants achieve a reduction in methane and nitrous oxide (a further greenhouse gas released from some biological treatments of wastewater) emissions of least 20% by 2050.

7.2.3 Use the purchasing power of Devon's organisations

Anchor institutions (organisations that can't relocate, such as councils, hospitals and educational establishments) need to nurture local, sustainable supply chains by placing higher value on the carbon and social impact of procurement decisions. This needs to include implementing the principles of the waste hierarchy and the circular economy.

7.2.4 Support communities and businesses to transition to net-zero

All businesses will need to change their behaviours to reduce their emissions. Furthermore, some sectors will shrink whilst others will have the opportunity to grow and new sectors will emerge. Devon will need to support its citizens to learn the skills needed for a net-zero economy and ensure the transition to new industries is socially inclusive.

Households, businesses and public organisations will need to access finance to invest in the changes required for the transition to a net-zero Devon. A large, sustained low-carbon investment of £50 billion annually will be required between 2030 and 2050 across the UK, up from £10 billion in 2020. That compares to total investment in the UK of around

£390 billion in 2019.¹³ New innovations in business models must be encouraged alongside green finance products, municipal bonds, crowd funding, and community investment opportunities.

7.3 GREENHOUSE GAS OUTCOMES

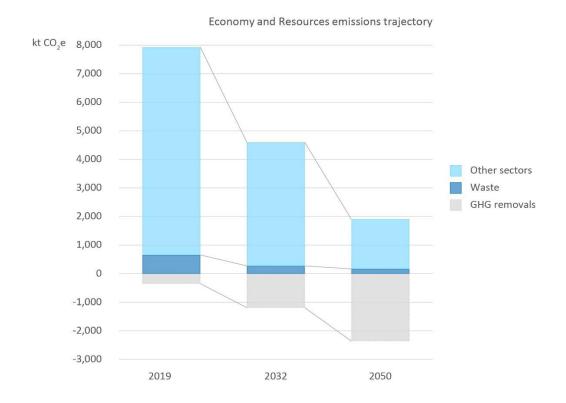


Figure 7.4 - Trajectory for Devon's production emissions, highlighting those from the waste sector. GHG removals refers to approaches that remove carbon dioxide from the atmosphere.

Figure 7.4 shows Devon's net GHG emissions arising from the waste sector in the context of Devon's total GHG emissions. Only the waste emissions are shown as the actions relating to the decarbonisation of the wider economy relate to emissions arising within other sections of this Plan (e.g. transport, buildings and agriculture). Net-emissions from waste in 2019 were 0.6Mt CO₂e. The Figure also shows the projected reduction trajectories for these to 2050 as a result of the delivery of the CCC's Further Ambition Scenario aided by the actions in this Plan. Through the activities identified in this Plan, by 2050, Devon's emissions from waste are expected to fall to 0.2Mt CO₂e per year. These will become net-zero through activities that remove CO₂ from the atmosphere.

7.4 OTHER OPPORTUNITIES AND BENEFITS

- Community initiatives to improve resource efficiency, such as Repair Cafes, can help boost community cohesion and reduce social isolation.
- Will position the UK to better address resource security issues in the future.

- More efficient resource use will save Devon's businesses money, allowing them to invest further in staff or technology.
- · More value retained in local communities.
- Employee turnover reduced employees prefer to work for socially and ecologically responsible companies with ethical practices.¹⁴
- The net-zero carbon economy across Dorset, Somerset, Devon and Cornwall (The Great South West) is expected to deliver a £45 billion boost to the economy and create 190,000 jobs by 2035.

7.5 DEVON'S GOALS TO MEET NET-ZERO

7.5.1 Goal EA - A Culture of 'Enoughness' is Created

Purchasing new goods is encouraged by advertising and engrained in our economic system. There is a deep cultural shift required to move away from buying things out of want towards only purchasing items when we truly need to.

We need to create a culture of "enoughness" which makes it normal to share resources, lease instead of own, swap, repair, buy second hand, reuse and recycle.

Making it Happen

Empowering citizens and businesses

We all need to become 'citizen-consumers', who demand more sustainable goods and services, thus sending strong signals to producers to change their practices. This must also include a transition towards people prioritising the enjoyment of experiences, such as the arts, time in nature, continuing education, community celebrations and self-care, over material consumption as a route to happiness. These experiences and services are an economic opportunity for Devon and the partnership must facilitate this.

Enabling community action

An important part of enabling waste reduction and reuse is empowering communities with skills to repair, share and swap items themselves.

Devon's Community Action Group (CAG) Network supports communities to develop projects and organise events to reduce waste and promote sustainable living, such as repair cafes, food surplus cafes, refill campaigns, community food larders, community composting and clothes swaps. ¹⁵ Groups receive training on health and safety, managing volunteers and communicating effectively. CAG is currently focused in Mid Devon and Teignbridge and projects like this should be extended across Devon.

Nineteen of the 22 Household Waste Recycling Centres put aside some items for reuse in the onsite shops. There is scope to improve the reuse opportunities through:

- Portable Appliance Testing electrical goods and offering them for sale
- Installing donation stations/drop off points
- · Increasing the reuse target at each site
- Working with the operating contractor to improve the quantity and quality of reused items
- Assisting contractor's staff to recognise sellable goods
- Providing larger shops
- · Allowing items to be taken away for repair and onward sale
- Considering online sales

These initiatives are described in the Resource and Waste Management Strategy for Devon and Torbay 2020 – 2030, and the partnership must support the delivery of these ideas.

Support for new models

New business models are being offered to encourage better stewardship of resources. Innovative clothing companies are incentivising end-of-life recycling by offering discounts on subsequent purchases when garments are returned. Others operate leasing arrangements rather than expecting customers to own their products to help the business retain control over materials which can be refurbished or recycled on an ongoing basis to create new products. Electric vehicle manufacturers are offering similar arrangements for battery packs. This demonstrates the principle of the circular economy. We need to help such initiatives spread.

The Actions

- **R1.** Deliver targeted communication to empower people and businesses to adopt more sustainable consumption habits, prevent waste and shift to a culture of sharing, reusing and recycling.
- R2. Support communities to establish waste and resources projects.
- R3. Improve the reuse facilities at Household Waste Recycling Centres.
- R4. Encourage the enjoyment of low-carbon experiences rather than material consumption.
- **R5.** Support immature industries and new models that have the potential to contribute to delivering net-zero.

Case Study

Proper Job Community Reuse Centre

The charity aims to keep reusable items from being disposed of by putting them on sale in an "Aladdin's cave of pre-loved treasures".

Everything from baths, crockery and clothes to garden furniture and building materials is on sale, often at a fraction of their original cost, helping people to reduce their carbon footprints, by buying second-hand goods rather than new, and to save money at the same time

Proper Job also offers training and skill sharing sessions to promote the benefits of reusing, recycling and reducing, such as composting workshops.

They also help and encourage other communities to follow their lead.

7.5.2 Goal EB - Most Materials are Recycled

Eliminating GHG emissions from waste by operating a circular economy will require most materials to be recycled.

Making it Happen

Household kerbside collections

Some kerbside recycling collections in Devon offer a less comprehensive service than others, resulting in recyclable materials not being captured and confusion over what can be recycled. Forty-one percent of waste in household black bins in Devon could be recycled through existing kerbside recycling systems. Consistent collection services are needed across the County Since 2016, Devon County Council, as the Waste Disposal Authority, has shared 50:50 with the district councils any savings made on waste disposal because of changes made by them to waste collection services. This is helping to bring greater consistency to kerbside collections in Devon. increased recycling rates.

Five of the eight district authorities and Torbay Council now operate an aligned collection, leaving Exeter, East Devon, Mid Devon and Plymouth operating different regimes. These and achievements have led to reduced waste arisings and increased recycling rates¹¹

Restricting residual waste (black bin) capacity by reducing the frequency of collection or bin size, or both, stimulate greater uptake of recycling services. East Devon District Council introduced three-weekly collections in 2017 and now has the highest recycling rate and lowest weight of residual waste per household in Devon. Other Waste Collection Authorities in Devon should consider this.

Commercial waste

The management of commercial waste is less regulated than household waste nationally and a significant volume is still sent to landfill, having been collected by an unknown number of private waste contractors. This results in the carbon footprint of commercial waste being worse than household waste.

Decisions about what to do with waste are taken by individual businesses, while commercial waste collectors offer services based on demand and profitability. Data on the volume and composition of commercial waste is lacking, which partners should work with government to rectify to aid better management.

The Environment Act (2021) has introduced the requirement for recyclable waste from businesses to be collected separately unless it is not technically or economically viable or would have no environmental benefit. Generally, businesses will reduce costs by recycling more. Waste Collection Authorities are not obliged to provide collection of commercial waste, although some do voluntarily. Waste collection authorities that currently offer commercial waste services should engage with their clients and review their service offering to boost recycling and seek to promote a recycling focused service in order to attract new customers. Additionally, more waste collection authorities in Devon could offer high-performing commercial waste services.16

Business Improvement Districts (BIDS) in Bath, Bristol, Leeds and Aberdeen have established collaborative commercial waste contracts that have increased recycling, reduced waste vehicle movements and minimised costs for businesses through economies of scale. BIDs in Devon (currently Exeter, Plymouth, Tavistock and Torquay) and Chambers of Commerce could replicate this approach.¹⁶

Changing the priority from weight to GHGs

The national target for the amount of municipal waste recycled is based on weight. This leads to decisions by local authorities to prioritise the heaviest wastes for recycling which may not be the most carbon intensive. There is an opportunity for partners in Devon to work with government to target the recycling of materials that achieve the greatest GHG saving.¹⁷

Encouraging the use of recycled materials

Without a larger market for recycled materials, it will be challenging to increase the recycling rate. Citizens and decision makers in businesses need to choose to purchase recycled goods whenever possible to stimulate demand for, and to increase the financial viability of, recycled materials. But legislation is also driving this change. The Plastic Packaging Tax, which came into force in 2022, applies to the manufacturers and importers of more than 10 tonnes of plastic packaging each year that does not contain at least 30% recycled plastic.¹⁸

Design for material recovery

Manufacturers need to take greater responsibility for designing products that support a circular economy by enabling easy disassembly of components and separation of materials for recycling. There is also a need for better information systems to track the materials in use so that they can be recycled and reused at the end of product and service life.

who uses non-recyclable materials in their packaging. EPR schemes for Waste Electrical and Electronic Equipment

Government intends to introduce Extended Producer Responsibility (EPR) schemes to make the producers of goods responsible for 100% of the cost of managing the waste arising at the end of the products' life. This will drive a shift in the market towards the production of products that last longer, which can be re-used and repaired more easily, and can be recycled. In 2024 a first phase will focus on packaging. Initially, local authorities will recover their full disposal costs of packaging waste produced by households. Packaging waste from businesses will be incorporated in later phases. From 2025 a producer using easily recycled packaging can expect to pay a lower fee than a producer (WEEE), batteries and vehicles are expected next. Government will also consider EPR schemes for textiles, mattresses, furniture, some construction and demolition wastes, tyres and fishing gear.²⁰

We must engage positively with government to help ensure the design of the EPR schemes, and similar policy measures, are effective.

The Actions

- R6. Align Devon's household waste collection services as far as viable.
- R7. Consider reducing the frequency or volume of black bin collections.
- R8. Commercial waste services to collect a wider variety of separated materials for recycling.
- **R9.** Waste Collection Authorities that do not collect commercial waste to consider offering a high-quality service.
- **R10.** Business Improvement Districts and Chambers of Commerce to consider offering commercial waste management solutions for local businesses.
- **R11.** Raise awareness of the opportunity and benefits from specifying reclaimed and recycled materials.

Needing action beyond Devon

- **R12.** Work with government to incentivise the recycling of materials based on their carbon intensity as well as weight.
- **R13.** Continue to engage with government on the design of the Extended Producer Responsibility schemes.
- R14. Work with government to improve commercial waste data.

7.5.3 Goal EC - The Management of Biodegradable Waste Minimises Greenhouse Gas Emissions

Nationally, emissions from waste have fallen by 69% since 1990, due to the UK's landfill tax (which reduced the amount of biodegradable waste going to landfill) and an increase in methane captured at landfill sites.²¹ Emissions, principally methane, from biodegradable waste in landfill were 6.7% of Devon's GHG emissions in 2018.¹

For net-zero emissions to be achieved by 2050, the CCC recommends that methane must continue to be captured, avoidable food waste must be reduced by 20% by 2025 relative to 1990, and no biodegradable wastes, including food waste, should enter landfill after 2025²¹ Unavoidable food waste must become a resource for other industries – for example, waste cooking oil can be used as transport fuel and unwanted bread can be used for brewing.

Wastewater treatment accounts for 0.5% of Devon's GHG emissions, and just 15% of these are fugitive emissions, mostly methane and nitrous oxide, that escape from pipe connections or manholes.²² The remaining 85% are associated with the electricity used to power the treatment processes, which is

Making it Happen

Food waste

Thirty percent of waste in household residual bins in the Devon County Council area is food waste.¹¹

We all need to act on avoidable and unavoidable food waste. Devon has considerable expertise in programmes to target and reduce food waste. The Devon Authorities Recycling Partnership runs the Love Food, Hate Waste campaign, and the Devon Waste Education Programme offers visits and workshops to schools to address all aspects of waste in school. The County also participates in collaboration projects to find new uses for food waste, such as ECOWASTE4FOOD²⁴, Food and the Circular Economy South West²⁵ and Food Rescue.²⁶ This important work to reduce food waste across the food supply chain needs to continue and be expanded.

Collecting food waste separately from other wastes stops it entering landfill and allows it to be turned into compost, or anaerobically digestated to produce biomethane (that can be used for energy generation, injected directly into the gas grid or used as a vehicle fuel - this could be an important fuel for vehicles that are more difficult to electrify, such as tractors and lorries), and a rich digestate that can be used as a fertilizer. These processes result in lower GHG emissions than landfill and produce useful byproducts. All of the waste collection authorities in Devon except Exeter and Plymouth already collect food waste separately. Exeter City Council is in the process of rolling-out a service, which started in November 2021. Government is expected to provide funding for local authorities to develop plans for providing separate collection of food waste for households from 2025.³²

The Courtauld Commitment 2030 is a voluntary agreement that enables collaborative action across the entire UK food chain (retailers, hospitality, manufacturers and growers) to deliver farm-to-fork reductions in food waste, water use, and a 50% reduction in GHG emissions against a 2015 baseline.²⁷ We need every food supply-chain business in Devon to sign-up and use the tools available for signatories to act.

In the meantime, communities must be supported to act. They can follow the likes of South Molton and Chudleigh that have set up community fridges to redistribute unwanted food from households and businesses to enable it to be used before it becomes waste, and Devon and Cornwall Food Action and Exeter Food Action that are working to address food waste from local supermarkets. People can use apps like Good to Go, Olio and Karma to save food from becoming waste.

Wastewater treatment

The water sector has committed to reach net-zero by 2030 which will involve reducing fugitive emissions from waste water processing by 60% by 2030 (from a 2018/19 baseline) – well ahead of the CCC's recommendation of 16% by 2050.²⁸ South West Water already captures biomethane from anaerobic digestion associated with its treatment processes but will be looking to enhance this and the control of nitrous oxide.²⁹

The Actions

- R1. Deliver targeted communication to empower people and businesses to adopt more sustainable consumption habits, prevent waste and shift to a culture of sharing, reusing and recycling.
- **R2.** Support communities to establish waste and resources projects.
- **R15.** Encourage commercial and household waste collections to consider collecting food waste separately
- **R16.** Help find opportunities for unavoidable wastes within the food supply chain to be used as a resource by others
- **R17.** Encourage food supply-chain businesses to implement the Courtauld Commitment using the free toolkit
- R18. Enhance the capture of emissions from waste-water treatment



Case Study

Countess Wear Wastewater Treatment Works, Exeter

Countess Wear Wastewater Treatment Works treats Exeter's sewage and wastewater and is one of South West Water's largest treatment works. The site consumes 8.5 GWh of electricity per year in treating 22,500 m3 of wastewater per day. Most of the electricity consumed by the site is imported via the electricity grid, however 30% of the site's power needs is supplied by renewable energy embedded on the site itself.

Sewage sludge, which is separated from the liquid wastewater, is fed through an anaerobic digestion process producing methane gas which is used as the fuel for the site's four 'combined heat and power' (CHP) engines. Electricity generated by this process is fed back into the treatment process. The heat is to keep the anaerobic digestion process at a steady 37°C, as well as being used for the site's hot water needs.

The site also has a 50 kW roof-mounted solar PV array and all this generated power is used by the site.

The anaerobic digestion with CHP and the solar PV array are reducing the site's carbon emissions by 650 tCO₂e per year in comparison to using electricity from the grid.

7.5.4 Goal ED - Procurement by Anchor Institutions Contributes to **Net-Zero**

Anchor institutions in Devon collectively manage billion-pound budgets and employ a significant proportion of Devon's population.30 The spending of these organisations and the provision of their services needs to deliver maximum social and environmental benefit to Devon – this concept is known as community wealth building.

Anchor Institutions

Organisations which have an important presence in a place, usually because they are largescale employers, the largest purchasers of goods and services in the locality, and have relatively fixed assets. Examples include local authorities, health services, government agencies, emergency services, higher education providers and utility operators.

Making it Happen

Whilst anchor institutions already aim to get the most value financially, socially and environmentally from their procurement, there are often budget constraints pushing them to put the up-front financial cost first. This can lead to using larger providers based outside the area. Whilst larger providers may be able to offer lower prices, their employment activity and reinvestment of profits happens elsewhere and therefore the contract represents a financial leak from the local economy. The long supply chains can also be carbon intensive. But with concerted effort, change is possible. Anchor institutions in Lancashire increased spending with local firms by £74m in Preston between 2013 and 2017 and £200m across Lancashire.³¹

Working with locally-owned companies can achieve economic multiplier effects, as wages and profits are more likely to be spent within Devon by resident employees and shareholders, and supply chains are shortened, which reduces greenhouse gas emissions. Furthermore, community organisations, cooperatives and forms of municipal ownership are more economically generative for the local economy than large or public limited companies. Anchor institutions can help establish new, democratically-operated businesses to provide local services, particularly where the local supply market is limited. In Preston this approach has been used in the catering, digital and tech sectors. ³¹

There is significant interest from community organisations in Devon in this approach. For example: Local Spark Torbay and New Prosperity Devon are already encouraging community wealth building approaches with some anchor institutions; Supply Devon is creating an online system to help Devon organisations find local suppliers to buy better, support the local economy and reduce carbon emissions; and various community energy companies are selling electricity to anchor institutions, having received assistance with start-up funding since 2011.

Whilst there are excellent examples of innovation already in Devon, anchor institutions should be more proactive in nurturing local, sustainable service and product supply chains and placing higher value on the carbon and social impact of procurement decisions that support the circular economy and build community wealth.

The Actions

R19. Anchor institutions to embed local social and environmental value further into tendering procedures.

R20. Anchor institutions to support community-owned companies to provide goods and services back to those institutions

7.5.5 Goal EE - Devon's Economy Seizes the Net-Zero Opportunity

New industries will be needed to meet net-zero, as recognised by government's ambition for the UK to be the birthplace of the Green Industrial Revolution.³² Devon has world-class expertise in environment and green technologies to facilitate the transition and benefit from the opportunity to create new jobs and local value. The Heart of the South West Local Enterprise Partnership (HotSW), which covers Devon and Somerset, has put clean and inclusive growth opportunities at the centre of its Local Industrial

These include:

- A high-tech electronic and photonics cluster around Torbay and engineering in Plymouth
- A marine cluster within Plymouth including specialist research organisations
- A cluster of climate and environmental science expertise in Exeter including Europe's most powerful supercomputer at the Met Office
- Clean energy associated with technical development for offshore renewables

In addition to these high-profile opportunities, Devon's entrepreneurial business community needs to be supported to innovate and develop new low-carbon products and services across all sectors.

Making It Happen

Start-ups and immature industries will need support for research and development, to bring their ideas to market and to grow their enterprises to a sustainable level. Offers of finance, training and external expertise are required on aspects such as legal matters, marketing, procurement and finding premises and land.

The continuation and extension of existing programmes, such as the HotSW Growth Hub³⁴ and the Environmental Futures & Big Data Impact Lab,35 will be important. Just as necessary will be local economy support networks, such as Local Spark Torbay and Totnes' REconomy Centre, which runs an annual Local Economic Forum, with investment-raising "community of dragons" events, inspired by Dragon's Den.

The Actions

R5. Support immature industries and new models that have the potential to contribute to delivering net-zero.

7.5.6 Goal EF - Devon has the Skills to Meet Net-Zero

The CCC identifies the availability of skills as a limiting factor to the rate of decarbonisation.21 As we

move towards net-zero, all businesses will need to change their operations and behaviours so that they become net-zero businesses, including traditional sectors such as farming and tourism. For some this will mean an evolution of existing activities and for others the change may be more pronounced. Furthermore, carbon-intensive sectors will shrink, whilst sectors that can help Devon meet net-zero will grow.

The CCC identified the need to enhance skills specifically in the following areas:



The Built Environment

- The design and build of low carbon homes
- The supply and use of timber in construction
- Hydrogen and carbon capture and storage
- Renewable energy development and construction
- · Electricity system infrastructure
- Installation of measures to retrofit buildings to reduce their energy demand and increase their ability to generate their own electricity



Transport

- Battery cell manufacture
- Transport innovation and manufacture
- · Retrofitting ships to run on ammonia and new ship building skills.



Agriculture and Land Use

- Skills for land managers to transition to new low carbon management techniques
- Crop and livestock research and development
- Forestry.

Making It Happen

Devon will need to support its workforce to learn new skills to equip them for the future. It will be important to ensure no one is left behind and that the transition to net-zero is socially inclusive.

Devon's education providers, from primary schools through to universities, will need to continue to evolve their curriculums and training offers so that Devon can develop the workforce and community skills it needs to meet the net-zero challenge. Working with schools to prepare children for the future is essential as attitudes, values and many skills are developed at a young age.

Businesses will need support to develop their workforce to keep up with the transition and to take advantage of emerging sectors and legislative changes on the horizon – such as the switch to electric vehicles and the move away from gas boilers.

An immediate upskilling opportunity is to provide support to businesses to reduce the carbon-intensity of their operations and culture through hands-on assistance in their workplaces.

The Low Carbon Devon project and the Make It Net Zero initiative already offer limited support and these types of programme need to be expanded. Where businesses have a legal incentive to improve their practices, for example in managing their waste appropriately, a modest 'nonprofit' charge could be levied for this service by local authorities or community organisations.

Individuals in carbon-intensive sectors which shrink because of legislative and technological developments may need a support service to help them redeploy their skills or develop new skills.

The Actions

- R21. Provide schools with curriculum support on net-zero issues.
- R22. Provide net-zero training and reskilling opportunities.
- R23. Provide a net-zero-transition support service to businesses.
- R24. Provide support for individuals experiencing career difficulties due to the transition to net-zero.

7.5.7 Goal EG - Devon has Access to the Finance Needed for Net-Zero

Following the launch of the UK's Green Finance Strategy in 2019, the government-owned UK Infrastructure Bank was launched in 2021. This is providing investment to support businesses and local authorities to deliver low-carbon infrastructure projects individually exceeding £5m. It is also developing an expert advisory service to help find the right financing for projects. 36

Homeowners could benefit from green mortgages that offer favourable interest rates for people who choose to purchase an energy efficient home or commit to upgrading its energy performance. These are new products, which 72% of the Devon Climate Assembly thought should be developed further.³⁷

These are the subject of the government's Green Home-Finance Accelerator, launching in Autumn 2022, that is designed to overcome the high initial-development costs for lenders entering this market to make more products available.38

However, businesses and organisations will need to access finance for all-scales of project in order to invest in the changes required for the transition to a net-zero Devon. Multiple channels of finance will be needed and we must be innovative in how we finance the net-zero transition.

Making It Happen

Finance for business

The Thematic Hearing on Cross Cutting Themes heard that 60% of businesses in Devon are sole traders and can struggle with access to finance. This is not helped by the UK's lack of local and regional banking.³⁹ The New Economics Foundation accuses the major banks of "failing to provide loans to small business" and puts this down to the replacement of local bank managers and their knowledge, by credit scoring software.³⁹

We ought to support the creation of regional banks that will be able to support small businesses. A regional bank is already in development - South West Mutual. Several of Devon's local authorities have already invested and its continuing development should be supported.

Finance for the public sector

It is extremely unlikely that enough funding for local authorities will come from national government. A decade of austerity measures has constrained access to public finance and made investing in public infrastructure challenging. However, there is growing interest in community municipal bonds – these are loans that local people and businesses make to local governments and pay back interest. Municipal bonds can lead to the cost of borrowing being cheaper than government's Public Works Loan Board and create

a powerful opportunity for local authorities to rebuild trust by engaging with citizens as investors. ^{40°}

Swindon Borough Council⁴¹ and West Berkshire Council have used this model.⁴² We need to learn from their experience and consider implementing this model in Devon.

Investment-based finance may not be appropriate for all institutions, for example schools and hospitals which do not have the profit earning potential of transport and energy schemes to repay investors. However, donation-based crowdfunding and other less profitmotivated mechanisms may be possible.

Finance for communities

As well as institutions, we must ensure citizens and organisations are also aware of innovative finance approaches. Crowd-sourced funds are an opportunity for community-led initiatives. For example, community energy organisations in Devon have raised over £5.5m through securities-based crowdfunding to fund the delivery of renewable energy schemes, whilst local authorities in Devon have helped community projects raise donation-based crowdfunding from local donors wanting to see specific low-carbon projects succeed. We should share good practice about the use of crowd-sourced funds in Devon to help more communities do the same.

The Actions

R25. Support the development of regional banks

R26. Consider using municipal bonds to raise finance for municipal infrastructure

R27. Share community crowd-funding case studies and good practice.

7.6 SUMMARY OF THE ACTIONS

Figure 7.5 shows the reference number and text of each of the Economy and Resources actions in this Plan. The anticipated start and duration of each action is shown on the right hand side of the diagram.

The actions with their duration highlighted in red in Figure 7.5 have been identified as a priority through two processes. Firstly, the Net Zero Task Force assessed each action's potential to contribute to significant emissions reductions and the likelihood they can be implemented in a timely fashion. Secondly, some actions were highlighted as being important by the respondents to the public

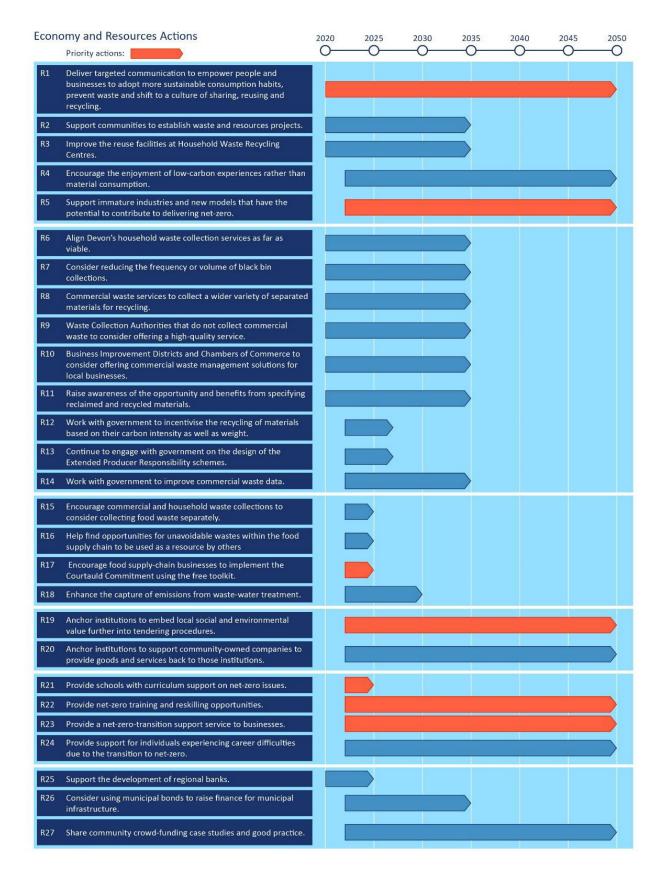


Figure 7.5 - This diagram shows the anticipated start and duration of the Economy and Resources actions and the priority actions.

For more detail, including who can help to deliver these actions, see the full action table.

7.7 MILESTONES

Delivering the actions in this section of the Plan will help to achieve the milestones in Figure 7.6. These milestones reflect the Climate Change Committee's Further Ambition Scenario.

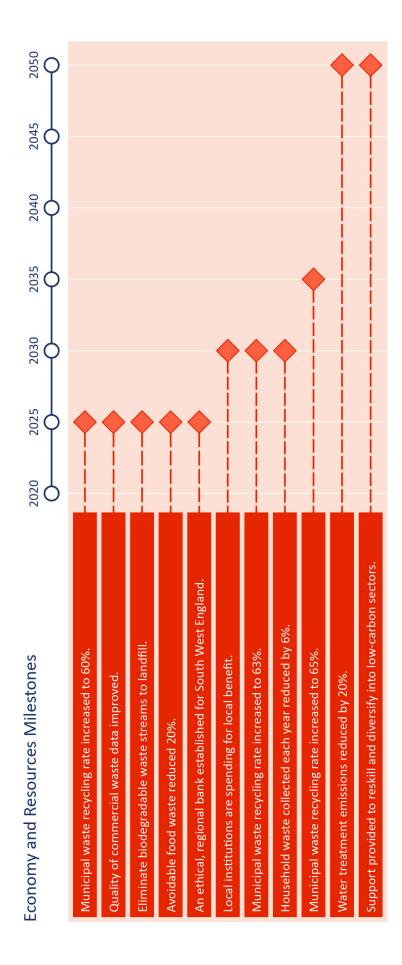


Figure 7.6 - This diagram shows the milestones which the actions in this section of the plan will help achieve.

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SECTION 8.

ENERGY SUPPLY

- Using less energy
- Transitioning to renewables
- Increasing flexibility and storage
- Developing carbon capture and storage

8.1 INTRODUCTION

In 2019, 72% of Devon's greenhouse gas (GHG) emissions related to energy use. This energy is used as electricity (13%) and the burning of fossil fuel in buildings for heat (19%), transport (30%), manufacturing and construction (6%), and agricultural, forestry and fishing machinery (4%)¹

Spend on energy in the County is estimated to be £3.4 billion each year, the majority of which leaves the area because Devon imports most of its energy requirements.¹⁶

This section describes what needs to happen to achieve net-zero energy supply based on the Climate Change Committee's Further Ambition Scenario. It then introduces goals for overcoming issues identified during the Thematic Hearings and the public Call for Evidence as barriers to achieving net-zero in Devon. Actions are then proposed to achieve the goals.

8.2 THE CHANGE NEEDED

Four main changes are needed to decarbonise the energy we all use:

- 1. **Use less energy.** We need to reduce demand for energy and use energy as efficiently as possible to minimise the need for new generating capacity.
- 2. Transition to renewables. The energy used needs to be from renewable sources.
- 3. Increase flexibility and storage. We need to store energy and use it more flexibly.
- 4. Develop carbon capture and storage. Where small amounts of fossil fuels continue to be used, the carbon emitted needs to be captured and permanently stored to prevent it from reaching the atmosphere.

These are described in more detail below.

8.2.1 Use Less Energy

Using only the energy we need will reduce the amount of new energy infrastructure required to meet net-zero. This will keep the cost of transition down and with less development there will be less potential for negative effects to the environment and our wellbeing. By keeping the need for new energy infrastructure to a minimum we can meet our energy needs whilst creating places where people and nature thrive.

Buildings

A high take-up of energy-efficiency measures is needed across our 581,000 homes and 53,000 commercial and industrial premises. These technological changes must be combined with enhancing awareness and understanding of energy issues so that our behaviour avoids wasting energy and uses it more efficiently. These measures are discussed in detail in the Built Environment section of this Plan.

Transport

Using less energy to meet our transport requirements starts with reducing the need to travel. For essential journeys we should consider using active travel (walking and cycling), buses and trains, or shared

mobility schemes including car share. Due to Devon's low population density, private vehicle use will continue, especially for journeys within rural areas and between rural areas and towns. For these, electric vehicles will reduce energy demand as they are over four times more efficient than a petrol or diesel car.2 However, it is important that petrol and diesel vehicles are not just swapped for electric vehicles without considering alternatives because electric vehicles still place demands on natural resources (such as cobalt in battery production), contribute to micro plastics (e.g. from tyre dust) and miss the opportunity to make us more active.3 These measures are discussed in detail in the Transport section of this Plan.

8.2.2 Transition to Renewables

In 2018, 32% of Devon's electricity was provided from renewable sources within the County. This is equal to just 7% of the total energy we used in Devon⁴ The CCC recommend this rises to 80% by 2030 and 100% by 2050. Under the government's Energy Security Strategy, published in 2022, 95% of UK electricity will come from 'low-carbon sources' by 2030. This includes plans to increase wind, hydrogen and solar energy production⁵

The Climate Change Committee's Further Ambition Scenario for 2050⁶ principally advocates the electrification of our energy needs for low-level heat and transport. This includes removing existing petrol and diesel cars and vans from the roads, and using heat pumps for heating buildings (instead of natural gas or oil). Hydrogen is expected to heat some homes and contribute to powering heavy goods vehicles, off-road and agricultural machinery and some industrial processes. It will be important to focus innovation on the production of so-called 'green hydrogen', produced by

a process called electrolysis powered by renewable electricity, rather than 'blue hydrogen' which involves reacting natural gas with steam and subsequently relies on carbon capture and storage technology to make it low carbon.

This transition to electrification is estimated to grow Devon's electricity consumption by around 2.5 times 2018 levels. If Devon were to generate all this demand within its boundary then approximately eight times⁷ more renewable electricity generating capacity would need to be installed on buildings and through field-scale projects if this demand were to be met from solar photovoltaics (PV) and onshore wind.

In reality this increased need for new electricity capacity will be met in part through nationally significant infrastructure, such as offshore wind farms. Upscaling innovative technologies, such as wave and tidal power, could help in the future and we should be ambitious for their deployment, but they are not developed enough to help address climate change in the short and medium term. Devon is a maritime county and shipyards at Appledore and Plymouth offer marine engineering capabilities and skills that are readily transferable into offshore wind and marine-energy technologies.8 Floating Offshore Wind in the Celtic Sea has the potential to create 3,000 jobs and £682m in supply chain opportunities for Wales and the South West of England by 2030, but this will only be fully realised if local companies are involved at the early stages of project development. The Devon Climate Emergency partners can raise awareness of supply opportunities amongst local businesses, facilitate the provision of onshore infrastructure (such as enhanced port facilities, cable landings and electricity distribution equipment)

and by continuing and extending regional partnerships innovating in this sector to ensure the South West has a strong voice in key decisions with national policy makers.9

In the case of buildings, the use of heat pumps will not be appropriate for all building types and they operate best in buildings with high levels of energy efficiency and air tightness. Some buildings, such as heritage homes, will be difficult to upgrade. Low carbon alternatives to heat pumps are available; biomass boilers using wood chips or wood pellets as fuel can be suitable for buildings not connected to the natural gas network, and a hybrid heating system could be suitable for buildings on the natural gas network.10 Hybrid heating systems use a combination of a heat pump with a gas boiler. In this setup the heat pump provides the bulk of the base load while the gas boiler tops-up the heat requirement. There is a further opportunity for the gas to be derived from the anaerobic digestion (AD) of agricultural wastes and injected straight into the gas network known as biogas. AD needs to be pursued carefully to ensure a strong focus on environmental benefits. The cultivation of maize, a popular energy crop, can displace food production, contribute to soil erosion, cause localised flooding issues and can require heavy doses of agro-chemicals when best practice is not followed. 11 The priority must be to use local agricultural and food wastes that are unfit for human or animal consumption and do not require long distance haulage.

Beyond 2030 the UK Government indicates that hydrogen delivered through the existing natural gas network could become an alternative for buildings currently heated by natural gas from the grid.

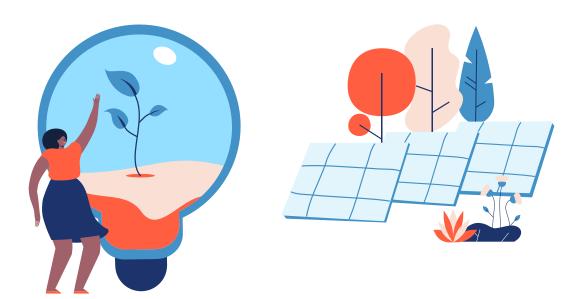
Further testing during the 2020s will establish the costs, benefits, safety, feasibility, air quality impacts and consumer experience of using hydrogen for heating.¹²

District heating (systems that distribute hot water, heated by centralised power plants, in a network of highly-insulated pipes to a collection of buildings) supplied by renewable energy will also be a helpful tool for achieving net-zero. These must be considered for large-scale new developments, designed from the outset, or retrofitted in areas of high heat density, such as industrial estates or urban centres.

8.2.3 Increase Flexibility and Electricity Storage

Some renewable energy technologies depend on weather and the seasons – most notably solar PV and wind turbines. Solar PV generates electricity during daylight hours and provides greater amounts of energy in the middle of the day and summer. Wind turbines generate electricity whenever the wind is blowing and generally more in autumn and winter. These periods of generation do not necessarily match times of higher demand for electricity, creating new challenges for distribution system operators¹³

Making best use of renewable resources requires (a) matching the natural variability of renewable energy output with demand by creating smarter and more flexible generation and consumption, combined with (b) the ability to store more energy. The first solution is to offer new generators flexible connections that require generators to reduce their output at certain times of day when demand might be low or when other generators are already providing sufficient supply. A further solution is the roll out of smart meters that communicate real-time consumption to households and allow the introduction of flexible, real-time tariffs that (a) encourage changes in behaviour to use less energy, (b) improve efficiency and (c) use electricity when energy supply is higher and demand is lower.



Storage solutions store energy when supply exceeds demand so that we can use it when we need it. Such storage solutions include (a) use of batteries connected to the electricity grid (which include 'vehicle to grid' whereby electric vehicles can be used to supply electricity back into the grid during times of high demand) and (b) the conversion of electrical energy into hydrogen.

Deploying flexibility services and storage technologies will reduce the amount of new renewable energy capacity required. This will make best use of the resource, reduce investment costs and avoid the need for fossil-fuel powered peaking plants to generate power when demand outstrips

8.2.4 Develop Carbon Capture and Storage

The Committee on Climate Change believes that using carbon capture and storage (CCS) technology will be necessary for the UK to reach net-zero carbon. CCS technology captures carbon dioxide from the burning of fossil fuels before it enters the atmosphere. It is compressed into a liquid for transportation and then stored in depleted oil and natural gas fields or suitable, deep geology. Large manufacturing and construction industries will need to switch their processes to low-carbon energy sources or make use of CCS technology wherever possible, although these industries only account for less than 1% of the County's emissions. The Energy from Waste facilities in Devon (which emit 2% of Devon's emissions) will also need to make use of CCS to decarbonise the electricity and heat they currently provide.

CCS can also be used to remove carbon dioxide from the atmosphere by capturing the carbon dioxide emitted from using biomass (e.g. maize or willow) for energy. By doing so, between 70% and 100% (dependent on the type of feedstock) of the carbon dioxide that was absorbed from the atmosphere when the biofuel was growing is permanently captured to achieve net negative emissions. This 'bioenergy with CCS' is one of the pillars of the National Farmers' Union's net-zero goal for 2040¹⁵ for agriculture. This approach can be used to offset emissions from other economic sectors that will find it very challenging to decarbonise, too.

8.3 GREENHOUSE GAS OUTCOMES

Figure 8.1 shows Devon's GHG emissions arising from fossil fuels used by buildings, manufacturing and construction, transport and electricity consumption in the context of Devon's total GHG emissions. The Figure also shows the projected reduction trajectory for these to 2050 as a result of the delivery of the CCC's Further Ambition Scenario aided by the actions in this Plan. Emissions from these sectors in 2019 were 5.2Mt CO₂e. Through the activities in this Plan, by 2050, the emissions from energy are expected to fall to 0.6Mt CO₂e. These will become net-zero through activities that remove CO₂ from the atmosphere. The emissions from the energy used for agriculture, forestry and fishing are reported in the Food, Land and Sea section of this Plan to align with how the CCC report emissions data.

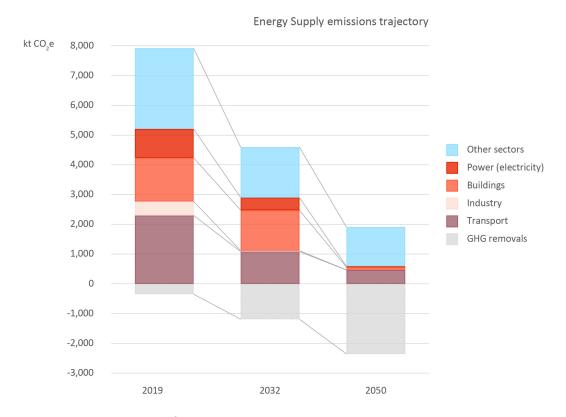


Figure 8.1 - Trajectory for Devon's production emissions, highlighting those from the Power, Buildings, Industry (manufacturing and construction) and Transport sectors. GHG removals refers to approaches that remove carbon dioxide from the atmosphere.

8.4 OTHER OPPORTUNITIES AND BENEFITS

- Profits from renewable energy schemes owned by Devon Climate Emergency partners and communities can be invested in other local carbon reducing activities e.g. domestic retrofit, electric vehicle charging points, habitat management for carbon sinks or tackling fuel poverty and supporting vibrant communities.
- Cohesive communities owning key infrastructure will become more self-sufficient with greater resilience.
- Innovation opportunities to make a more prosperous economy are available from offshore technologies (such as floating offshore wind) green hydrogen infrastructure and carbon capture and storage.
- The transition away from fossil fuels will support up to 192,000 jobs across Devon, Cornwall, Dorset and Somerset and provides an opportunity for skills development.16
- The increased use of smart energy systems could lead to lower bills for consumers who shift their consumption to cheaper times of day.
- The retention of spending on energy within Devon will avoid up to £3.4 billion each year leaving the local economy. 16
- Reduced air pollution, levels of fuel poverty and greater use of active travel will bring public health benefits.³

8.5 DEVON'S GOALS TO MEET NET-ZERO



8.5.1 Goal EA - A Shared Ambition For a Net-Zero-Carbon Energy System Is Agreed

The Joint LEP Energy Strategy¹⁶ prepared by the three Local Enterprise Partnerships (LEP) covering Cornwall, Devon, Somerset and Dorset sets a target for the percentage of the areas' electricity consumption sourced from renewable technologies to rise to 80% by 2030 (in 2018 it was 32%) but acknowledges that social and political support provides localised challenges to deploying projects to meet this target.

Estimates of renewable energy generation potential in Devon suggest that the County has suitable land available (away from sensitive and protected areas) to meet its requirements and export to other areas. Becoming a green energy powerhouse and an exporter of clean energy is an aspiration for Devon and Somerset set by the Heart of the South West LEP in its Blueprint for Clean Growth.

Currently, onshore wind farms and large-scale solar farms are the most affordable way to meet future demand for electricity. Onshore wind farms are the most efficient onshore renewable energy technology (due to their relatively small land footprint and their average generating hours). 89% of the Devon Climate Assembly members were supportive of more renewable energy generation in Devon, including onshore wind.

As shown in Section 8.2, the route to achieve a net-zero-carbon energy system is complex. The potential pathways need to be explored and tested with stakeholders and communities to identify the most appropriate and cost-effective preferred pathway and sequenced plan of proposed actions to achieve Devon's net-zero goal.

Making It Happen

A Devon Energy Plan is needed to model Devon's future energy system. This will guide and deploy low-carbon energy generation to transition 100% of energy needs away from fossil fuels, accounting for the energy efficiency and technological changes described in the other sections of this Carbon Plan (particularly Built Environment and Transport). It will signal to businesses and financial markets that Devon is ready to facilitate investment and will empower organisations, communities and individuals to be part of the transformation. It will show how Devon can contribute to implementing the Joint LEP Energy Strategy.

The preparation of the Energy Plan will involve a county-wide review of the potential renewable energy resource available for a variety of renewable electricity and heat technologies at different scales, including onshore wind. It will consider how the technologies might develop over the period to 2050. This resource potential would then be compared with the future energy consumption and demand requirements of Devon taking account of: population growth and the likely success of nationally significant energy projects, energy efficiency upgrades, electric-vehicle charging requirements, flexibility markets, storage technologies, longer-term green hydrogen opportunities, the opportunity for district heating to provide combined heat and

to new development, and relevant government incentives. The Energy Plan will need to be developed in partnership with the network operators.

The Actions

- **El.** Develop an Energy Plan for Devon to deploy renewable energy generation to meet future energy needs. This must:
 - **E1.1.** Update assessments of the accessible renewable energy resources available in Devon.
 - **E1.2.** Identify opportunities for renewable energy and storage deployment on land owned or managed by Devon Climate Emergency partners.
 - **E1.3.** Identify locations for renewable energy and energy storage informed by the emerging Land Use Framework and environmental and social sensitivities.
 - **E1.4.** Explore opportunities to create economic benefit from offshore technologies along Devon's two coastlines.
 - **E1.5.** Consider the role of nationally significant energy infrastructure (including that developed outside Devon), flexibility markets, and storage technologies, and how these could change the total energy required to be generated in Devon.
 - **E1.6.** Consider the potential role and feasibility of a green-hydrogen industrial cluster.
 - **E1.7.** Appraise the potential for low carbon heat networks in new development to make best use of existing heat producers e.g. the Energy from Waste facility in Exeter, and as a retrofit opportunity in off-gas areas.
- **E2.** Look to allocate locations for renewable and low-carbon energy initiatives in Local Plans and Neighbourhood Plans, ensuring community involvement.

8.5.2 Goal EB - Communities are Driving the Energy Transition

The Devon Climate Assembly emphasised the need for community benefit from energy projects. The vision and determination of trail-blazing communities has led to there being more community energy organisations in Devon than any other county in the UK.²⁰ Offers of start-up funding and skills support since 2011 from Devon Climate Emergency partners has played its part, too. These organisations are generating enough electricity to power over 1,100 homes, have invested more than £14m and created 33 full time jobs.²¹

They own and operate various sizes of installation, from building to field scale, and have ambitions to expand. Some are also involved in offering local energy advice services. Community-owned electricity generation helps communities actively participate in the drive to net-zero, share in the benefits and guide how profits are reinvested. In turn, community ownership can drive support for local projects and the scale of change needed to achieve net-zero.

Individuals, organisations and businesses can help with the transition by using less energy and improving the efficiency of buildings (to reduce the amount of new renewable energy generation required), moving from fossil fuels towards lower carbon heating and installing renewable electricity generation. They can also stimulate demand for new renewable energy projects by investing in community energy projects and switching to green electricity and gas tariffs.

Making It Happen

Communities must be closely involved in the development of the Devon Energy Plan and community ownership opportunities should be prioritised in its delivery.

The National Planning Policy Framework only allows wind development: (i) in areas identified as suitable within a Local or Neighbourhood Plan; and (ii) if, following consultation, local impacts have been fully addressed and the proposals have community backing. This has made it challenging to build new wind turbines – even those that would be community owned. Previous experience in Devon has shown that the planning system enables vocal minority opposition to dictate decisions, despite evidence of wider public support, which cannot continue in a climate emergency where urgent action is required. 87% of the Devon Climate Assembly supported Devon working with government to amend national planning legislation to remove the requirement for complete community support for development planning applications for onshore wind turbines, particularly where these projects are community led.

In the meantime, communities must continue to be supported with offers of training and resources to develop more locally-owned energy schemes, and the local planning system should be encouraging. Devon Climate Emergency partners and other large energy users can support the viability of community-owned energy schemes by offering favourable land and rooftop leases to community energy organisations and by committing to purchase community-generated electricity and heat. The Devon Energy Collective, an umbrella company operated by the town-based community energy organisations, has been established to facilitate this.

For people looking to switch to a renewable energy tariff, it can be difficult to understand which tariffs are having most effect at creating demand for more renewable energy and so advice on selecting a tariff is required.

The Actions

E3. Provide support for communities wishing to develop their own energy infrastructure.

E4. Local Plan updates will look to include policies that give positive weight to renewable and low-carbon energy initiatives which have clear evidence of local community involvement and leadership.

E5. Provide advice on choosing genuine renewable-energy tariffs.

Needing action beyond Devon:

E6. Work with government to enable timely and cost-effective grid upgrades.

Case Study

Yealm Community Energy

Based in South Devon and a member of the Devon Community Energy Network, Yealm Community Energy (YCE) is a not-for-profit social enterprise, run by local people. It is working to offer the opportunity to invest in locally generated, clean electricity, with profits going to a Community Fund. YCE is looking to acquire one and perhaps two solar farms in its locality by securing loans and offering community shares to raise the necessary funds.

Newton Downs is the first community solar farm and it generates enough renewable electricity to power the equivalent of 2,000 homes. The project was developed by Good Energy with the understanding that it would be offered for sale to YCE. YCE is now part-owner with Community Owned Renewable Energy (CORE). With local support YCE hope to own it completely in 2021.



The second solar farm at Creacombe generates enough power for the equivalent of 2,500 homes. The solar farm will be managed to encourage wildlife, with the creation of species-rich wildflower meadows around the panels and associated beehives.

Financial surpluses from the solar farms will be paid annually to the Community Fund to benefit the five local parishes bordering the Yealm and Erme estuaries and is being used to fund local environmental improvements and low carbon energy projects. The value of the community fund may reach £45,000 per year with the overall monetary benefit to the community over the two projects' lifetimes of up to £3 million. In 2020 the Fund provided £10,000 for coronavirus relief.

8.5.3 Goal EC - Constraints on the Electricity Grid are Overcome

The electricity grid was designed for centralised power stations that deliver electricity into the national grid for direct distribution to consumers. Over the past decade, the way the grid is used has started to change reflecting the increased amount of decentralised electricity generation. This has been brought about by hundreds of thousands of renewable energy installations. At present, there can be more renewable electricity being supplied to the grid from solar PV farms in the middle of the day during the summer than there is local demand for the electricity.

The changing use of the network means that parts of the grid often require upgrading when new projects connect. These upgrades add to project costs and can cause queues for new connections. Such costs are shared between Western Power Distribution (the network operator in the South West of England) and the developer of the new energy installation. Upgrades will enable multiple new projects to connect in the same location but the cost burden falls most heavily on the first project. This potentially undermines financial viability, deterring investment.²² Western Power Distribution has an online register for developers to log their interest in working with other developers to share costs but take-up has been mixed because of the challenges in aligning the

Making It Happen

Using the grid smartly and flexibly can alleviate some constraint issues while providing other benefits. Options described in section 8.2.3 include offering new generators flexible connections; encouraging us as energy users to change when we use power; and by incorporating storage technology into the grid. These initiatives are still in their infancy but there are examples of flexibility and storage services already operating in the South West, the expansion of which offers investable business opportunities.

Western Power Distribution is working with the regulator, Ofgem, to examine the regulatory changes needed to allow generators to share the upgrade costs. Regional partners are engaged in conversations with government through the Joint LEP Energy Strategy and the Heart of the South West LEP Blueprint for Clean Growth. Longer-term, the government has expressed its intention to establish a new Future System Operator – a public corporation as an expert, impartial body with an important duty to facilitate net zero whilst also maintaining a resilient, and affordable system.²³

Devon Climate Emergency partners must continue to engage with government on addressing this issue.

The Actions

E7. Test approaches to making the energy system smarter and more flexible.

Needing action beyond Devon:

E8. Work with government to amend national planning legislation to make it more straightforward for onshore wind developments to get planning consent, especially those that are community owned.

8.5.4 Goal ED - Low Carbon Energy Becomes Affordable and is Attractive for Investors

Making It Happen

Renewable Heat

The CCC has highlighted that progress on low-carbon heating has been slow nationally.⁶ Until March 2022, subsidy support for renewable heat was provided by national government under the Renewable Heat Incentive (RHI). By 2019 the RHI had only supported 18% of the new heat capacity it was designed to facilitate by 2020, and the installer network has contracted by 16% since its launch in 2011.²⁴ The Net-Zero Task Force learned from the Thematic Hearing on Energy and Waste that air source heat pumps never attracted sufficient support from the RHI to make them financially competitive against natural gas boilers. This has meant that households contemplating replacing an ageing gas boiler had limited financial incentive to invest in air source heat pumps. In 2022, the RHI was replaced by the Boiler Upgrade Scheme (this offers financial incentives to switch a natural gas or oil boiler to a low-carbon alternative), and a Green Gas Support Scheme (to incentivise the injection of biomethane into the existing gas grid, which will provide a low-carbon heating option for households on the gas grid).

District heating can enable developers of larger housing and commercial sites to meet the energy and carbon requirements of building regulations at a lower cost than installing boilers or heat pumps in individual buildings.²⁵ The investment opportunity for district heating schemes nevertheless needs to be attractive enough to developers to balance against the perceived risks, such as: whether building occupants will accept communal heat; uncertainty over the reliability of heat sources; and the new contracting mechanisms with which the developer may have little experience.²⁶ District heating networks have been deployed in new developments to the east of Exeter at Monkerton and Cranbrook. Other opportunities southwest of Exeter and in the city centre are being explored. Viability issues still need to be overcome for the technology to be used more

Government's Heat Networks Investment Project that has offered support to heat networks since 2018 will be replaced by the Heat Network Transformation Programme from 2022. This will include the opportunity to make use of waste-heat from industrial installations, such as Devon's energy from waste facilities.

The new government schemes to support renewable heat are welcomed but continued dialogue with government will be necessary to feedback local experience of accessing grants to ensure they are appropriate and effective. Ensuring people are aware of the schemes and have the opportunity to apply them to their own buildings will be a critical role for the Devon Climate Emergency partners and community energy organisations.

Smaller-Scale Renewable Electricity

Since the closure of the Feed-in Tariff (FiT) scheme in April 2019, there has been no subsidy for small-scale renewable electricity schemes (under 5 Mega-Watts (MW) in capacity). The Net-Zero Task Force heard from the Thematic Hearing on Energy and Waste that the minimum acceptable rate of return for investors is rarely met either for domestic rooftop solar PV, smaller solar farms, hydro and anaerobic digestion. This has meant that there has been little addition to renewable energy capacity in Devon recently. In fact, the growth rate of renewable energy capacity in the County has been declining since 2015, when the FiT began to be reduced (Figure 8.2).

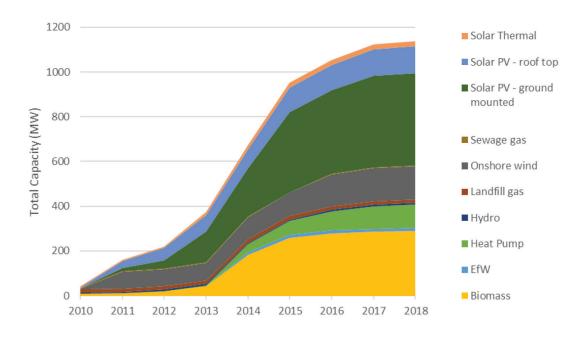


Figure 8.2 - Renewable Energy Capacity in Devon⁴ (EfW = Energy from Waste.)

Large-scale schemes over 5MW in capacity can access an alternative subsidy scheme called Contracts for Difference but the large size of these developments is not always suitable. This is a particular issue within Devon because of its large areas of valued and protected landscapes.

National support mechanisms for renewable electricity projects under 5MW need to be reintroduced to return to the growth rates in renewable energy capacity in Devon seen before the demise of the FiT.

The Actions

Needing Action Beyond Devon:

- E9. Work with government to ensure effective incentives are available for the use of renewable heat and waste heat from industrial and commercial facilities, including waste Energy Recovery Facilities.
- **E10.** Work with government to reintroduce support mechanisms for smaller-scale renewable electricity generation.

8.5.5 Goal EE - Carbon Capture and Storage (CCS) is Piloted on Industrial Facilities

The first large-scale CCS plant was opened in 1996 in Norway and there are now 18 facilities in operation globally, but the technology is yet to be proven in the UK.²⁷ National government has committed to deploy CCS in at least two sites by 2030, most likely in coordinated clusters around centres of cement, chemicals, steel and iron manufacturing.²⁸

Making It Happen

Devon does not have clusters of the industry types the government is targeting for the first phases of CCS deployment, so piloting of CCS is unlikely to occur in the County over the next decade. However, longer-term, the Devon Climate Emergency partners should ensure that the government is aware of Devon's ambition to see CCS technology fitted to appropriate installations in the County, such as Energy Recovery Facilities.

The Actions

Needing Action Beyond Devon:

E11. Remain engaged with government funding opportunities to pilot carbon capture and storage technology on industrial facilities in Devon.

8.6 SUMMARY OF THE ACTIONS

Figure 8.3 shows the reference number and text of each of the Energy Supply actions in this Plan. The anticipated start and duration of each action is shown on the right hand side of the diagram.

The actions with their duration highlighted in red in Figure 8.3 have been identified as a priority through two processes. Firstly, the Net Zero Task Force assessed each action's potential to contribute to significant emissions reductions and the likelihood they can be implemented in a timely fashion. Secondly, some actions were highlighted as being important by the respondents to the public consultation.

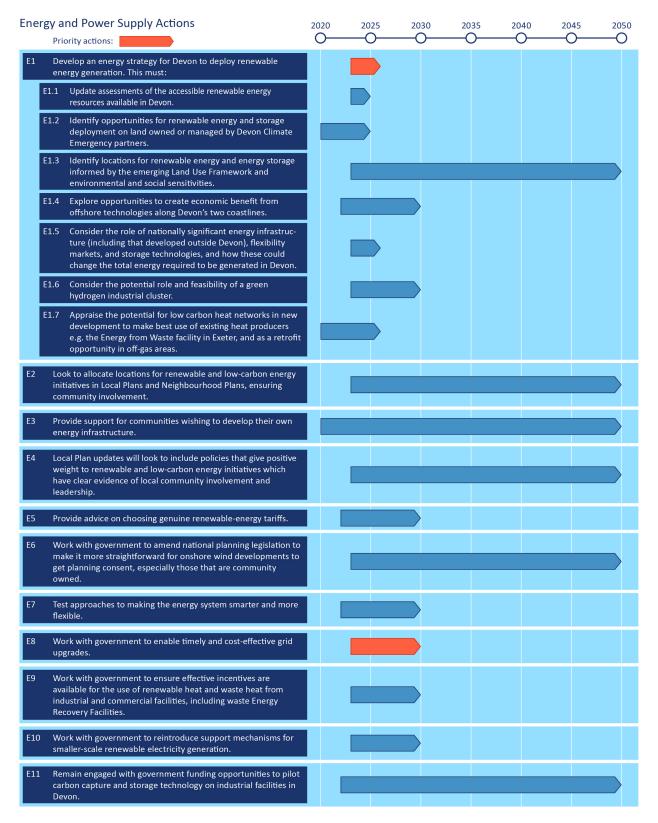


Figure 8.3 - This diagram shows the anticipated start and duration of the Energy Supply actions and the priority actions.

For more detail, including who can help to deliver these actions, see the full action table.

8.7 MILESTONES

Delivering the actions in this section of the Plan will help to achieve the milestones in Figure 8.4 below. These milestones reflect the Climate Change Committee's Further Ambition Scenario.

2045 2040 2035 2030 2020 At least one industrial facility using carbon capture and storage 30% of energy generated from renewable sources 30% of energy generated from renewable sources **Energy and Power Supply Milestones** All electricity consumers offered smart meter

Figure 8.4 - This diagram shows the milestones which the actions in this section of the plan will help achieve.

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SECTION 9.

BUILT ENVIRONMENT

- Retrofitting existing houses
- Retrofitting existing commercial and industrial premises
- Making new buildings net-zero
- Minimising energy use by amenity lighting

9.1 INTRODUCTION

Buildings and lighting outdoor spaces produced 38% of Devon's greenhouse gas (GHG) emissions in 2019, shared equally between residential and commercial/industrial buildings. Burning fossil fuels for heating and manufacturing processes are responsible for 19% and 6% respectively. The remaining 13% is from the consumption of grid-supplied electricity.¹

This section focusses on how we can achieve net-zero buildings based on the Climate Change Committee's (CCC) Further Ambition Scenario.² It then introduces goals for overcoming issues identified during the Thematic Hearings and the public Call for Evidence as barriers to achieving net-zero in Devon. Actions are then proposed to achieve the goals.

The Energy Supply section of the Plan explores decarbonising the electricity supply, including support for building-scale renewable electricity and energy storage. The Economy and Resources section of the Plan discusses how we can ensure we have the necessary skills in Devon to achieve net-zero, including the skills needed to upgrade buildings.

9.2 THE CHANGE NEEDED

Four main changes are needed to achieve net-zero in our built environment:

- 1. **Retrofit existing houses**, We need a high take-up of energy-efficiency measures, renewable energy, and low-carbon heating technologies in every one of our 581,000 homes.
- Retrofit existing commercial and industrial premises. Just like our homes, the 53,000 non-domestic buildings in Devon need upgrading too.
- 3. **New buildings need to be net-zero as soon as possible.** We need to be constructing new buildings using low-carbon materials and ensuring they won't need retrofitting in the future.
- 4. **Minimise energy use by amenity lighting.** Lighting in public areas needs to be efficient and used only when required.

These are described in more detail below.

9.2.1 Retrofit Existing Houses

Figure 9.1 shows the Energy Performance Certificate (EPC) rating of Devon's homes. Government's target is for as many houses as possible to be band C by 2035³ In Devon this means upgrading two thirds of our homes (383,000) over the next 15 years, which is 25,500 homes per year – five times faster than Devon is currently installing cavity wall insulation.⁴

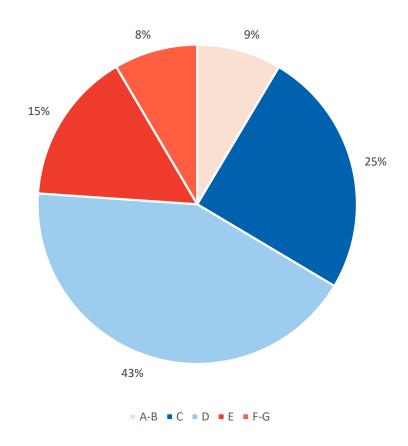


Figure 9.1 - Energy Performance Certificate Rating of Devon's Residential Buildings⁵

We need to go beyond the Government's target and aim to retrofit every home to as close to Band A as possible by 2050. To achieve whole-house retrofit cost-effectively will require new approaches.⁶

The Committee on Climate Change (CCC) Further Ambition scenario for net-zero in 2050 requires a 25% reduction in energy demand in homes from insulation measures. Taking this fabric-first approach will facilitate the installation of heat pumps which, to be affordable to operate, need the

- All practicable lofts by 2022.
- All cavity walls, where appropriate, by 2030.
- 36,000 solid walls by 2030 and 109,000 by 2050.

Once homes have been made more efficient, we need to eliminate GHG emissions from their heating systems. Applying the CCC Further Ambition scenario to Devon will require:⁴

- 18,100 heat pumps in existing homes by 2030 and 344,000 by 2050.
- 91,000 homes connected to retrofitted district heating. This distributes hot water, heated by centralised power plants, in a network of highly-insulated pipes to a collection of buildings. The heat source will be either large heat pumps or green hydrogen. This will be challenging due to the trenching required for the pipes and the high proportion of households needing to connect to the system to make schemes financially viable.
- The remaining houses (146,000) to be switched to either:
 - Green hydrogen (requiring the installation of hydrogen-ready boilers and national distribution infrastructure);
 - hybrid heat pumps (these could be appropriate for buildings on the gas network⁷
 Hybrid heating systems use a combination of a heat pump with a gas boiler. In this
 setup the heat pump provides the bulk of the base load while the gas boiler tops-up
 the heat requirement when demand is high);
 - · or biomass boilers.
- A small number of homes using direct electric heating (just 1,000 nationally, such as heritage homes unable to use heat pumps or hydrogen).
- All cooker replacements to be electric from 2030.

Nineteen percent of Devon's homes are off-gas, compared to 16% nationally.⁴ Off-gas buildings with oil or liquified petroleum gas central heating can have a heat pump installed if the building has been made more efficient to heat. If this is not possible, a biomass boiler may be appropriate if there is space. Off-gas buildings without pre-existing central heating will either need to install radiators or warm air distribution systems to make use of a biomass boiler or a heat pump. Alternatively they could use direct electric heaters, but these are expensive to run as they have just 1/3 the efficiency of a heat pump.

Heritage buildings present a particular challenge due to the need for continuous ventilation to reduce moisture build-up inside and to be sympathetic to any listed status or conservation area. Eliminating GHG emissions from these properties is possible but more costly. Given these challenges, the CCC's Further Ambition scenario acknowledges that these buildings may not reach zero emissions until 2060. Whilst these buildings will be challenging to retrofit, when emissions are considered across the life of the building, retrofitting a heritage building will emit fewer GHGs than demolishing it and building a new one.⁸ But greater support for retrofit of heritage buildings is needed.

The materials and technologies required for retrofit produce GHGs in their manufacture and transportation but the resulting energy and GHG savings over the lifetime of the products results in an overall reduction⁹

9.2.2 Retrofitting Existing Commercial and Industrial Premises

The CCC Further Ambition scenario for net-zero in 2050 requires energy efficiency upgrades to achieve a 20% reduction in energy demand by 2030 and a 25% reduction by 2050. The technologies are not specified but Government is introducing a minimum efficiency standard of EPC band B by 2030 for privately-rented commercial buildings.¹⁸

It is assumed there will be 11,200 heat pumps in Devon's non-residential buildings by 2030 and that heat pumps will meet 45% of heat demand by 2050. The rest will be met by low carbon district heating (particularly well suited to industrial estates where heat demand may be high), hydrogen and biomass. Roofs can also be used for solar photovoltaic panels.

9.2.3 New Buildings

Making best use of existing buildings and remodelling them where they are not suitable for modern needs must be favoured over demolition and new construction. Where they are necessary, the construction and operation of new buildings need to be net-zero as soon as possible. They need to be highly energy-efficient and use low-carbon heat sources from the outset to avoid a costly retrofit later - making a new home zero-carbon is around five times cheaper than retrofitting it later. We must consider district heating for new developments where the distribution pipes and energy centre can be designed in from the outset, particularly in locations where waste heat is available from industrial processes.

But, just because the buildings are energy efficient does not mean that they will be used in an energy efficient manner. Building occupants must be supported to use new buildings and technologies properly.

About 10% of the UK's GHG emissions are from the material extraction, manufacturing, transportation and end-of-life decommissioning of products required for new construction (referred to as embodied carbon)¹¹ and these make up 35–51% of a building's total emissions over its lifetime.¹² New buildings need to be net-zero not only in operation, but also in construction.

9.2.3 Amenity Lighting

We can make energy savings in public and shared spaces through rationalising existing lighting and converting to LED technology. Progress has been made, but more can be done and faster.

9.3 GREENHOUSE GAS OUTCOMES

Figure 9.2 shows Devon's GHG emissions arising from fossil fuels used by buildings in the context of Devon's total GHG emissions. Emissions from this sector in 2019 were 2.9Mt CO₂e. The Figure also shows the projected reduction trajectory to 2050 as a result of the delivery of the CCC's Further Ambition Scenario aided by the actions in this Plan. **Through the activities identified in this Plan**, **by 2050**, the emissions are expected to fall to 0.1Mt CO₂e. These will become net-zero through activities that remove CO₂ from the atmosphere.

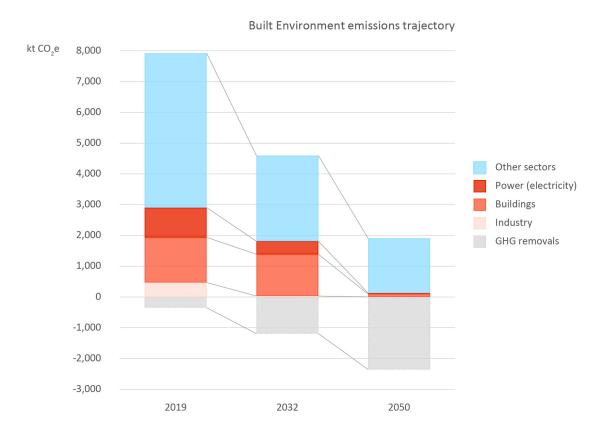
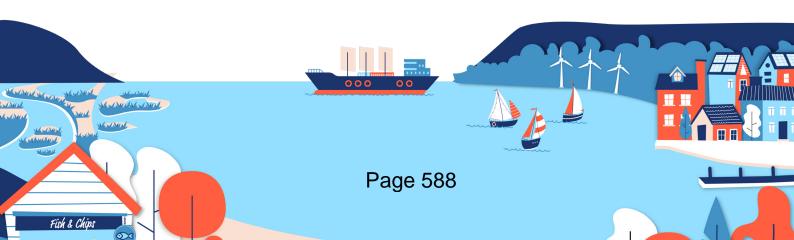


Figure 9.2 - Trajectory for Devon's production emissions, highlighting Power, Buildings and Industry (manufacturing and construction). GHG removals refers to approaches that remove carbon dioxide from the atmosphere.



9.4 OTHER OPPORTUNITIES AND BENEFITS

- Devon and the Greater South West develops its reputation as a centre of excellence in low carbon buildings.
- Retrofitting buildings generates 108,000 new, skilled jobs per year across the UK between 2020 and 2030 - such as energy assessors, heating engineers and electricians, and in manufacturing and distribution.13
- Business models and supply chains have developed to deliver the upgrades.
- Reduced amenity lighting provides a greater opportunity to see the stars, causes less disturbance for wildlife, reconnects people with nature and improve people's sleep.14
- Between December 2017 and March 2018 there were 914 excess winter deaths in Devon.¹⁵ Excess winter deaths are three times higher in the coldest quarter of homes compared to the warmest quarter, and children living in inadequately heated homes were found to be more than twice as likely to suffer from conditions like asthma and bronchitis than those living in warm homes. There is also evidence that cold homes contribute to poorer mental health. Nationally, the cost of cold homes to the NHS is estimated to be up to £2.5bn/year, which implies that improving the thermal comfort of Devon's homes could deliver year on year savings for the NHS and improve health.¹³
- 12.3% of Devon's population are in fuel poverty.16 Improving the energy efficiency of Devon's homes can reduce inequality, improve the productivity of the workforce and improve children's educational attainment.13
- Twenty percent of low-income households regularly go without food to ensure that their children have enough to eat. Minimising expenditure on energy can therefore improve nutrition and household relationships.13

9.5 DEVON'S GOALS TO MEET NET-ZERO

9.5.1 Goal BA - Self-Financing Retrofit Has Been Delivered at Scale

Retrofitting a building with all the energy efficiency and low-carbon technology to achieve net-zero has high upfront costs (between £32k and £60k for a house depending upon house type) 17 and can be disruptive, making it unattractive despite evidence that a home with an EPC band C is worth 5% more than a D-rated property.18 Retrofitting property needs to appeal to people so that social norms are changed and living and working in net-zero buildings becomes desirable. Tenants can be reluctant to carry out building improvements as they will not benefit from increases in value to the property, whilst landlords can be reluctant to act as they will not benefit from energy cost savings.

Making It Happen

An industry capable of delivering self-financing retrofit needs to be developed - whereby the costs are affordable and balanced by the benefits to the building occupants and/or owners – at scale to achieve the installation rate required.

Innovation

New models and technologies need to be nurtured. The Government is investing in heat pump innovation to make them smaller and easier to install so that by 2030 they will cost the same as a gas boiler. There will also be national trials of hydrogen heating ahead of Government decisions on its future role in net-zero in 2026. Government will be undertaking further testing during the 2020s to establish the costs, benefits, safety, feasibility, air quality impacts and consumer experience of using hydrogen for heating. 19

By using off-site manufacturing technology to produce a bespoke air-tight and insulated shell and energy upgrades for a specific building, the Energiesprong model minimises disruption and costs. This Dutch approach is being trialled in Devon by the Zero Energy Buildings Catalyst focussing on social housing where the volume of houses under the same ownership provides economies of scale to kick-start skills and the supply chain to drive down costs in future years. Energiepsrong uses the long-term energy and maintenance cost savings to repay the initial costs of the retrofit. 20

Finance

Greater financial incentives for retrofit are needed to encourage uptake.

In 2020, the government funded research in East Devon, in partnership with the District Council, into how effective rebates on council tax and business rates would be on incentivising energy efficiency.²¹ A 50% subsidy towards energy efficiency installation, refunded over three years via tax rebates, was attractive to East Devon home owners and businesses and was supported by 71% of the Devon Climate Assembly (so long as there would be a

simple and consistent way for the effect of energy efficiency improvements to be verified).²² The scheme delivery in East Devon alone would cost the UK tax payer £11.5m and would deliver £23m of installed measures. Piloting this approach needs further collaboration with government and the promotion of such a scheme could be implemented by the Devon Energy Efficiency Advice Service if it were deemed appropriate.

Green mortgages offer favourable interest rates for people who choose to purchase an energy efficient home or commit to upgrading its energy performance. These are new products, which 72% of the Devon Climate Assembly thought should be developed further.²²

These are the subject of the government's Green Home-Finance Accelerator, launching in Autumn 2022, that is designed to overcome the high initial-development costs for lenders to make more products available²³

Collective purchasing can also bring down costs – in 2021, Devon Solar Together bulk-ordered solar photovoltaic panels for domestic properties and achieved a cost-reduction of about 30%.

The net-zero commitments of organisations, which will require carbon offset credits to achieve, could be used to fund retrofit activity. For example, a payment for carbon offsetting could fund the installation of insulation or a heat pump into a building, with the resulting carbon savings being owned by the organisation that funded the measure. The energy savings would benefit the bill payer. There are companies in Devon looking to setup this model.

Sell the Benefits

We don't always expect an investment to pay for itself purely financially. For example, installing double glazing doesn't pay back its purchase price in energy cost savings alone but is purchased at great expense to achieve the benefits of thermal comfort, reduced maintenance, security and noise insulation. The health and wellbeing benefits of living in a warm and net-zero carbon home need to be better communicated so that it becomes a social norm. Opening up the homes of those who have already installed new measures to show the benefits to others in a credible way can be a role for community organisations to help raise awareness locally.

The Actions

- B1. Expand whole-house retrofit by working with social landlords to aggregate their housing stock and collectively procure retrofit.
- B2. Take opportunities to enhance and raise awareness about financial support available for people and organisations to retrofit their properties.
- B3. Raise awareness of the co-benefits of living in net-zero homes.

Needing action beyond Devon

- B4. Work with Government to encourage VAT breaks on retrofit activity and products.
- B5. Work with government to continue exploring the use of Council Tax and Business Rates to encourage energy efficiency upgrades of buildings.

9.5.2 Goal BB - Independent and Trusted Advice and Support on **Retrofit is Available**

Cosy Devon, the County's home energy-efficiency partnership, has previously offered insulation for free, but found this did not increase take-up; non-financial support is also necessary. For example, the hassle of clearing out the loft deterred some from installing insulation, and households sometimes didn't trust available support mechanisms. This issue becomes even more significant when it is applied to a whole-house retrofit that needs to involve designers and different trades people installing more invasive measures to a building. Commercial buildings are particularly problematic because there are many different types of construction and therefore require a tailored approach.

Making It Happen

There is no central provision of advice and support in Devon to those that want to make building improvements to either homes or business premises. Government's 'Boosting Access for Small and Medium-sized Enterprises (SMEs) to Energy Efficiency Competition' is finding innovative solutions to increase retrofit activity in business premises, which may develop approaches suitable for Devon.

A county-wide energy advice

Devon needs an energy advice service to increase confidence in building retrofit and make it easier. The service would:

- Build on the services provided by community energy companies 1.
- 2. Provide people with an independent, whole-building energy assessment to make bespoke recommendations
- 3. Encourage building improvements at trigger points e.g. kitchen, bathroom or workspace remodelling
- 4. Offer do-it-yourself guidance
- 5. Signpost to market offers of finance
- 6. Provide training to installers
- 7. Recommend trusted retrofit installers
- 8. Coordinate the works
- 9. Undertake quality inspections of work completed
- 10. Keep abreast of innovative solutions emerging for SMEs

Sharing best practice for organisations

Devon Climate Emergency partners are reducing their emissions which includes retrofitting their buildings. The partnership should ensure experience is being shared with other large energy consumers in the County.

The Actions

B6. Establish a Devon-wide energy advice service.

B7. Keep abreast of innovative retrofit solutions emerging for businesses, pilot promising approaches and share experience with others.

Case Study

RetrofitWorks

RetrofitWorks offers a 'one-stop-shop' retrofit design and installation service. It is a cooperative which matches homeowners who want to retrofit their homes with local, qualityassured energy assessors and installers. It brings together three groups of stakeholders:

- 1. RetrofitWorks Advocates organisations that represent a constituency of potential customers, acting as trusted advisers on their behalf, such as community groups and local authorities.
- 2. RetrofitWorks Practioners accredited small and medium-sized enterprises (SME) wishing to carry out retrofit advice, assessment, design, coordination, and installation.
- 3. RetrofitWorks Associates open to any organisation that wishes to formally support the co-operative.

The RetrofitWorks' approach ensures value for money for the property owner by creating competition amongst its practitioner members, and through economies of scale. Profits are returned to the cooperative membership, for example by providing discounted training programmes or funding for fuel poor households.24

9.5.3 Goal BC - Effective Regulations Require Energy Efficiency Improvements to Homes

The Devon Climate Assembly considered ways of encouraging or requiring people to retrofit their homes, properties or business premises to reduce carbon emissions. Sixty-two percent of the Assembly were in favour of using regulation to require the upgrading of homes so long as: 1) There is recognition that buildings are not all the same; 2) the requirements target the poorest rated buildings first; and 3) their implementation does not increase inequality.²²

Making It Happen

The Minimum Energy Efficiency Standard

Energy-inefficient housing puts residents at risk of fuel poverty due to the increased costs of staying warm. The Government brought in the Domestic Minimum Energy Efficiency Standard (MEES) Regulations to prohibit landlords from leasing property with an EPC below an E. Enforcement is the responsibility of local authorities' Trading Standards services but no additional funding has been provided to do so. Furthermore, the cap on the financial contribution expected from landlords to improve the property is set too low to deliver meaningful energy efficiency measures.²⁵ These issues mean the MEES Regulations are not working effectively.²⁶

The majority of the Devon Climate Assembly (85%)22 were in favour of government making changes to the MEES Regulations to improve their effectiveness and making resources available to local authorities to enforce them. However, this needs care because a poorly designed scheme could increase rent payments and contribute to increasing existing inequalities. In 2021, government ran the Private Rented Sector MEES Compliance and Enforcement Funding Competition, which provided assistance to local authorities to build compliance and enforcement capacity and capability.²⁷ Exeter City Council and Teignbridge District Council were among the local authorities to win funding.

Similar effectiveness and enforcement issues may apply to Government's plans for privatelyrented commercial premises to achieve EPC band B from 2030¹⁸

Planning Permission

The Devon Climate Assembly (71%) supported using the development control system to require energy efficiency upgrades to the whole house at the time of adding an extension (including conservatories where these are not classed as permitted development). The Assembly stressed that the extent of the retrofitting should be proportionate to the size of the house and the extension.22

Such measures have been used before elsewhere, most notably by Uttlesford District Council in

Essex, in the mid-2000s but are no longer.28 Introducing such a system in Devon may require national changes to legislation, which has evolved since Uttlesford's pioneering example.

The Actions

B8. Evaluate the use of planning conditions to require energy-efficiency upgrades at the time of extending a home, and any other local regulatory opportunities that arise.

Needing action beyond Devon:

B9. Work with Government to ensure effective minimum energy efficiency standards and that resources are available to enforce non-compliance.

B10. Work with government to explore additional mechanisms to require energy-efficiency upgrades.

9.5.4 Goal BD - New Buildings are High Quality and Net-Zero

Minimum standards for new buildings

The national Future Homes Standard will be introduced in 2025. This will ensure new homes produce 75-80% lower CO₂ emissions from their operational phase than required by 2013 Building Regulations. These homes will be "zero carbon ready" with high levels of energy efficiency and low-carbon heating so that as the electricity grid decarbonises they will achieve net-zero emissions. An interim uplift to the Building Regulations in 2021, to be implemented in 2022, will expect a 31% reduction in CO₂ emissions over current standards and will require rooftop solar photovoltaic panels covering 40% of the footprint of the home.²⁹

Government has acknowledged that planning policy and its own communications has caused uncertainty about whether local planning authorities can request that new homes exceed the minimum energy efficiency requirements of the Building Regulations. Helpfully, Government confirmed in 2021 that local planning authorities retain powers to set local energy efficiency standards for new homes.29

In parallel, Government proposes to introduce the Future Buildings Standard from 2025 which will apply to the operation of non-domestic buildings. The specifications of this are still under development but the intention is to deliver highly efficient buildings using low-carbon heat. An interim uplift to standards in 2021 proposes a 27% CO₂ reduction over 2013 Building Regulations to help the industry prepare.30

Often the real-life performance of a building does not meet its expected energy performance, meaning that buildings we believe are efficient, are not. Reasons include inadequate knowledge within design teams, poor installation of materials and inconsistencies within the design standards, themselves,³¹ The Government has said it will reduce the performance gap by improving the accuracy of 'as-built energy calculations' and provide clearer information to building control bodies to encourage the right design choices.29

There are no Government requirements to minimise embodied carbon emissions from new buildings but the CCC has made recommendations. The CCC expects 40% of new homes to be built with a timber frame (up from 30% in 2018) by 2050², which has less embodied carbon than brick and block. Indeed timber frames manufactured from trees sourced from sustainable forests provides an opportunity for storing carbon in buildings that has been removed from the atmosphere while the tree was growing. This would mean the frame of the building becomes carbon negative. The CCC further anticipates buildings to be designed better so that they need fewer materials; more materials to be reused within the construction industry; and increased use of natural and industrial-waste products to replace clinker in cement production.

This increased efficiency of material use means that significant reductions in embodied carbon can be achieved at no net additional cost and future targets for 2030 advocated by the Royal Institute of British Architects are achievable with a cost uplift of 7 – 15% depending on building type.32 Longer term, the GHGs associated with manufacturing construction products will reduce through the decarbonisation of the energy sources these industries use and carbon capture and storage equipment fitted to the manufacturing facilities.

Whilst both the Future Homes Standard and Future Buildings Standard will reduce GHG emissions associated with the operation of new buildings, the technical standards are only notional and may be changed, or the timeline may slip.³² Local Plan reviews should implement zero-carbon buildings in operation and set embodied carbon targets as soon as possible where viable.

Making It Happen

Viability of net-zero homes

In the experience of local authorities, large-volume housing developers can argue successfully that the costs associated with building to high energy efficiency standards means that other social and environmental benefits of development, such as the provision of affordable housing for local people, has to be reduced. However, Cornwall Council has shown the additional cost of building a home to net-zero standards in comparison to those to be implemented from 2022 to be no more than 2.2%.33 We must collectively work on demonstrating that it is financially viable to build quality, net-zero carbon homes.

First, by maintaining a county-wide evidence base about the costs of developing net-zero carbon homes to assist each planning authority in evaluating the viability of mandating netzero standards in their area ahead of 2025. Assessments of viability need to be bespoke to each planning authority because these reports have to reflect local issues, such as land prices, housing availability and build costs. Yet there are shared issues between areas and therefore it would be beneficial to produce a shared resource.

Second, Devon Climate Emergency partners with land assets with the potential for housing development should work with developers to move away from traditional construction approaches, which struggle to achieve the high-performance standards required for net-zero³⁴ Instead the viability of delivering net-zero homes using modern construction techniques, such as off-site pre-fabricated timber frames, should be demonstrated. Land owners taking the lead on setting higher standards can help develop the economies of scale required to up-skill the workforce, establish supply chains, lower costs and increase the energy performance of the final build.

Urban Cooling

Vegetation, including trees, green walls and green spaces, should be incorporated into new development to help conserve energy³⁵ by providing shading and cooling of the local area through evapotranspiration.

Setting an example

As anchor institutions the Devon Climate Emergency partners must implement net-zero standards for their new buildings to demonstrate leadership to encourage all organisations in Devon to do the same. There is already precedent for low-carbon public buildings in Devon, such as Loddiswell Primary School, which generates more energy in a year than it consumes, Montgomery Primary School which is Europe's first Passivhaus School,³⁶ and Exeter's Passivhaus leisure centre.³⁷ This will encourage the supply chain to respond to the challenge and establish Devon's as a centre of lowcarbon building expertise.

The Actions

B11. Produce a regularly-updated Devon-wide evidence base on the costs of developing net-zero carbon homes for use in Local Plan viability appraisals.

B12. Local Plan reviews to implement zero-carbon buildings in operation and set embodied carbon targets as soon as possible where viable.

B13. Demonstrate the viability of building net-zero carbon homes using modern construction techniques by reviewing the opportunity for local authorities to use their own land in partnership with a developer.

B14. Planning authorities to ensure vegetation, and the necessary arrangements for maintenance, is included within new development to aid building energy efficiency.

B15. Anchor institutions to deliver net-zero new build to set an example to other regional organisations and establish the South West as a leading region for low-carbon buildings.

Case Study

Plymouth Energy Community Homes: affordable net-zero homes

Plymouth Energy Community (PEC) Homes is building 38 net-zero new build homes in Kings Tamerton, Plymouth, supported by Homes England and in partnership with Plymouth City Council. It is the first development in a pipeline of locally owned net-zero affordable housing in the area. These will offer local people comfortable homes with low bills, due to reduced energy needs and a fair rent.

PEC believe that delivering affordable net-zero homes requires market innovation. Their model offers community shares so that the housing will be cooperatively owned and run, just like their solar installations. PEC Homes intends to demonstrate a model that can be replicated without ongoing Government support.

To do this, PEC Homes are using approaches to delivering net-zero housing developed by the Dutch Government in 2010, known as 'Energiesprong'. A key element of the approach includes performance guarantees for the tenant, such as thermal comfort levels and annual net-zero energy. The long-term reduced energy and maintenance costs enable PEC Homes to finance higher initial investment costs. The approach also uses off-site manufacture of building components to achieve higher quality performance at reduced costs through economies of scale.38

9.5.5 Goal BE - The Use of Energy for Lighting is Minimised in Public **Spaces**

The streetlights in the Devon County Council area are switched off between 00:30 and 05:30 in quieter locations and in areas of high night-time activity, such as town centres, the lights remain lit but are dimmed. The authority is converting all 79,000 streetlights to LEDs by 2023; this will reduce the carbon emissions generated by its street lighting each year by 75%.39 Plymouth City Council is replacing all of its streetlights with LEDs to achieve a 70% carbon saving. 40 as is Torbay Council which has already replaced 70% of its lamps with LED alternatives.⁴¹

Highways England, which manages lighting on the A38 and M5, has plans to switch 70% of its lighting to LEDs by 2027 and all of it by 2030.42

Making It Happen

Given the imperative to reduce energy demand, highways authorities must revisit opportunities to switch off street lighting. It is important that lighting is not rationalised where it would reduce take-up of active travel and must be done in consultation with local councils.

Managers of property that has external lighting should look for opportunities to rationalise lighting provision and convert lamps to LED.

The Actions

B16. All organisations to review external lighting provision and switch to LED technology.

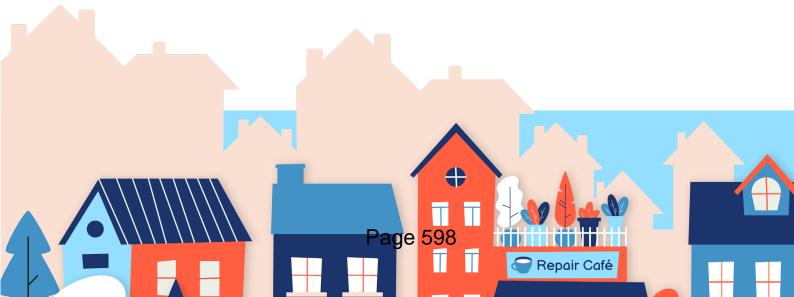
Needing action beyond Devon

B17. Work with Highways England to review opportunities for rationalisation of streetlight provision on its Devon network.

9.6 SUMMARY OF THE ACTIONS

Figure 9.3 shows the reference number and text of each of the Built Environment actions in this Plan. The anticipated start and duration of each action is shown on the right hand side of the diagram.

The actions with their duration highlighted in red in Figure 9.3 have been identified as a priority through two processes. Firstly, the Net Zero Task Force assessed each action's potential to contribute to significant emissions reductions and the likelihood they can be implemented in a timely fashion. Secondly, some actions were highlighted as being important by the respondents to the public consultation.



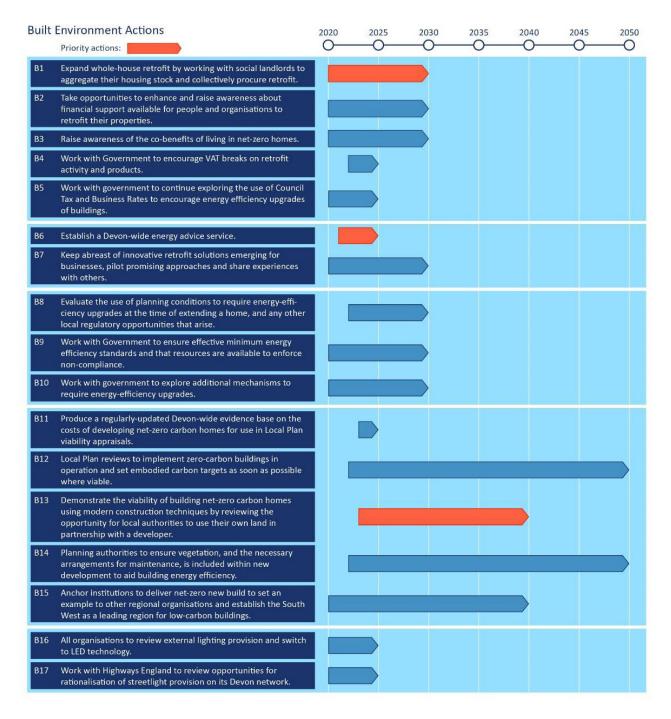


Figure 9.3 This diagram shows the anticipated start and duration of the Built Environment actions and the priority actions.

For more detail, including who can help to deliver these actions, see the full action table.

9.7 MILESTONES

Delivering the actions in this section of the Plan will help to achieve the milestones in Figure 9.4 below. These milestones reflect the Climate Change Committee's Further Ambition Scenario.

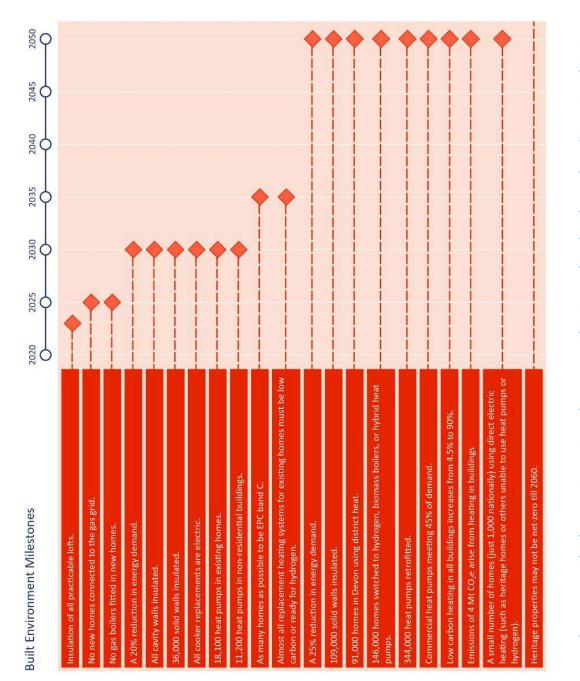


Figure 9.4 - This diagram shows the milestones which the actions in this section of the plan will help achieve.

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SECTION 10.

TRANSPORT

- Reducing the need to travel
- Shifting to sustainable transport options
- Using technology to reduce emissions from vehicles

10.1 INTRODUCTION

Transport accounts for 30% of Devon's greenhouse gas (GHG) emissions. The overwhelming majority of these (98%) is from road transport. The remaining 2% is from rail. The sector is the second-largest emitter of GHG in the County and the UK behind buildings.1

Devon's aviation and shipping emissions are not included in the transport footprint due to the incomplete nature of the emissions data and high levels of uncertainty. Estimates of emissions for flights departing from Exeter Airport would add 9% to Devon's transport emissions (3% of total emissions). Estimated emissions from fishing vessels would add 1% to Devon's transport emissions (0.3% of total emissions).1

Reducing emissions from our transport needs is key to reaching net-zero. Addressing this challenge will require a combination of changing our behaviour, legislation and technology. Our personal travel, as opposed to goods, accounts for around two-thirds of all transport emissions. Transforming how we travel provides the opportunity to create wider benefits for our health, safety, finances and enjoyment of public space.

This section describes what needs to happen to achieve a net-zero transport system in Devon based mainly on the Climate Change Committee's Further Ambition Scenario. It subsequently introduces a set of goals which need to be achieved to overcome issues that the Net-Zero Task Force has learned from the Thematic Hearings and the Public Call for Evidence are barriers to achieving net-zero. Actions are proposed to achieve the goals.

10.2 THE CHANGE NEEDED

We need to implement the following hierarchy of actions to reduce GHG emissions from transport:²

- Reduce the need to travel. Avoiding the need to travel is the most effective way to minimise GHG
 emissions.
- 2. **Shift to sustainable transport options.** These themselves have a hierarchy of active travel (e.g. walking and cycling), followed by public and shared vehicles, and then taxi.
- 3. **Use technology to reduce emissions from vehicles.** Even once high levels of modal shift have been achieved, there will still be a need for motorised transport. Private vehicles will remain part of ensuring we can travel around Devon, and commercial vehicles will also remain a necessity.

These are described in more detail below.

10.2.1 Reduce the need to travel

Where available we should choose to use local amenities and services and support them so that they remain part of our communities. We can also make use of the internet to work flexibly to avoid regular commuting, and to access digital services.

We must also plan our settlements so that they provide and sustain local employment, amenities and services. Creating thriving and more self-reliant rural communities through mixed-use development is important to address the causes of travel to create '20-minute neighbourhoods'. This is discussed further in Section 6 – Cross Cutting Themes and Issues.

10.2.2 Shift to sustainable transport options

If we just substituted existing vehicles with electric and hydrogen alternatives and maintained our current behaviours, we would miss a once-in-a-generational opportunity to achieve the health and wellbeing benefits and transformational changes to our town and city centres that an increased use of active and public transport could bring. By making it easier and more attractive for everybody to use sustainable transport we will we be more active, which will help address the obesity crisis, and air quality will be improved, helping reduce rates of respiratory and cardiovascular disease.³

The Committee on Climate Change (CCC) expects 5% of car journeys by distance to shift to walking and cycling by 2035 and 10% by 2050.⁴ The UK government has set a target of half of all journeys in towns and cities will be cycled or walked by 2030.⁵ This will be challenging, particularly due to Devon's dispersed geography of market and coastal towns and rural villages meaning there is

often a need to visit larger settlements to access services. Further consideration will be needed on how best to deliver active travel opportunities, improved public transport and shared mobility facilities for our rural communities. Affordability of public transport is still a public concern and low concentrations of passengers in rural areas pose viability challenges. There is a further role for the planning system to ensure settlements are designed to make sustainable travel the most attractive option.

10.2.3 Use technology to reduce emissions from vehicles

Smaller vehicles are likely to become electric. Whilst electric vehicles (EVs) may seem like the 'silver bullet', there are environmental and resource issues, therefore they are positioned at the bottom of the hierarchy. Firstly, the electricity used to charge the vehicles needs to be from renewable sources of energy. Moving our transport energy requirement from fossil fuels to electricity, alongside electrifying heating in our buildings, is estimated to increase Devon's 2018 electricity consumption by about two and a half times. If this demand was generated solely in Devon, we will need to install approximately eight times more renewable electricity generating capacity than is currently available.6



Secondly, large quantities of rare-earth minerals will be required to manufacture batteries and indeed renewable electricity technologies. Concerns have been raised about the future availability of these minerals and the ecological cost of mining them.7

Reducing emissions from larger vehicles, including trains, ships and planes, poses distinct challenges in comparison to smaller vehicles due to their power requirements being so much greater. Electrification of larger vehicles is likely to require an extensive and dependable network of extremely-fast charging facilities or overhead cables, as routinely used by electric trains and previously by various UK cities to operate trolleybuses up until the 1970s.

Whilst alternative solutions exist, the technology is less advanced and it's not expected that opportunities for rapid decarbonisation for some of these vehicles will be available before 2030. Technologies likely to be used are biomethane, synthetic fuels, hydrogen and ammonia.

Synthetic fuel is a generic term for any manufactured liquid fuel that is not derived from crude oil but has the same properties as fossil fuels.8 Whilst fossil fuels are formed over millions of years underground from organic matter that is turned into coal, natural gas, or oil, synthetic fuels are produced by mimicking these natural processes using renewable resources. They can be manufactured from biomass, electricity or direct solar energy. These fuels can be distributed through existing infrastructure and can be used in conventional engines.9 Care is needed to ensure their manufacture does not harm the environment, particularly where feedstocks are from crops grown specifically for this purpose, which may have caused the removal of a higher-value habitat such as a forest.

Hydrogen fuel can be produced through electrolysis using renewable electricity (green hydrogen). But predictions suggest that 84% of hydrogen in 2050 will be produced by reforming natural gas into hydrogen and CO₂ (blue hydrogen), which will need to be accompanied by carbon capture and storage tehnology.³⁰ Ammonia, like hydrogen, can be manufactured through electrolysis,¹⁰ but at the moment is a by-product of the carbon-intensive fertilizer industry."

10.3 GREENHOUSE GAS OUTCOMES

Figure 10.1 shows Devon's transport GHG emissions in the context of Devon's total GHG emissions. Emissions from transport in 2019 were 2.3Mt CO₂e. The Figure also shows the projected reduction trajectory for these to 2050 as a result of the delivery of the CCC's Further Ambition Scenario aided by the actions in this Plan. Through the activities identified in this Plan, by 2050, the emissions are expected to fall to 0.45 Mt CO,e. These will be become net-zero through activities that remove CO₃ from the atmosphere.



Figure 10.1 - Trajectory for Devon's production emissions, highlighting those from the Transport sector. GHG removals refers to approaches that remove carbon dioxide from the atmosphere.

10.4 OTHER OPPORTUNITIES AND BENEFITS

Improved health:

- An increase in physical activity through more use of active travel could save the NHS £17bn nationally over 20 years due to disease reduction and lead to improved mental health and wellbeing.12
- Enhanced air quality from the switch to active travel and EVs can reduce the risk of heart attacks, strokes, asthma and various types of cancer.12 sustainable travel choice.12

Levelling-up society:

- Vulnerable and disadvantaged groups are more likely to rely on walking, cycling and public transport, including people with disabilities, lower wage earners, ethnic minorities, women and younger and older people. Improving access to active and sustainable travel will help these groups.12
- Transport is a large expenditure for households, particularly those in rural areas, and therefore reducing the need to travel can help to alleviate poverty.

Relocalising services and providing digital connectivity will help rural communities access the support and services they need, especially those without a car.

Economic prosperity:

- Our reliance on fossil-fuel powered transport imposes significant economic costs and risks on society. These include pollution damage to buildings, ecosystems, agriculture and our health (see above); time lost through traffic congestion; and geopolitical risk of maintaining fossil-fuel supplies.13
- Investment in better streets and public spaces for pedestrians can boost footfall and trading by up to 40%.14
- Enhancing active travel in Devon could boost walking and cycle tourism.¹³
- Devon's leading aerospace and marine sectors are contributing to the development of zero-carbon technology.

10.5 DEVON'S GOALS TO MEET NET-7FRO

10.5.1 Goal TA – Relocalisation and Technology Reduces Our Need to Travel

Making It Happen

Create thriving communities

The Thematic Hearing on Mobility heard that high car-based mobility has meant that many communities have lost local services. There is potential through an emphasis on relocalisation - development meeting local needs and creating opportunities to live, work and use services locally – to minimise the need to travel, reduce spend on transport requirements and reinvigorate communities. Organisations must consider the distribution and accessibility of their services and the travel and carbon implications for people needing to access them, particularly when planning changes. Public bodies should continue to strive to distribute economic and community redevelopment opportunities, as and when they arise, across Devon.

Enhance communications technology

The Thematic Hearings and Call for Evidence identified the need for enhanced digital connectivity to promote flexible and remote working patterns to reduce our need to travel. The response to the Covid-19 pandemic has accelerated the adoption of flexible working practices, which reduce GHG emissions in most cases.15

The Connecting Devon and Somerset Programme has made superfast broadband accessible to over 290,000 homes and businesses in the region. Phase 2 will deliver this to remaining hard to reach premises such as those on Dartmoor and Exmoor. This additional coverage means that 96% of Devon's homes and businesses will have access to superfast-broadband by the end of 2024.16

We must enhance broadband access and speed that will enable people to work flexibly and access services remotely.

The Actions

- TI. Continue the roll out of the Connecting Devon and Somerset programme.
- T2. Continue to provide employment and community assets across Devon in order to minimise the need to travel.
- T3. Consider the carbon implications when making changes to community services.

10.5.2 Goal TB - Using Active, Shared and Public Transport is Safe, **Efficient and Affordable**

Making It Happen

Advice

Residents and visitors can be unsure of the options for travel around the County and often lack confidence walking and cycling due to safety concerns. It must become easier to access information on travel options and how to get started with active travel. Travel Devon and Sustrans are just two of the organisations already contributing to this.

Making Devon more active-travel friendly

Our settlements feel vehicle-dominated and the majority of our communities lack dedicated space for walking and cycling. There are significant benefits to reallocating road space to active travel (supported by 74% of the Devon Climate Assembly)¹⁷ - for example, the benefit-to-cost ratio of investing in cycling and walking schemes is 13:1 due to the public health and congestion benefits, plus cyclists' shopping expenditure is on average greater than visitors by car because they tend to visit the shops more often.13

We must be able to walk and cycle safely and conveniently between and within settlements. This will require further improvements to the layout, linkages and maintenance of routes, and this provision must be planned for strategically at community level through Local Cycling and Walking Infrastructure Plans (LCWIPs). These will:18

- Provide a network plan for walking and cycling which identifies preferred routes and core zones for further development
- Design a prioritised programme of infrastructure improvements for future investment over the short, medium and long term.

- Ensure that consideration is given to cycling and walking within local and neighbourhood plans and transport policies and strategies.
- Make the case to government for future funding for walking and cycling infrastructure.

Whist Devon's geography of dispersed towns and villages may seem a barrier to improving cycling infrastructure, in rural areas the idea of allocating some single-track lanes as 'quiet ways', that would prioritise active travel, along with electric bicycle schemes, have been popular in our consultations. The appropriateness of these can be considered in the LCWIPs.

Since the publication of the Interim Devon Carbon Plan, LCWIPs are being prepared for Plymouth, Torbay, Barnstaple and Bideford, Heart of Teignbridge and Exeter.

Shared transport

Most cars are only used for a small proportion of the day, with the average car parked for 80% of the time.¹⁹ Sharing vehicles frees-up road space for active and public transport modes. The expansion of car clubs must be supported and carsharing platforms, such as Carshare Devon, and taxis must be promoted as being part of the solution to low carbon travel.

Buses

Bus is the main form of public transport in Devon.²⁰ Approximately 80% of the local bus network is commercially operated, meaning the passenger numbers provide enough income to cover the costs of running the service. However, geographically the 80/20 proportions are reversed – without financial support, almost 80% of the County would be wholly or substantially without a bus service. To illustrate this, the extent of bus subsidisation by Devon County Council is shown in



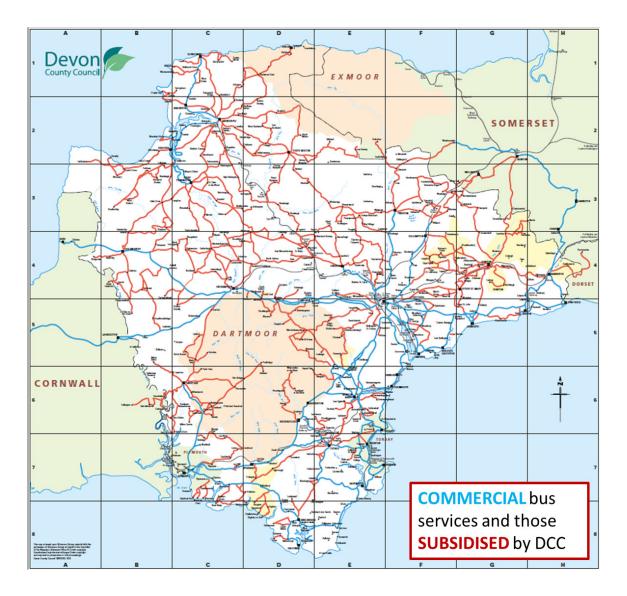


Figure 10.2 - Support provided to bus services in Devon by Devon County Council.

Through the National Bus Strategy for England, the government aims to increase the importance of local bus services by making them more frequent, more reliable, easier to understand and use, better co-ordinated and cheaper.²¹ Lower fares are important to help provide equal opportunities to mobility for everyone.

Since the publication of the Devon Carbon Plan, the three transport authorities in Devon have published Bus Service Improvement Plans (links to Plymouth City Council's, Torbay Council's and Devon County Council's) in partnership with local bus operators. These reflect the National Bus Strategy and set out ambitions, plans and policies to improve bus services to achieve increased patronage.

It is vital that the existing level of service is maintained and opportunities for additional funding are seized to provide additional services and increase the frequency of existing routes.

The speed and reliability of services is also a deterrent, particularly during 'rush hours' when additional journey times are built into current timetables to reflect the higher levels of congestion.²⁰ This situation can be improved by ensuring true bus priority on highways using bus lanes, bus-only streets and signalling.

Innovative models will be needed in rural areas to improve services. These include communityoperated and voluntary sector transport, demand responsive transport (where vehicles alter their routes each journey based on particular transport demand without using a fixed route or timetabled journeys) and fare cars (a shared public transport service operated by Private Hire cars. This enables passengers to book and pay separately but share the advertised timetabled journeys). To be most effective, these need to be integrated into the public transport system to ensure they connect with other services.

Trains

Work on improving rail in the region is led by the Strategic Rail Sub Group of Peninsula Transport - a joint initiative by the five county and unitary local authorities in the area (Cornwall, Devon, Plymouth, Somerset and Torbay). It has identified three priorities:²²

- A resilient and reliable railway: Protecting the coastal mainline is a top priority. Greater track capacity between Castle Cary and Exeter and along the Exeter to Waterloo line are also needed. This will facilitate trains being diverted in the event of line blockades on the main line via Taunton, and enable frequency increases serving Honiton and Cranbrook.
- Reducing journey times and better connectivity between London, the Midlands and the North. There needs to be infrastructure improvements and an introduction of modern rolling stock to replace the Cross Country Voyager fleet. In addition, there needs to be an increase in frequency of trains to a two-hourly semi-fast service from Paddington to Exeter initially, and then increased to hourly and extended from Exeter to Plymouth.
- Increasing capacity and comfort will transform the service for passengers. There needs to be an increase in the frequency of trains and the number of seats must meet forecasted passenger growth. There must be continuous, reliable and quality Wifi and mobile signal allowing users to be productive. Mainline services need to offer high-quality catering and increased luggage capacity.

Enabling more people to access the rail network is also important. New stations have been opened at Newcourt and Cranbrook in 2015. A further new station at Marsh Barton is under construction and a station for Edginswell was granted funding by government's New Stations Fund in 2020. Daily passenger services returned to Okehampton in 2021 after nearly 50 years and plans are being explored through the Restoring Your Railway Fund to re-open Cullompton and Tavistock stations.

Further opportunities must be taken to work with government to reopen and provide new stations and infrastructure as demand for sustainable travel options grows.

The Actions:

Travel Advice

- T4. Provide up-to-date information and advice about reducing the need to travel and the most sustainable travel choices.
- **T5.** Implement car-free days in Devon's urban areas.

Walking and Cycling

- **T6.** Develop Local Cycling and Walking Infrastructure Plans.
- T7. Provide more cycle confidence and maintenance training.
- **T8.** Support community bike rental schemes.
- T9. Where possible, design pavements and junctions to prioritise pedestrians and cyclists.
- T10. Introduce reduced speed limits where appropriate.
- T11. Reallocate road capacity to sustainable modes.
- T12. Local Plans to ensure new developments are designed with filtered permeability to promote sustainable travel.
- T13. Reduce the space available for parking where appropriate.

Shared and Public Transport

- T14. Support car clubs.
- T15. Promote car-sharing technology to link drivers with passengers.

- **T16.** Support innovative transport solutions in rural areas, including long-term options for community and voluntary sector transport.
- T17. Enhance bus priority measures.
- **T18.** Protect and enhance funding for local bus routes, to ensure people can access services, employment and events without requiring a car.
- T19. Explore opportunities to set fares to support equal opportunities to access mobility for all.

Needing Action Beyond Devon

- T20. Encourage national government to remove VAT from cycles and e-cycles.
- **T21.** Work with government to improve strategic and branch-line rail infrastructure and services, including reviewing the reopening of lines.
- **T22.** Take advantage of opportunities arising from the National Bus Strategy to deliver long-term, sustained improvements in bus services.

Case Study

Travel and Covid-19

During March to May 2020, significant increases in active travel were observed. Cycle flows increased more than 25% across Devon and by 50% at leisure orientated sites in Exeter when compared to 2019. These increases were largely sustained through June and July, despite the relaxation of 'lockdown rules'.

In an attempt to maintain this trend and speed up progress in delivering strategic cycle routes in Exeter, Devon County Council used money made available through the Department for Transport's Emergency Active Travel Fund to deliver several temporary improvements. These included modal filters (which closed roads to car/van traffic, but remained open to pedestrians, cyclists and buses), widened footways, and helped establish quieter and safer corridors along cycle routes. In addition, pedestrianisation schemes, parking suspensions and new cycle parking were delivered in several locations across the County.

Following public consultation and the announcement of a second instalment of funding, work has continued to refine and build upon these improvements.

Measures that received a negative response will be removed, and other temporary measures will be made permanent or trialled for an extended period, allowing further consultation and monitoring.

10.5.3 Goal TC - Alternatives to Private Car Use Are Available Alongside Measures to Make Car-Use Less Attractive

A majority of the Devon Climate Assembly (74%) supported reducing traffic emissions by making car use less attractive, while maintaining mobility. Furthermore, 90% of the Assembly said that significant progress should be made on the provision of active and public transport infrastructure before proposals to discourage car use are introduced. However, this will be difficult to achieve. This is because new funding is required to put the active and public transport measures in place and many of the opportunities to discourage car use offer an opportunity to raise these funds. Therefore, measures to make car-use less attractive will be delivered alongside the alternatives.

Making It Happen

The Assembly (68%) suggested using a Tourist Levy – a common charge abroad paid by tourists to raise funds to deliver sustainable transport initiatives. Any use of such charges will need careful consultation with the tourism sector and analysis of its likely effectiveness.

Under half of the Assembly said that parking charges (46%) and workplace parking levies (45%) charges paid by businesses for each employee parking space they provide - should be used. Parking charges are already used to encourage active and public transport in Devon, with the money raised from on-street parking being ring-fenced by law for investment in further transport projects. This will continue. Whilst workplace parking levies were not favoured, employers should continue to be supported to encourage their employees to reduce car use, such as by promoting the existing Travel Devon Toolkit more widely.

Congestion charging (where drivers pay a fee to enter a congestion zone) and low emission zones (that restrict access to the most polluting vehicles) - received higher support (62%). Assembly members were concerned about how these could be implemented fairly across Devon in ways that would not disadvantage people living in rural areas who had a greater reliance on private cars for mobility. Many members also suggested that the focus for generating funds should be from tourist users rather than locals who, they believed, already supported significant infrastructure for visitors.

The Actions:

T23. Investigate the concept and mechanisms of a Tourist Levy, including careful consideration of its impact on local businesses.

T24. Review the potential for congestion charges and low emission zones in appropriate areas across Devon on a place-by-place basis, giving consideration to local impacts and likely effectiveness.

T25. Use car park pricing to balance the needs of vehicle access to rural and urban areas with those of reducing car use.

T26. Employers to be encouraged and supported to make commuting by active, shared and public transport more attractive.

10.5.4 Goal TD - It is Easy to Transition Between Different Types of Travel and Transport

Cycling and walking is not feasible for all journeys, but can be made more viable when combined with public transport. The limited capacity of public transport to take bikes and the need to book a bike space ahead of a journey deter uptake, as does the lack of secure cycle storage at interchanges. The Thematic Hearing on Mobility heard that these multi-modal journeys are further frustrated by the need for multiple tickets, the risk of delays in one part of the journey making cheaper 'advance' tickets risky, or the need to allow extra time, leading to a longer

Making It Happen

Multi-modal journeys can be made easier and more seamless through greater collaboration between transport providers and local authorities to offer integrated ticketing across travel modes, better coordination of timetables and ensuring that space is given for mobility hubs in new development. Mobility hubs offer easy interchange, such as co-located bus and train terminals, taxi ranks and shared EV and bike facilities, with good pedestrian access. This is already found at some of Devon's train stations such as at Exeter St. David's and Exeter Central.

Strategically-placed car parks on the edge of towns and cities could encourage car sharing or switching to active or public transport before entering town and city centres, reducing congestion within urban centres.

The Actions:

T27. Greater provision of cycle parking across Devon and at key interchange locations.

T28. Local Plans to require mobility hubs for new developments of appropriate size.

T29. Make it easier to take cycles on trains.

T30. Introduce integrated ticketing.

T31. Modernise and create car parks at strategic points to encourage car sharing and onward journeys by active travel or public transport.

10.5.5 Goal TE - Electric Vehicles Become Commonplace

For smaller cars, vans and boats electrification is the front-running technology. Larger vehicles pose distinct challenges and are considered separately at Section 10.5.8.

The UK Electric Vehicle Infrastructure Strategy expects to end the sale of petrol and diesel cars by 2030, and that all new cars and vans will be zero emission at the tailpipe from 2035.23 Whilst sales of electric and hybrid cars (collectively known as ultra-low emission vehicles) have overtaken those of diesel-powered vehicles,²⁴ this still represents just 0.5% of cars and vans licensed in Devon.²⁵

Making It Happen

Range

Already some models of electric car can do more than 300 miles on a single charge. The development of electric boats is further behind than cars and vans, yet Devon is pioneering the development of electric propulsion in small, commercial vessels,²⁷ which includes the electrification of the Mount Batten Ferry.²⁸ Small, electric, outboard motors have been used by anglers on inland waterways for many years and models that can compete with larger petrol alternatives are now coming to market²⁹ The range depends upon the type of vessel they are fitted to.

Range anxiety can be reduced by ensuring charging infrastructure is in place and 92% of the Devon Climate Assembly support this happening.¹⁷ The CCC estimate that 3,880 publicly-accessible chargers (22kW – 350kW) will be required in Devon by 2050 for cars and vans.30 A charging network for boats is required along Devon's coasts to enable leisure and commercial craft not to have to return to the home-port to recharge. This would support residents and the wider economy, including tourism, to make the switch.

Cost

The CCC estimate that electric cars and vans will become cost-effective compared to petrol and diesel vehicles by 2030 and will be cheaper to run.30 In the meantime there is an opportunity for DCE partners to aggregate procurement of vehicles. This could reduce the cost of vehicles and charging infrastructure and would stimulate local markets and supply chains through providing volume.

The development of publicly-accessible charging networks for cars and vans is unlikely to be commercially viable in rural areas where demand is currently low and therefore subsidy support will be needed. The 3,880 publicly-accessible chargers will cost £5.4m per annum from now to 2050.30

Western Power Distribution (WPD) state that the existing electricity distribution network is likely to have the capacity to support charging of EVs at expected deployment rates with just minor local upgrades. Domestic chargers with 3kW capacity can be simply connected. It is estimated that around 239,000 households in Devon in 2050 would have this type of "slow" charger.³⁰ From 2022, new homes, workplaces and supermarkets with parking spaces will have an electric vehicle charger installed as standard.30

Strategy

EV Charging Strategies are required to coordinate the deployment of charging infrastructure. These strategies could be prepared for each local authority geography or at the Devon level. If the former, the strategies must integrate with each other. They would consider:

- The needs of different EV users.
- The variety of charging requirements and the appropriate speed of charger for each type of location.
- The potential for employers to encourage staff to purchase EVs through provision of workplace charging and other incentives such as dedicated parking spaces and salary sacrifice schemes.

Regulation

Local authorities with responsibility for taxi licensing can accelerate the introduction of electric cars into taxi fleets by mandating ultra-low emissions vehicles, or by offering incentives such as licence fee discounts or extending their age limits.³² Exeter City Council, for example, already requires nonaccessible Hackney Carriages to meet this requirement.33

The Actions:

T32. Develop EV Charging Strategies to deploy the right chargers in the right place

T33. DCE partners to use their assets to provide publicly-accessible EV charging and shared mobility infrastructure.

T34. Provide electric charging infrastructure in harbours and marinas.

T35. DCE partners and organisations in the County to transition their fleets to Ultra Low Emission Vehicles.

T36. Accelerate the switch to Ultra Low Emission Vehicle taxis by placing requirements and incentives within the licensing process.

10.5.6 Goal TF - Flying is Reduced and Devon is Contributing to Low **Carbon Aviation**

UK aviation emissions have more than doubled since 1990, with 80% of journeys being for leisure.34 Tackling flying is particularly important as emissions at high altitude cause additional warming effects on the climate.

Making It Happen

Devon's powers to act

Reductions in aviation emissions require national and international legislation, as well as individual behaviour change. Devon's local authorities have limited powers to influence the agenda locally and there is a risk that attempting to constrain aviation in Devon without national action would lead to carbon leakage - i.e. residents would travel to use airports elsewhere which could increase total emissions.

Pathways to low carbon aviation

Currently there are no commercially-available zero-carbon planes.35 Long lifetimes of aircraft and the challenges in developing and deploying new technologies make decarbonising aviation by 2050 difficult. It will require action on engine and aircraft technology, airspace management and operations, sustainable fuels and demand reduction.34

Electrification is most suited for short-haul flights. The use of hydrogen and synthetic fuels are being developed by Airbus and Boeing for medium and long-haul travel.36

The CCC Further Ambition scenario expects residual aviation emissions to be offset by GHG removal. Devon has great potential to deliver natural GHG removal through habitat enhancement and creation, and land use changes. However, offsets will also be needed for other sectors and will be in competition with other uses for land. Therefore, offsetting aviation emissions may require utilising currently-underdeveloped forms of carbon capture and storage technologies.

Devon is well placed to support the acceleration of technology to enable zero-carbon aviation given its existing aerospace expertise and skills base,³⁷ demonstrated by the trial of a hybrid flight between Exeter and Newquay.38 Partners can raise awareness of the carbon impacts of aviation so that people can make the appropriate choice for their circumstances.

The Actions:

T4. Provide up-to-date information and advice about reducing the need to travel and the most sustainable travel choices.

T37. Seize opportunities to trial low-carbon aviation.

10.5.7 Goal TG - Freight Distribution is More Efficient

Making It Happen

Reduce mileage of freight

There are opportunities for logistics improvements for freight which could reduce heavy goods vehicle (HGV) mileage by 10% nationally.³⁴ Opportunities include optimally-locating distribution centres and new collaborations between companies to promote co-loading. These require new ways of businesses working together and in some cases subsidies to make them cost effective.35 Facilitating collaboration between hauliers and supporting them with the required infrastructure will be important.

Modal shift of freight

Within urban areas freight can be distributed from consolidation centres using more sustainable modes, such as electric cargo bikes. Local partners can facilitate trials of such approaches.

Rail is currently the lowest-carbon form of transport for long-distance freight³⁵ as one freight train can remove up to 76 trucks from the road,39 but infrastructure availability limits its scope locally. Grants are available from government to support the moving of freight from road to rail but grants are no longer available for capital costs for infrastructure. 40 Devon can collaborate with regional and national bodies to work with government for greater support for rail freight. In the meantime, there is a danger that in the absence of demand Devon loses rail infrastructure, such as rail-side warehousing, that will be valuable in the future. The needs of future rail freight should be considered in spatial planning strategies.

Canals and waterways are unlikely regain their historical importance for freight movement, but may have an increased role to play in specific circumstances e.g. for construction freight.

The Actions:

T38. Support the provision of electric cargo bikes.

T39. Transport authorities and hauliers to collaborate to identify opportunities to reduce emissions.

T40. Local Plans to safeguard existing rail-freight infrastructure.

Needing Action Beyond Devon

T41. Work with government to improve and promote rail-freight grants to incentivise modal shift and provide funding for new infrastructure.

10.5.8 Goal TH - Larger Vehicles have Transitioned to Low Carbon Technologies

Individual needs of larger vehicles such as heavy goods vehicles (HGVs), buses, trains, ships and agricultural machinery will lend themselves to different future technologies.

All HGV sales will need to be low-emission varieties from 2040. For small-rigid HGVs electrification is likely to be the appropriate technology, though for larger-rigid and articulated HGVs hydrogen will be an option, as will synthetic fuels. The cost for the UK to provide hydrogen refuelling infrastructure is between £3 -- £16 billion.³⁰

Low emission buses will make up 80% of sales by 2050. Like HGVs, electrification, hydrogen and synthetic fuels are likely options. With electric buses, operation and scheduling become more difficult since they have less route flexibility. Furthermore, the limited battery range and the potential need for top-up charging on routes can create a need for extra buses, and hence increased costs, which will need national government support.⁴¹ It will be important to match the right fuel with the operational requirements of the network. Hydrogen buses store large quantities of energy, which can make them well-suited to longer routes.⁴²

The government has challenged the rail industry to remove diesel-only powered passenger trains by 2040. The Rail Industry Decarbonisation Taskforce believes this is possible and reports that all diesel powered passenger trains can be removed by 2050. They favour battery, electric and hydrogen technologies. Each has different technical capabilities which mean that not all are suitable for all types of rail services. In Devon, the mainlines and the Paignton branch line are expected to be electrified. Trains on the Gunnislake branch line are tipped to be battery powered, whilst the Barnstaple and Exmouth lines are forecast for hydrogen propulsion. Timescales for these initial proposals have yet to be developed. A solution for the Okehampton line, only recently fully reopened, has not been suggested. Freight trains are predicted to make use of electrified lines for most of their journey and use a battery shunting locomotive for the first and last miles of their journey along lines that are not electrified.³⁹

Shipping needs a solution to provide power for weeks at a time but still leave plenty of room for cargo. Ammonia is the favoured technology because, unlike hydrogen, it doesn't have to be stored in high-pressure tanks and provides ten-times the energy density of a lithium battery.11 Commercial

port facilities e.g. at Plymouth, Brixham, Teignmouth and Appledore, would need to provide fuel storage.

Agricultural machinery has a less certain technology path. Electrification could be problematic

Making It Happen

The transition of larger-vehicle fleets to new technologies can be accelerated through collaborative approaches to trials and demonstrations. These can lower the risks for partners through shared learning, supporting local research (for which Devon is already a leader for marine technology) and the possibility of reduced costs.

The Actions:

T42. Trial low-carbon propulsion for large vehicles and transition fleets to these new technologies.

Needing action beyond Devon

T43. Through the Peninsula Sub-National Body, work with government to pilot and implement low-carbon solutions for trains.

Case Study

Griffiths, Devon County Council's contractor on the North Devon Link Road, has run one of the country's first trials with a synthetic fuel, called hydrotreated vegetable oil (HVO), in its diesel construction vehicles. HVO is a "green diesel" made from waste vegetable fats and hydrogen – it produces up to 90% less CO, than regular diesel and can reduce emissions of particulate matter and nitrogen oxide by 44% and 11% respectively⁴⁴ – both contributors to poor air quality.

Griffiths Project Manager Hedley Martin said: "The experience has been extremely positive for everyone involved, knowing we are doing our bit to reduce the emissions makes us feel very

proud. We were also impressed with the Health and Safety benefits that the fuel delivered. Our onsite Plant Operatives have experienced a more pleasant working environment with better air quality since the machines have been operating on HVO fuel."

The company aims to roll out the fuel to 50% of its sites by the end of 2022 and to the remainder by end of March 2023.

SUMMARY OF THE ACTIONS 10.6

Figures 10.3 and 10.4 show the reference number and text of each of the Transport actions in this Plan. The anticipated start and duration of each action is shown on the right hand side of the diagram.

The actions with their duration highlighted in red in Figures 10.3 and 10.4 have been identified as a priority through two processes. Firstly, some of the actions have been selected by the Net Zero Task Force based on an assessment of their potential to contribute to significant emissions reductions and the likelihood they can be implemented. Secondly, some actions were highlighted as being important by the respondents to the public consultation.



Figure 10.3 - This diagram shows the anticipated start and duration of the Transport actions and the priority actions.

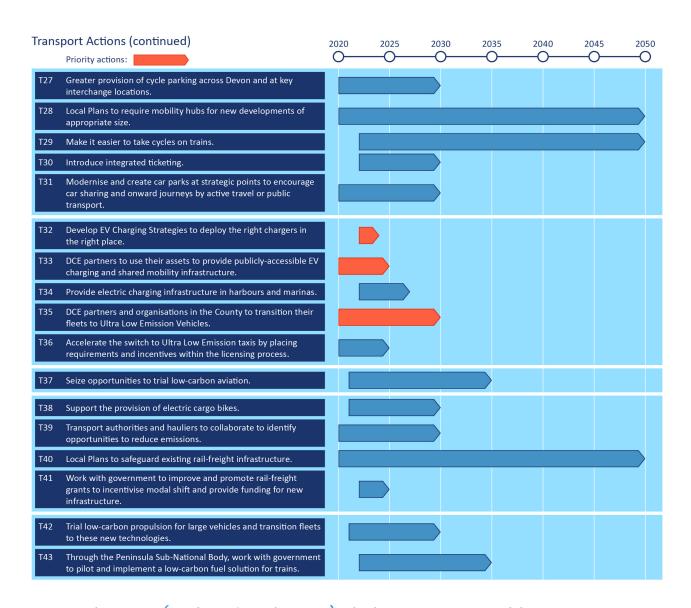


Figure 10.4 - (continued from Figure 10.3) This diagram shows the anticipated start and duration of the Transport actions and the priority actions.

For more detail, including who can help to deliver these actions, see the full action table.

10.7 MILESTONES

Delivering the actions in this section of the Plan will help to achieve the milestones in Figure 10.5 below. These milestones reflect the Climate Change Committee's Further Ambition Scenario.

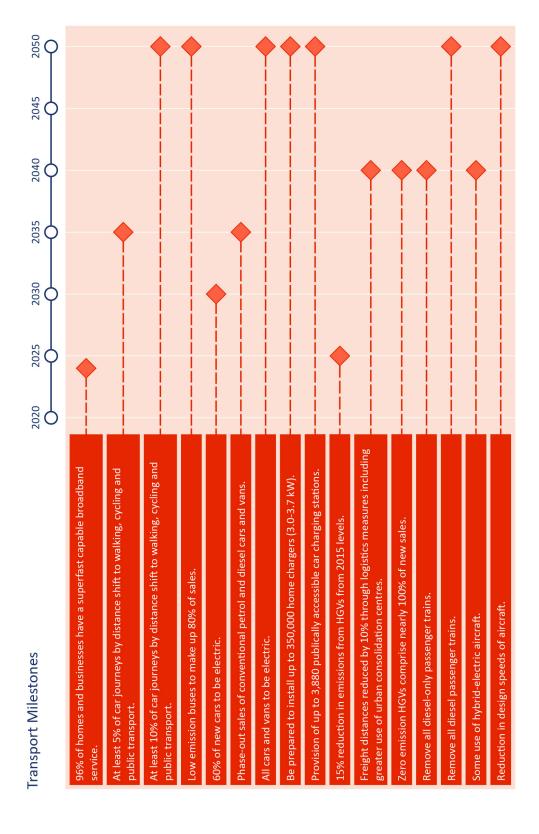


Figure 10.5 - This diagram shows the milestones which the actions in this section of the plan will help achieve.

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SECTION 11.

FOOD, LAND AND SEA

- Developing demand for nutritious and sustainably-produced food.
- Reducing greenhouse gas emissions and improving carbon storage from farming.
- Maximising carbon storage in the environment.

11.1 INTRODUCTION

Devon is mostly rural with two coastlines and up to 92% of land used for farming in some local authority areas. So how Devon balances concerns for food production, and security, and the need for its land and seas to store more carbon and do more for wildlife, is a crucial element of our response to the climate and ecological emergency.

The Agriculture, Forestry and Other Land Use (AFOLU) category of Devon's greenhouse gas (GHG) emissions is different from others because methane (CH4) and nitrous oxide (N2O) are the main emissions rather than carbon dioxide (CO₂). Nitrous oxide emissions largely come from the application of manure and other organic fertilisers as well as chemical fertiliser to land, whilst methane is mainly produced by the digestion of food by cattle and sheep.

Emissions from AFOLU accounted for 17% of Devon's GHG emissions in 2019.2 This category is both a source of emissions and provides opportunities for their removal by increasing the amount of carbon stored in the environment³ and by reducing methane emissions (see Box 1). For example, Dartmoor's peat soils store an estimated 10 million tonnes of carbon - equivalent to an entire year of CO2 emissions from UK industry.4

The AFOLU emissions for Devon do account for the contribution made by land habitats in removing CO₂ from the atmosphere (-347,422 tCO₂ in 2019) but do not account fully for emissions from peatland. Improvements to estimates of peatland emissions will be included in the 2020 data release. The role of marine habitats is not included as data are not yet available.

In addition to AFOLU emissions, the fossil fuels used in the agriculture, forestry and fishing sectors for machinery and processes contribute 4% of Devon's total emissions, bringing the total for the sector to 21%. Solutions to reducing these emissions are described in the Energy Supply and Transport sections of this Plan.

This section describes what needs to happen to reduce net AFOLU emissions from food, land and sea based on the Climate Change Committee's (CCC's) Further Ambition Scenario27 (which

does account for the additional emissions from peatlands not currently included in Devon's emissions inventory). It introduces goals which will overcome the barriers to achieving net-zero in Devon identified during the Thematic Hearings and the Public Call for Evidence, followed by the actions proposed to achieve the goals.

Box 1 - Short-Lived Greenhouse Gases

The amount of energy each greenhouse gas (GHG) traps in the atmosphere varies. The effect of a GHG on global warming is known as its global warming potential relative to 1 unit of carbon dioxide over 100 years (known as GWP₁₀₀). The United Nations Framework Convention on Climate Change uses GWP₁₀₀ to analyse the warming effect of different GHGs on a comparable basis – referred to as 'carbon dioxide equivalent' (abbreviated as CO,e). The GWP100 of methane and nitrous oxide are 27 and 273 respectively. It is on this basis that Devon's GHG emissions have been compiled and this Plan prepared.

However, each GHG stays in the atmosphere for different lengths of time, which is not accounted for by the GWP₁₀₀.5 Carbon dioxide lasts thousands of years, methane persists for a decade and nitrous oxide is around for about 100 years.⁶ This means that GWP₁₁₀ exaggerates the effect of short-lived GHGs on Earth's temperature because they do not accumulate in the atmosphere over this time scale like longer-lived GHGs.5

A recently-proposed alternative is termed GWP*. This still uses a 100-year timescale but it effectively spreads the emissions of short-lived GHGs evenly over the 100-years. Yet this method receives criticism for understating the warming effect of short-lived GHGs.7 This is the subject of ongoing research.

This uncertainty is not a reason to ignore methane emissions. Reducing methane emissions now will be effective in reducing peak temperatures and delaying the time at which warming thresholds are crossed.8 To achieve temperature targets and for temperatures to subsequently decline it is important that shorter-lived GHGs and carbon dioxide are addressed together.9

11.2 THE CHANGE NEEDED

Three main changes are needed to reduce the GHG emissions from food, land and sea. Devon's farming and fisheries businesses are at the core of delivering the solutions:

1. Develop demand for nutritious and sustainably-produced food. We need to increase our engagement with food and its production; eat less red meat and dairy; and use our spending power to support local farmers, fisheries and horticulture that demonstrate best practice.

- 2. Reduce GHG emissions and improve carbon storage from farming. Farm machinery needs to use renewable fuels; emissions from manures, wastes and fertilisers must reduce; and food production needs to transition towards practices that improve the amount of carbon in soils.
- 3. Maximise carbon storage in the environment. The extent and condition of existing habitats and ecosystems that store carbon need to be protected, enhance and restored. New, joined-up habitats must be created on land, in estuaries and at sea.

These are described in more detail below.

Throughout this Section, learning is taken from the Ruby Country Net-Zero Beef Farming Forum. In Spring 2021, it brought together 24 people involved in beef farming in northwest Devon to discuss how Ruby Country beef farming can best transition to net-zero GHG emissions by (or

11.2.1 Develop Demand for Nutritious and Sustainably-Produced Food

The CCC's Further Ambition scenario recommends we each eat at least 20% less red meat and dairy than we were in 2017. This would allow changes in land use to benefit nature without increasing reliance on imports.¹⁰ It would also improve health - the average person in industrialised countries eats almost three times as much meat as is considered healthy (Figure 11.1).11

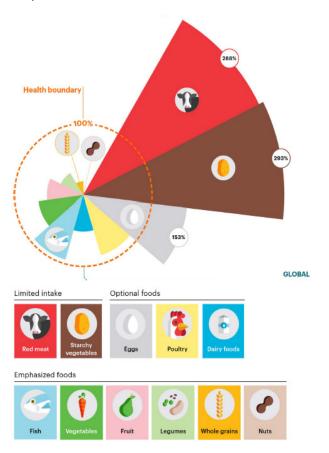


Figure 11.1 - The "diet gap" in industrialised countries between current dietary patterns and recommended intakes of food in the planetary health diet. For example, people in industrialised countries eat 293% of the recommended healthylevel of starchy vegetable intake (almost three times more). Credit: The EAT Foundation. Reproduced with permission.11

The CCC anticipates that by 2050 these dietary changes will result in a 10% reduction in cattle and sheep numbers in the UK and contribute to a 42% decrease in grassland area across England as a whole between 2017 and 2050 to make way for trees, peatland restoration and bioenergy crops.¹⁰

Livestock farming is a significant part of Devon's economy, landscape and heritage.

The Thematic Hearings and the Public Call for Evidence highlighted the divergent views within the County on the topic of diet - there was resistance to reduced numbers of livestock from producers and consumers, as well as support for reduced meat and dairy diets. It was noted that some wildlife habitats depend on low intensity grazing. Yet these changes are already happening: On average, we are each eating 36% less red meat now than in 2008. This has been partly offset by an increase in white meat consumption, whilst the amount of fish eaten in diets has remained steady. Overall, personal meat consumption has reduced by 17%12 Over the same period, consumption of milk has fallen 11% and the amount of non-dairy alternatives consumed has doubled.13

Raising people's awareness about how they can use their grocery budget for maximum benefit to their health, the climate and local food producers must be a priority.

11.2.2 Reduce GHG Emissions and Improve Carbon Storage from **Farming**

The NFU has set the national goal of reaching net-zero GHG emissions across the whole of agriculture in England and Wales by 2040.14 There are already excellent examples of best practice being trialled and integrated into land-businesses' everyday activities.34

Soil Carbon

Soils are the second largest carbon store on the planet behind the oceans¹⁵ but soil carbon stocks have been declining rapidly over the past 200 years due to agricultural practices that have declined soil health (primarily ploughing and the use of inorganic fertilisers).16

There is an opportunity to increase the amount of CO₂ sequestered (removed) from the atmosphere and stored as carbon in soils by helping farmers and land managers change their practices.

Practices that enhance and maintain soil carbon include:17

- Regenerative practices. These include techniques that rotate crops with livestock grazing;18 reduce tilling and ploughing; and planting cover crops after the main crop has been harvested.
- Agroforestry. This incorporates varieties of trees, hedges and shrubs into cropland and grazing land and avoids monocultures.

 Pasture-based livestock farming (permanent and leys). Animals raised solely on grass reduce tillage by removing the need to grow supplementary feedstuffs, and the manures and plant roots enable soil health to improve.

In addition to the practices above, there is evidence that organic farming can enhance and maintain soil carbon.¹⁹

Due to improved soil health, these practices increase the amount of certain vitamins, minerals and phytochemicals in crops and levels of omega-3 fats in meats – which are beneficial to reducing risk of a variety of chronic health conditions including heart disease, cancer and arthritis.²⁰

Caution will be needed by policy makers when incentivising regenerative techniques to make sure the carbon storage is additional throughout the global agricultural system. For example, whilst regenerative practices add carbon to the soil, they will generally cause a decline in yield. This could cause a forest to be cleared to grow crops to replace the lost production.²¹ The National Food Strategy is optimistic that a combination of 'sustainable intensification' on some farms (enabled through emerging technology) and land-sharing approaches on other farms, through which farmers deliberately share their land with nature, can minimise this risk.³¹

Nitrogen fertiliser

When applied to land, nitrogen fertilizer is taken up by soil microbes which results in N2O being emitted to the atmosphere. Loss of N2O from arable soils accounts for around 1.5% of GHG emissions globally. Also, the manufacture of artificial nitrogen fertiliser is carbon intensive, and so its use should be minimised. Careful application of fertiliser to ensure dosing is appropriate for the location and season by using technology, such as GPS-guided machinery, can reduce these emissions by up to 50%. High fuel prices and the Russian invasion of Ukraine have increased the cost of fertilizer,²² meaning that farm businesses are having to scrutinise more than ever the value being obtained from these artificial fertilizers.

Yet large reductions in nitrogen fertiliser application will reduce crop yields which can lead to more intensive farming practices elsewhere, increasing GHG emissions, to make-up for the reduced productivity.²³ Agroforestry, making use of nitrogen-fixing species, can increase nitrogen availability naturally,²⁴ and could therefore be part of the solution whereappropriate. The continued but prudent use of fertilisers seems to be the best approach currently for the global environment, if this can be sustained economically.

Farm machinery

Net-zero will require the almost complete decarbonisation of on-farm machinery through switching away from diesel towards hydrogen, electricity, robotics and biomethane. Sharing of machinery between farmers to minimise the amount of new equipment required will reduce embodied energy and contribute to achieving net-zero; for example machinery to enable direct drilling of seed, a method which can reduce the need for ploughing and the associated loss of soil carbon.

Agricultural Wastes

Agricultural wastes and manures can be processed through anaerobic digestion (AD) to produce biomethane, which in turn can be used to generate electricity or power vehicles. This is a carbon-negative fuel, meaning its production avoids GHG emissions in comparison to how these wastes would traditionally be treated.²⁵ Furthermore, AD produces a liquid digestate. This can be used as a fertiliser to avoid the need for manufactured alternatives that are carbonintensive in their production. But as in the application of all fertilisers, digestate must be applied carefully to avoid runoff into watercourses, which is a pollution issue in parts of Devon.

11.2.3 Maximise Carbon Storage in the Environment

The CCC Further Ambition scenario uses trees, hedges and peatlands to illustrate the extent of carbon storage required to achieve net-zero by 2050. The scenario requires UK average woodland cover to increase from 13% now to 17% by 2050, hedgerow length to be increased in the UK by 40% and for 55% of peatlands to be restored.²⁶ The current woodland area in Devon is 12%²⁷ (79,000 ha) which means an annual planting rate of 818 ha per year²⁷ is required if no other habitats are used to increase carbon storage. Bringing undermanaged woodlands into positive management offers a further opportunity to enhance carbon storage,²⁸ as does letting existing trees in hedges grow and restoring those lost through modern agricultural practices.

There are many habitats that are effective at sequestering and storing carbon, so in practice it will not just be tree planting and the restoration of upland peatlands that will help meet net-zero. Other habitats in Devon that are effective at storing carbon include: wetland habitats such as reedbeds and valley mires; wet Culm grasslands; salt marshes and mudflats; and marine sea grass meadows and kelp beds.

11.3 GREENHOUSE GAS OUTCOMES

Figure 11.2 shows the GHG emissions arising from AFOLU and the use of fossil fuels by agriculture, forestry and fishing in the context of Devon's total GHG emissions. Gross emissions from AFOLU in 2019 were 1.6Mt CO₂e, and from fossil fuel were 0.26Mt CO₂e. Carbon sequestration was -0.35Mt CO₂e, meaning that net emissions were 1.5Mt CO₂e. The Figure also shows the projected reduction trajectory for these to 2050 as a result of the delivery of the CCC's Further Ambition Scenario aided by the actions in this Plan. Through the activities identified in this Plan, by 2050, the netemissions, are expected to fall to -1.2Mt CO,e which will be used to offset emissions continuing from the transport, buildings and waste management sectors to achieve net-zero.

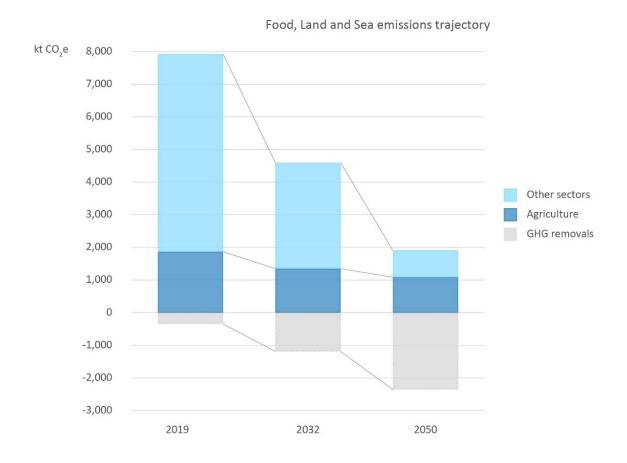


Figure 11.2 - Trajectory for Devon's production emissions, highlighting those from the Agriculture sector. This combines the AFOLU and fossil fuel emissions from agriculture, farming and forestry into a single figure. GHG removals refers to approaches that remove carbon dioxide from the atmosphere.

11.4 OTHER OPPORTUNITIES AND BENEFITS

- Restored and newly-created habitats will help address the ecological crisis on land and in the sea, reducing extinctions of beneficial insects and much-loved familiar species.
- Enhancing Devon's environment will bring benefits for our wellbeing through greater opportunities for contact with nature.
- Tree planting, improving soil carbon and restoring peat bogs, hedges and other habitats will reduce the rate that water moves through landscapes helping reduce flood risk.
- Slowing water down allows the environment to filter it more thoroughly. This improves water
 quality which eases drinking-water treatment requirements and benefits wildlife in rivers and
 estuaries, ultimately helping to protect and enhance carbon stored in marine environments
 and reduce household bills.
- Restored and newly-created habitats provide coastal protection from storms and sea level rise and provide habitat for commercially important fisheries.

- Eating a nutritious and sustainably-produced diet improves health and wellbeing. 1 This in turn would reduce the strain on the National Health Service and Public Health budgets.
- Our increased awareness of how food is produced, where it comes from and the effect of diet on health can create additional jobs in local food supply chains.
- Employment opportunities will appear in growth sectors, such as forestry.
- Devon's landscapes are enriched through appropriately located, expanded, restored and managed network of trees, hedges, woodland and other wildlife habitats, and a more diverse farmed environment.
- Healthy ecosystems contribute to Devon's beauty and appeal, further encouraging ecotourism and enjoyment of the natural environment.

11.5 DEVON'S GOALS TO MEET NET-ZERO

11.5.1 Goal FA - Everyone Can Choose a Healthy and Sustainable Diet

Healthy food choices are often the better choice for GHG emissions. Following the government's Eatwell Guide, which reduces the animal products we eat and increases consumption of vegetables, fruits, nuts and wholegrains, has a 32% lower environmental footprint in comparison to the typical UK diet.29

People need to be helped to become more aware of how their food choices affect their health and the environment.

Making It Happen

Transparency in how food is produced

Clear information about the carbon and nature impact of different food products is needed to enable everyone to make more sustainable choices. It is a complicated picture as the sustainability of food is affected by various factors including land management practices, the use of fertilizers and pesticides, energy requirements, processing within the supply chain, storage needs, transport distances and mode (e.g. a ship or train is much more carbon efficient than a diesel lorry).30 The National Food Strategy Independent Review (Part 2)31 recommends to the government that the Food Standards Agency should develop a food labelling system to describe the environmental impacts of food products. Devon should support this recommendation in any future consultation. In the meantime, food producers and retailers should be transparent with their customers about how their food is produced. The Devon Climate Emergency partners can raise awareness about making informed food choices, and they can help farmers tell their stories.

Whilst people's dietary choices impact the carbon intensity of food much more than the 'localness' of the food they buy, local food produced with the environment in mind can have a

People can look for the Made in Devon and Food Drink Devon provenance labels to identify local produce. More local food retailing - through on-street and indoor markets as well as market-garden scale horticulture, like Chagfood - can bring local people and food producers together to create community connections centred around food issues. In this way, local horticulture near towns provides an opportunity to help achieve the 30% increase in consumption of fruit and vegetables necessary to meet the Eatwell Guide's diet.31 However, land near settlements can be expensive due to its potential development value, meaning securing its use for horticulture can be difficult. Development plans should help improve confidence in negotiations between land owners and potential horticultural businesses by allocating land for horticulture.

There is a risk that replacements to European Union food legislation post Brexit will enable imported food and animal feed, which may be subject to lower environmental standards, to undercut UK producers who are working to higher environmental standards. This could increase the carbon intensity of food consumed in the UK. Yet the government decided in 2021 not to give preferential trade tariffs to food products that demonstrate the minimum standards recommended by the National Food Strategy Independent Review (Part 1).31 This means it's even more important for us to buy local food of known provenance where possible.

Affordability

Healthier choices under the current food system are often more expensive.31 The poorest 10% of English households would

need to spend close to three-quarters of their disposable income on food to eat the Eatwell Guide diet, compared with only six percent for households in the wealthiest 10%.32 This highlights the challenge of enabling everyone to achieve healthy and environmentally-friendly diets, particularly given the rising pressures on the cost of living.

Bringing producers together through food hubs that offer shared processing facilities, joint marketing and assisted access to local markets, could lower costs for producers. These could then be passed on to consumers.

'Grow, Cook, Eat' programmes can be offered to engage people with the enjoyment that can be gained from cooking, encourage the uptake of menu planning, and enhance cooking skills with fruit and vegetables to keep costs down. Existing examples in Devon include: Nourishing Families which runs workshops to transform how families experience food and mealtimes; Incredible Edible grows food in public spaces in Ilfracombe, Totnes, Hatherleigh, Crediton and Cranbrook; and Growing Devon Schools helps children develop practical growing skills.

Devon Food Partnership

The Devon Food Partnership, created following a recommendation of the Interim Devon Carbon Plan, is well placed to coordinate the activities required to increase people's awareness of – and improve their access to - healthy and sustainablyproduced food. It can also aid collaboration between local and national level policy makers to inform the development of new food and agricultural policy.

The Actions:

F1. Support the Devon Food Partnership.

- F1.1. Create local food retail areas.
- F1.2. Bring local producers together in food hubs to enable joint processing, marketing and access to local markets.
- F1.3. Promote a healthy and sustainably-produced diet, following the government's Eatwell Guide.
- F1.4. Provide Grow, Cook, Eat programmes to reconnect people with the origin and seasonality of food and develop cooking skills.
- F2. Development plans to allocate land for horticulture near to settlements where suitable.

Needing action beyond Devon:

- F3. Show support to government for the introduction of a food labelling system to highlight its environmental impact.
- F4. Encourage central government to give preferential trade tariffs to food products that demonstrate food standards equivalent to UK.

11.5.2 Goal FB - Organisations are Serving Local, Sustainable and **Healthy Food**

Organisations, especially 'anchor institutions' (i.e. those that are unlikely to leave an area, such as the NHS, universities, local authorities and schools), can help raise expectations in food provision. They can prioritise environmental enhancement, local sourcing and high nutritional standards in food procurement. In turn, this should reduce supply chain emissions, increase demand for local food and contribute to improved public health outcomes.

Making It Happen

To achieve these outcomes, organisations must commit to providing meals aligned with the Eatwell Guide and set an example for its employees and other organisations. The Food for Life Served Here standard offers a ready-made solution.

Onerous procurement processes create barriers to local producers securing contracts with anchor institutions. Simplifying procurement procedures could enhance market access for the many Small and Medium-Sized Enterprises (SMEs) which form the heart of Devon's food producers.

The South West Food Hub,33 launched in May 2020, is supporting the region's food network. It is establishing shorter supply chains between producers and public sector organisations to make it easier to serve local, seasonal, fresh produce. It is also helping SMEs to meet purchasers'

The Actions:

F5. Anchor institutions to consider buying local through the South West Food Hub

F6. Organisations to provide meals aligned to the government's Eatwell Guide and incentivise sustainable food-practices through procurement procedures.

11.5.3 Goal FC - Farmers and Land Managers Have Access to Impartial Advice, Demonstrator Projects and Resources for Low-Carbon Agriculture

The Thematic Hearings revealed that although there are advice services available to farmers and land managers to improve food-production profitability, their capacity is limited and often focused on specific issues. Furthermore, most farm advice is not impartial as it is connected to the sale of particular products or services, and the Ruby Country Net-Zero Beef Farming Forum³⁴ reported that the advice can be contradictory. Examples of good practice are often not well-disseminated, and research is often undertaken on landholdings that don't reflect the smaller-size or practices of Devon's farms. Also there is inadequate support for farmers developing business skills needed to enhance the financial viability and longevity of their businesses and seize emerging opportunities. Some big-name retailers are already asking farming businesses about their knowledge of carbon footprinting as the reporting of this data may become a common contractual requirement, but many farms are still developing this expertise.34

Alongside advice and the demonstration of low-carbon agriculture, farmers need financial support and an available workforce to transition their practices.

Making It Happen

Impartial Advice

Acknowledging that the mix of solutions will be different for each farm, this Plan recommends the creation of a one-stop-shop Devon Farm Advice Service. This will use farm advisors with access to the latest information to enable farmers to look at every aspect of the business - rom producing high-quality, nutritious food to using new approaches and technology to reduce GHG emissions, generate renewable energy (particularly using anaerobic digestion of farm wastes on larger farms) and sequester carbon - to improve environmental outcomes in ways that maintain or increase profitability. The advice provided would consider the objectives of the Land Use Framework and the Nature Recovery Network proposed in Section 11.5.4, and the new funding opportunities described in Section 11.5.5. The service could also coordinate groups of landowners to develop river-catchment scale initiatives that respond to specific or linked environmental problems (Section 11.5.6).

Since publishing the Interim Devon Carbon Plan, a thorough review of the advice currently available to farmers has been completed and the initial structures and pilots to put the Devon Farm Advisory Service in place are underway – see Box 2.

Box 2 - The Future Farm Resilience Programme in Devon³⁵

Defra's Future Farm Resilience Programme has been operating in the County for several years and, if the current bids to its third 'Scale-up' phase are successful, it is likely to be the main route for publicly funded advice to farmers from September 2022 to March 2025. The programme has been run in Devon by Devon County Council (contracted to Business Information Point) and by the Prince's Countryside Fund (contracted to the Dartmoor Hill Farm Project and Exmoor Hill Farming Network). Both organisations have submitted bids to the 2022-25 'scale-up' phase.

The programme offers participating farmers an introductory workshop on the agricultural transition and additional options for one-to-one advice and attendance at specialist workshops covering topics that farmers have expressed interest in.

Demonstrators

Devon is home to world-leading agricultural research institutions as well as innovative organisations demonstrating regenerative agriculture, the use of new technology and novel land management projects – such as Rothamsted Research, The Dartington Estate, Devon Environment Foundation and Apricot Centre. Furthermore, Devon County Council's 68 County Farms already expect new tenants to have the foresight to identify and exploit new land-based business opportunities.³⁶ More must be made of these resources in partnership with County Farm tenants to showcase the actions that are possible.

This offers an opportunity for a Devon Farm Advice Service to be involved in the testing of research and advice and identifying which are the most beneficial approaches. This would allow farmers to keep up-to-date with new and emerging findings that are directly relevant to Devon's farms. This may include running engagement activities on farms to exchange knowledge in a practical setting and establishing peer-learning forums.

Finance

The new Environmental Land Management Schemes and markets for environmental outcomes, such as carbon offsetting, must provide assistance, as discussed in Section 11.5.5. The costs of transitioning to lower-carbon agriculture include expenditure on equipment. Establishing machinery cooperatives that purchase equipment and employ mechanics and operators on behalf of local farms helps reduce costs and provides more stable employment for farm workers.³⁷ Approaches to sharing equipment should be supported.

Accommodation for Rural Land Workers

Labour shortages are currently a concern for much of Devon's farming sector, as is accommodation in rural areas for those who work on farms. However, there is the potential for increased requirements for labour to implement regenerative practices in coming decades.³⁸ Some aspects of regenerative farming that do not lend themselves to mechanisation (e.g. hedge laying, harvesting wood, mob grazing practices which require continual adjustments to fencing paddocks).34 Horticulture and other smaller-scale, regenerative agricultural systems can need more permanent dwellings and accommodation for temporary/seasonal workers, volunteers and trainees, than may be expected in other forms of agriculture.

Rising rural property prices, and homes previously used by rural workers being sold separately from their adjoining land, have meant that the availability of affordable dwellings for rural land workers is already reducing.39

National and local planning policy and guidance allow new, permanent dwellings for rural workers if the need can be demonstrated, but not for non-permanent accommodation that responds to the needs of agricultural systems fit to achieve net-zero. Development plans' policies should respond to the distinctive workforce needs of horticulture and other smaller-scale, regenerative agricultural systems. Non-permanent accommodation may be provided by caravans or cabins etc. that are sited year-round but removed once they are no longer needed.

The Actions:

- F7. Look to set-up a Devon Farm Advice Service.
- F8. Support development of on-farm anaerobic digestion of agricultural wastes.
- F9. Support the testing and adoption of low-carbon agricultural practices.
- F10. Explore how the County farms estate could be used to demonstrate low-carbon agriculture.
- F11. Support the sharing of agricultural machinery.
- F12. Development plans to allow for greater scope in the provision of rural land workers' accommodation.

Case Study

Devon and Cornwall Soils Alliance⁴⁰

The DCSA, launched in 2019, is led by the Westcountry Rivers Trust. It is a collection of private, public and third sector organisations and individuals with a shared interest in addressing the perilous state of our soils by building capacity and capability in soils advice.

The initial stage was funded through the European Agricultural Fund for Rural Development (EAFRD), via the Water Environment Grant fund, with the main deliverables including:

- 100+ advisors trained in soil management.
- 40+ mentors to share knowledge with others.
- 2 demonstration areas to showcase techniques to remedy compacted soils.
- · 7 feasibility reports in catchments across Devon and Cornwall to highlight the diversity of soils across the region.
- 10 micro-catchment Natural Flood Management and Water Framework Directive investigations.

The project has found that in some areas farming practices are not appropriate for the type of soil and so a more fundamental change is needed to deliver improved water and environmental quality. This will require incentives to encourage reduced stocking levels or shifting away from arable cropping.

The alliance will be continued through Westcountry Rivers Trust to support advisors and farmers in improving soil health as well as embed the approach in wider learning and college courses.

11.5.4 Goal FD - The Potential for Land to Address the Climate and **Ecological Emergencies is Being Used to Maximum Effect**

Land is a limited resource and is under pressure from competing demands such as food production, forestry, housing, infrastructure, water storage and space for wildlife. Decisions about how land is used do not consider all of the competing demands and outcomes needed. This results in land not achieving its maximum potential for the climate, people and nature. For net-zero to be achieved, increasing carbon sequestration and storage needs to be a central objective of the decisions we make about how land is used.

Making It Happen

A Land Use Framework for Devon is required to establish the principles that can coordinate land-use decisions to achieve the best multiple outcomes from land. Such multiple outcomes include food production, carbon storage, habitat creation, energy generation, natural flood management and so on. Its preparation has begun and is involving extensive stakeholder engagement.

For the Land Use Framework to be effective it will need to influence the reviews of existing land-use strategies, such as Local Plans, River-Basin Management Plans and Local Transport Plans, becoming part of the extensive evidence bases compiled by public authorities to guide their plans. It will also need to function in partnership with farmers, land managers and the new Environmental Land Management Schemes to help guide the opportunities they wish to pursue.

The Land Use Framework will be founded on the requirements of nature and informed by a Nature Recovery Network. Responding to the ecological emergency, the 2021 Environment Act requires preparation of a Devon Local Nature Recovery Strategy. This will set out the priorities and actions required to achieve a Devon Nature Recovery Network (NRN) of joined-up habitats on land and at sea that will provide places that wildlife needs to feed, breed, sleep and move from place to place. It will allow the natural world to adapt to change. A NRN map will show Devon's existing habitats and identify opportunities for their enhancement, creation and joining-up. This will identify suitable

The Actions:

F13. Develop a Land Use Framework.

F14. Develop a Local Nature Recovery Strategy and create and implement a Nature Recovery Network.

F15. Design and implement a Trees for Devon initiative.

11.5.5 Goal FE - Mechanisms and Funding are in Place to Protect, Restore and Enhance Nature-Based Carbon Storage

Devon's environment is all owned, often as part of a land-based business. Financial incentives are therefore required to encourage landowners and managers to implement environmental enhancements by making them an attractive investment proposition.

Making It Happen

Environmental Land Management Schemes

The UK is no longer part of the European Union (EU) and farms' access to payments under the EU Common Agricultural Policy (CAP) are being phased out between now and 2027. These are being replaced by the Environmental Land Management Schemes (ELMS) offering payments for delivering different environmental goals.

'Tests and Trials' of ELMS, to be fully launched by 2025, have been underway in Devon.⁴¹ These will inform how this new agricultural payment system can support farmers and land managers to deliver food production alongside carbon storage, other public benefits and the delivery of the NRN.

However, there are concerns that ELMS will not bring as much funding into Devon as the CAP did⁴² and that it may not reward existing environmentally-beneficial agricultural practices or provide support appropriate to smaller farms (e.g. for planting small woodlands).34 We must continue to work closely with central government to ensure the scheme is effective and responds to the needs of Devon's farming communities and wider environment.

Carbon Offsetting

A carbon offset is a measure by an individual or company to compensate for their carbon emissions, usually through a payment for activities which absorb CO₃, such as tree planting. The issues associated with carbon offsetting are complex and are considered further in The Potential Role for Carbon Offsetting in the Devon Carbon Plan.⁴³ Carbon offsetting mechanisms alone are inadequate for achieving net-zero. They need to be pursued alongside reducing emissions at source, which must be the over-riding priority.

Nonetheless, carbon offsetting will be needed to meet net-zero because some activities will still emit GHGs beyond 2050. Organisations setting earlier targets for net-zero will need to invest in carbon offsetting to compensate for activities that still use fossil fuels beyond the organisation's target date. This may be because zero-carbon technology is underdeveloped or too expensive. These organisations' need for carbon sequestration offers an income stream to land managers and an opportunity to improve the condition of Devon's natural environment.

Purchasers of carbon offsets will need to be confident that their money is storing carbon longterm. Currently, accreditation schemes only exist for two habitat types via the Woodland Carbon Code and the Peatland Code. Similar schemes are needed for other terrestrial, coastal and marine habitats.

Environmental Net-Gain

The National Planning Policy Framework requires new developments to provide 'net gains for biodiversity'44 by creating or enhancing habitats to leave the environment in a measurably better state than it was beforehand.⁴⁵ The Environment Act, which became law in November 2021, mandates the net-gain requirement to be at least 10%. Such investments could deliver far more if they support a landscape-scale approach that contributes strategically to multiple outcomes, including carbon storage. The NRN will help achieve this by identifying areas of Devon that would benefit from investment. Additionally, guidance needs to be prepared to assist developers to understand these new requirements.

Similar net-gain requirements are needed for marine developments, which will require new national legislation. Crucially, coordination is required to ensure marine net-gain initiatives are not implemented in isolation and instead achieve greater outcomes by partnering with other development projects, fisheries management and marine users.⁴⁶ Marine net-gain must therefore be integrated with marine planning and natural capital approaches (see Section 11.5.6).

Linking Investors with Providers

Habitat owners need to be aware of the opportunity to receive payments to host biodiversity net-gain and carbon offsetting projects and local investors need to know where to find these opportunities. An online marketplace is needed to facilitate this trading - the North Devon Biosphere's Natural Capital Marketplace launched in 2022 with this intention and will need support from organisations looking to buy and sell environmental services for it to succeed.

The Actions:

F16. Create Biodiversity Net-Gain Planning Guidance.

F17. Develop an online investment platform to provide a match-making service between providers of environmental services and people wishing to purchase them.

Needing action beyond Devon:

F18. Support the development of carbon storage accreditation schemes for a range of carbon rich terrestrial, coastal and marine habitats.

F19. Work with government to design an effective Environmental Land Management Scheme that will ensure food production alongside carbon storage and other public goods.

F20. Work with government to require marine development to provide environmental net-gain.

Case Study

Devon Silvopasture Network⁴⁷

Launched in 2021, this farmer-led agroforestry project will spend the next twelve years investigating whether the practice of silvopasture is a viable way to address the climate and nature crises while maintaining productive farmland.

The new field lab, involving seven farms in Devon, will be the largest participatory research project to date looking at silvopasture - a practice of integrating trees and livestock. The farmers, who produce beef, sheep, venison and dairy, are expecting the trees to bring a range of benefits to their farming systems by enhancing the natural processes that underpin sustainable food production.

The Woodland Trust have designed a planting system for each farm, and provided funding to cover the planting. The Organic Research Centre is leading on the animal behaviour and health aspects whist Rothamsted will focus on soils and hydrology. They will also host a trial at their North Wyke Farm to understand the three planting designs under a more controlled

environment. The Farming, Wildlife and Advisory Group South West is leading on biodiversity research, including ground vegetation, monitoring of birds, bats, flies and dung beetles. They will monitor and collate the data on the practicalities of managing and establishing the trees.

Research to date suggests that soil health is expected to improve, with increased soil carbon, earthworms and fungi. It is also hoped to improve livestock health and welfare through providing shelter and additional nutrition, diversify farm income by providing extra crops of fruit, nuts and timber and boost the nutritional value of forage.

11.5.6 Goal FF - Devon's Coastal and Marine Habitats Have Been Protected, Restored and Enhanced

Coastal and marine habitats store significant amounts of carbon, termed 'blue carbon' and some of these can store more carbon per square metre than forests.⁴⁸ Devon's coastlines have significant areas of seagrass meadows, salt marshes, maerl beds, kelp forests, coastal sand dunes and coastal shelf sediments that all store carbon (Figure 11.3).⁴⁹ Marine creatures in these ecosystems also store carbon in their bodies, which sink to the sea floor when they die, with their carbon potentially remaining buried for thousands of years.⁵⁰

The extent of coastal habitats in the UK has declined by 10% since the 1950s due to development for housing, industry, tourism, land reclamation and sea defences. ⁵¹ Many that remain are degraded. All of Devon's coastal and estuarine waters are classified as 'moderate' overall-status for water quality under the Water Framework Directive but none are classified as 'good' or 'high'. ⁵² Protecting coastal and marine habitats and species as part of the net-zero challenge requires water quality to be improved throughout the length of river catchments, not just at the coast. Various factors have combined to cause the degradation of river and marine habitats. The most common are: ⁵³

- Physical modifications of water bodies, for example flood defences and weirs that change natural flow levels and allow sediments to build up.
- Pollution from rural areas that includes bacterial contamination from animal manure, pesticides and fertilisers, and sedimentation caused by soil erosion from compacted soils from livestock.
- Pollution from waste water and sewage entering waterbodies where sewage treatment technology to remove enough of the harmful chemicals doesn't exist, or where storm overflows release untreated sewage into the environment.

All such pollutants are ultimately carried out into our coastal waters and their habitats.

In addition to the issues caused by pollution, coastal and marine habitats are being over-exploited. Wild fisheries are declining due to unsustainable catch rates and habitat destruction from fishing gear. ⁵¹ Development for energy, telecommunications, aggregates, port facilities and recreation are also contributing to harm. ⁵⁴

The exact size of the opportunity for Devon's coastal ecosystems to store carbon is significant but has yet to be fully quantified. Further work is needed to understand and to begin valuing these habitats for their full potential.

Mud flats

Mud flats are found in coastal areas, such as estuaries, sheltered from waves. They are covered at high tide and exposed during low tide and become saltmarshes towards land. New sediment is brought in with each tide. As the sediment remains wet, decomposition is slow which allows carbon stores to accumulate.

Devon has approximately 3000 ha of intertidal mud and sand flats.

Saltmarshes

Saltmarshes in some locations have been found to sequester carbon 35 times faster than tropical rainforests.

Devon has approximately 550ha of saltmarsh habitat, particularly located in the Tamar and Exe estuaries.

Seagrass

Seagrass beds are sometimes described as the rainforests of the sea. They trap sediment in the water, creating carbon rich 'mattes', that raise the seafloor by approximately 1mm per year. The seagrass and their mattes store between 12-20% of global oceanic carbon. When seagrass habitats are destroyed or damaged their ability to sequester carbon is reduced and carbon dioxide is released. There has been significant long-term reduction in seagrass extent and quality around the UK and seagrass beds are one of the most rapidly-declining habitats globally.

In Devon, the most extensive seagrass bed is found in Torbay

Maerl beds

Maerl is a purple-pink hard seaweed that forms spiky underwater 'carpets' on the seabed, known as 'maerl beds'. Maerl deposits lime in its cell walls as it grows, creating a hard, brittle skeleton, which is an effective carbon store. These maerl beds are slow growing, fragile and do not recover from damage.

In Devon, maerl beds are found in Lyme Bay and off the coast of Lundy

Sand dunes

A sand dune is a hill beyond the reach of the tides that has formed over many years and is home to a variety of vegetation.

Braunton Burrows is the largest dune system in England at 1 mile wide and nearly 4 miles long

Kelp forests

Kelp is a large seaweed which can form dense underwater forests that capture 75% of the carbon stored annually in the sea.

Figure 11.3 - Devon's Blue Carbon.49

Making It Happen

A Natural Capital Approach

Initially, a better understanding of the extent and condition of marine habitats and species is needed to establish an asset register of marine natural capital. This would be used to track changes in the stock, distribution, health and enhancement opportunities for marine habitats and provide an inventory of the services they provide, such as carbon storage, food, recreation opportunities, coastal defence and jobs. Valuing these ecosystem services will improve the way this natural environment is evaluated against other priorities and will ultimately lead to greater environmental protection.

The effectiveness of the protection and enhancement measures implemented across the County would be demonstrated by changes to natural capital stock and health recorded in subsequent years using the asset register.

North Devon's Marine Natural Capital Plan⁵⁵ already takes this approach. A similar approach is required for the south of the County.



The Catchment-Based Approach

As activity within the full extent of river catchments – from the estuary to the inland watershed – can affect the health of marine and coastal habitats, it is vital that projects and management practices are coordinated between all stakeholders to achieve maximum benefit. This whole catchment approach also benefits flood alleviation, water quality, the health of inland ecosystems and their ability to store carbon.

Working with Sea Level Rise

Rising sea levels will reduce the extent of saltmarshes, sand dunes and other carbon rich habitats where they are restricted from moving landward by coastal defences. Further opportunities for habitats to survive and expand by migrating inland need to be explored in the three Shoreline Management Plans covering Devon's coastlines when they are next reviewed. These identify the most appropriate approach to managing coastal flooding and erosion risk for each stretch of coast. This will require the managed retreat of sea defences, where appropriate, to enable coastal habitats to move landward.

Fishing

Large-scale, commercial fisheries can cause significant damage to marine ecosystems through the volume of fish caught, scouring of the seabed by some types of equipment and excessive by-catches (the unintended capture of non-target species).56

Initiatives that target multiple issues, such as minimising by-catch (e.g. specifying minimum net mesh sizes), protecting vulnerable ecosystems and managing multiple species are referred to as taking 'an ecosystem approach for fisheries management'.57 This ethos underpins the

approach taken by The Devon and Severn Inshore Fisheries and Conservation Authority (DS IFCA).58 In its role managing fisheries, it sets and enforces local byelaws that fishermen must adhere to.

The work of the DS IFCA includes the defence of Devon's 19 marine protected areas.59 In these areas, activities that can damage ecosystems, like fishing, are regulated. Fishing controls can include seasonal restrictions, specific species protection and banning certain fishing practices. This has proven effective at enabling ecosystems and fish populations to recover.60

Small-scale fisheries, using smaller boats and traditional methods to target species, are more compatible with the ecosystem approach as they have a lower impact on habitats and fish populations. They also employ additional people per landedtonne of fish than large-scale fisheries and, because of this, contribute more value to local communities.61

There is a need to provide more support to small-scale fisheries and establish further marine protected areas.

Lost and discarded fishing gear can be lethal to marine life and subsequently degrades ecosystems.⁶² Furthermore, polyethylene, often used for fishing gear, produces methane and ethylene greenhouse gases as it degrades, and so contributes directly to climate change.63 Despite laws prohibiting the disposal of fishing gear at sea, measures are needed to reduce intentional discarding. It needs to become easier for fishermen to recycle damaged fishing equipment.64

Planning of Marine Development

Decisions about marine development need to enhance the ecosystem services these marine environments provide. The Marine Management Organisation is preparing Marine Plans for all England's marine waters. The Devon Maritime Forum and Devon's estuary partnerships should continue to engage with the preparation of these plans, including ensuring active and open dialogue with local people. Local people's knowledge and views will be vital for the design and implementation of effective plans that ensure new developments do not damage key marine habitats that sequester carbon and give them space to expand.

Education

It is important to achieve a deeper understanding of how our actions, as individuals and organisations, can harm or enhance blue carbon. Efforts must be increased to raise awareness of the link between the climate emergency and the fish we choose to eat, and the chemicals used in gardens, household appliances, bathrooms and kitchens which end up in the marine environment. This must make best use of existing educational assets, such as the National Marine Aquarium, the Wembury Marine Centre, the Torbay Seashore Centre and the new Plymouth Sound National Marine Park.

The Actions:

F21. Devon Maritime Forum and Devon's estuary partnerships to push for the aims and priorities set out in the Devon Carbon Plan to be incorporated within Marine Plans.

F22. Future reviews of Devon's Shoreline Management Plans to enable, where possible, carbonrich habitats to migrate inland with sea level rise.

F23. Develop and implement a South Devon Marine Natural Capital Plan.

F23.1 Establish and maintain an inventory of marine natural capital.

F23.1 Pilot initiatives which increase blue carbon sequestration.

F23.3 Provide support for smaller fisheries that implement sustainable practices

F23.4 Trial new ecosystem approaches for fisheries management.

F23.5 Improve access to, and incentivise, shoreside disposal of old fishing equipment.

F23.6 Encourage behaviour change by enhancing public awareness of behaviours and activities that damage marine and coastal habitat.

The Actions:

F24. Develop more whole-catchment improvement projects.

Needing action beyond

F23. Develop and implement a South Devon Marine Natural Capital Plan.

F23.7 Work with government to introduce more marine protected areas and provide the resources necessary to protect and monitor them.

F23.8 Work with government for greater monitoring and enforcement of the dumping of fishing gear at sea.

Case Study

Catchment Management in Devon

The South West River Basin Management Plan provides a framework for introducing measures to improve the condition of the water environment in Devon's main catchments. Devon is covered by four of these catchments – Tamar, North Devon, South Devon and East Devon. Each of these has a catchment partnership – groups of organisations with an interest in improving the environment associated with the operational catchments of each main river. The partnerships also cover coastal and marine waters. They help implement measures by:

- providing local evidence
- targeting and coordinating action
- identifying and accessing funding for improvements in the catchment
- incorporating river basin management planning into the wider environmental management of the catchment

The catchment-based approach is being demonstrated by various projects, three of which are:

- South West Water's Upstream Thinking: This recognises that it is more cost effective to help farmers deliver cleaner raw water (water in rivers and streams) than it is to pay for the expensive filtration of polluted water taken from rivers for drinking. Since 2010 the Upstream Thinking project has spent £20m restoring mires and Culm grasslands (that naturally filter water) and on providing pesticide advice and water-quality improvement infrastructure to farmers.65
- Connecting the Culm: This is testing ways of making river catchments more resilient to the impacts of climate change (mainly flooding and drought), using nature-based solutions and collaborating with people living in the Culm catchment to do so.

The Triple Axe Project: This is piloting bespoke Farm Transformation Plans in the Axe Catchment which enable farms to either partly or completely restructure their operation in order to reduce their impacts on water quality, aid nature recovery (with proposals linked to the Nature Recovery Network) and improve profitability. 66

11.5.7 Goal FG - Environmental Law is Effectively Enforced

The evidence collected through the Thematic Hearings identified that existing environmental law designed to regulate environmentally harmful activities is not always enforced effectively. National government agrees.67

Making It Happen

In response, the government has introduced the Environment Act that has created the Office for Environmental Protection. This independent body has the powers to investigate other public bodies that fail to exercise any activities they are required to carry out under environmental law, for example not properly regulating environmentally harmful activities they are responsible for licensing.68

Devon Climate Emergency partners must cooperate with the Office for Environmental Protection and support its establishment but also work with government to improve the availability of resources

The Actions:

Needing action beyond Devon

F25. Work with government to improve the effectiveness of environmental legislation and resources for enforcement.

11.6 SUMMARY OF THE ACTIONS

Figures 11.4 and 11.5 below show the reference number and text of each of the Food, Land and Sea actions in this Plan. The anticipated start and duration of each action is shown on the right hand side of the diagram.

The actions with their duration highlighted in red in Figures 11.3 and 11.4 have been identified as a priority through two processes. Firstly, the Net Zero Task Force assessed each action's potential to contribute to significant emissions reductions and the likelihood they can be implemented in a timely fashion. Secondly, some actions were highlighted as being important by the respondents to the public consultation.



Figure 11.4 - This diagram shows the anticipated start and duration of the Food, Land and Sea actions and the priority actions.

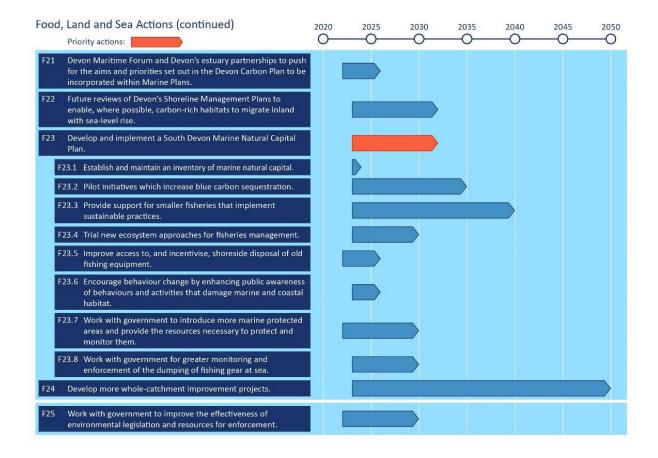
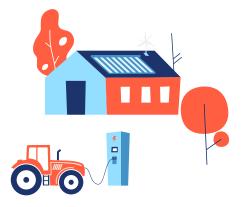


Figure 11.5 - (continued from Figure 11.4) This diagram shows the anticipated start and duration of the Food, Land and Sea actions and the priority actions.

For more detail, including who can help to deliver these actions, see the full action table.

MILESTONES 11.7

Delivering the actions in this section of the Plan will help to achieve the milestones in Figure 11.6 below. These milestones reflect the Climate Change Committee's Further Ambition Scenario.





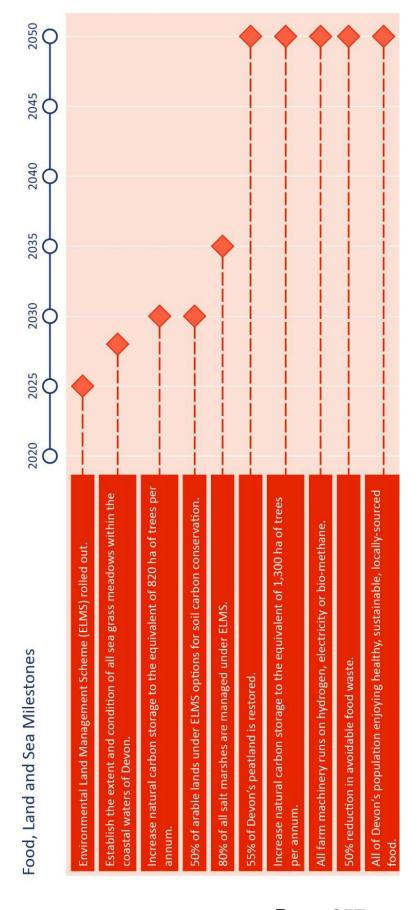


Figure 11.6 – This diagram shows the milestones which the actions in this section of the plan will help achieve.

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SECTION 12.

MAKING THE PLAN REALITY

12.1 ENGAGEMENT AND OWNERSHIP

This Plan is the result of extensive collaboration between the Devon Climate Emergency partners, the Net-Zero Task Force, individuals and communities with a wealth of experience and expertise, who responded to the Call for Evidence or shared insights at the Thematic Hearings, as well as all those who participated in the Devon Climate Assembly.

The ambition is that the implementation of this Plan will be equally collaborative. Everyone in Devon needs to know about this Plan and play an active role in its implementation. Every individual, organisation and community, including the Devon Climate Emergency partners, are encouraged to look at the actions and select those that they will help deliver.

Many organisations and communities have already developed plans to reduce their emissions to net-zero. The partners are sharing these stories on the website and would love to hear about your progress. Activity can be shared with the partnership and showcased on the website, the monthly newsletter via environmentalpolicy@devon.gov.uk, or find the Devon Climate Emergency on social media.

Devon-based organisations are encouraged to join the partners in endorsing the Devon Climate Declaration and reduce their direct emissions to net-zero by 2030.

12.2 FUNDING AND INVESTMENT

Achieving net-zero by 2050 at the latest will require a major nationwide investment programme, led by national government, but largely funded and delivered by private companies and individuals. Low-carbon markets and supply chains must scale up so that almost all new purchases and investments are in zero-carbon solutions by 2030 or soon after - some of the actions in this Plan will help achieve this.

Costs for meeting net-zero in Devon have not been prepared, but may be in a future update to this Plan. National estimates give an indication of the scale of investment required. The Climate Change Committee (CCC) says there needs to be a sustained increase in capital investment, adding around £50 billion annually by 2030 (compared to current economy-wide investment of nearly £400 billion). The largest increases are for low-carbon power capacity (£14 billion/a), work retrofit of buildings (£12 billion/a) and the added costs of batteries and infrastructure for electric

vehicles (£10 billion/a). These investments are well within the range of historical changes in UK total investment.

These costs do not take account of reduced running costs. Many - though not all - of the technologies required for net-zero have considerably lower running costs than the alternatives they replace. The transport sector has the largest opportunity to save costs, with some further savings available for buildings and electricity supply.

Electrified surface transport is far more efficient than high-carbon alternatives and has significantly lower maintenance costs. Overall, this can deliver annual operating cost savings of over £30 billion by 2050 across the UK. Low-carbon electricity generation has low costs in operation, in particular by avoiding fuel costs. The complete decarbonisation of the electricity sector will reduce operating costs by around £10 billion per year in the UK relative to the highcarbon alternative. Energy efficiency improvements and switches to low-carbon heating deliver reductions in operating costs for buildings of around £8 billion per year in the UK by 2050.

By 2050, for the UK as a whole, aggregate cost savings will be similar to the annual investment requirements for the net-zero transition. As a result, the annualised net-cost of meeting netzero is estimated to be less than 1% of Gross Domestic Product (GDP) through to 2050. This is a reduction since the figures reported in the Interim Devon Carbon Plan, which reflects the falling costs of low-carbon technologies.

This will not necessarily reduce GDP by an equivalent amount. The CCC suggest that GDP will be around 2% higher than it would have otherwise been by 2035 as resources are redirected from fossil fuel imports to UK investment. At worst the size of the economy would be similar to that expected without climate action, but with valuable co-benefits.

There are likely to be opportunities for technological innovation over the next three decades to reduce the investment costs further. There will of course be opportunities for philanthropic grant funding and the public sector to facilitate innovation and de-risk investments to bring new products and services to market. This Plan highlights the opportunities for public sector investment which the partners would like to work with national government to develop, many of which can respond to the levelling up agenda and the cost of living crisis.

12.3 OVERSEEING PROGRESS

12.3.1 New Oversight Structure

This Plan has been prepared by a collaboration of over 25 organisations with input from people across Devon. Many more people and organisations will be involved in its implementation. The existing governance arrangements have been appropriate for managing the development of the Plan, and the emerging Devon, Cornwall and Isles of Scilly Climate

Adaptation Plan, but the implementation of the programme of projects in the two plans will need something different to provide strategic oversight of their progress as a whole.

Figure 12.1 shows the governance arrangements which will come into place in 2022 to oversee the delivery of the Plan. The new structure aims to aid collaboration, have representation from the people of Devon and ensure opportunities to work with regional partners and government are harnessed.

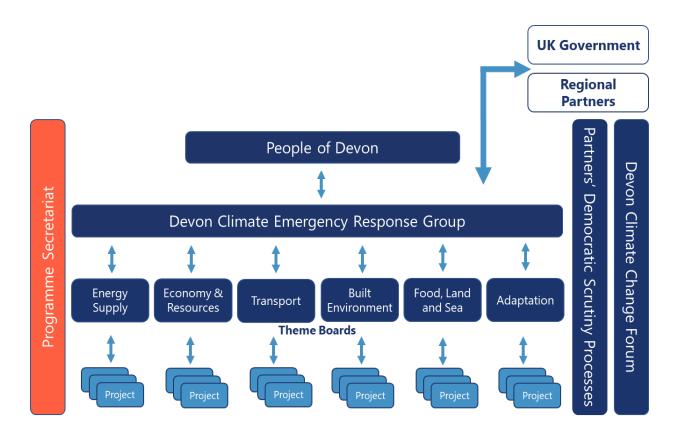


Figure 12.1 - Governance arrangements for the implementation of the Devon Carbon Plan and the Devon, Cornwall and Isles of Scilly Adaptation Plan.

The day-to-day implementation of each project will be managed by the organisation leading it.

The Theme Boards, will be made up of community representatives, including youth representation, volunteer specialists (similar to those who formed the Net-Zero Task Force) and specialist staff from the partner organisations. They will be chaired by a partner organisation and will oversee progress with the implementation of the programme of projects relevant to their theme. Each quarter they will receive a report collated by the Programme Secretariat from the project

managers highlighting progress and any issues arising. The Theme Boards will act to resolve issues where they are able. Issues outside their control will be raised with the Response Group.

The **Devon Climate Emergency Response Group** will reduce its meeting frequency from every month (as it has done since May 2019) to quarterly. It will continue to provide an opportunity for senior leaders from the partners to discuss progress, make programme decisions, seize on collaboration opportunities and be engaged with significant implementation issues that require seniority to unblock. It will be attended by the chairs of the Theme Boards to ensure cross fertilisation and ensure that the cross-cutting actions in the Plan are being monitored. The Group will also serve as the voice of the partnership with regional partners and government.

Partners' democratic scrutiny processes will continue to have a vital role in providing constructive and robust challenge to the Plan's implementation and to the execution of individual projects their organisations may be leading.

An independent **Devon Climate Change Forum** will provide impartial oversight, challenge and advice on behalf of the people of Devon to all tiers of the governance structure, meeting once or twice each year. It will include community representation. Part of its role will be to scrutinise progress on an annual basis and make recommendations for the year ahead –similar to the critical friend role of the Climate Change Committee to national government, but with greater citizen representation.

Officers from the partner organisations have been meeting monthly as the Tactical Group since May 2019. Whilst this group will not form part of the formal oversight structure, it will continue to meet to allow knowledge and experience sharing and to seize opportunities for collaboration on projects and funding bids.

12.3.2 Recruitment to the Theme Boards and Climate Change Forum

A list of the experience, knowledge and qualities needed on each of the Theme Boards and in the Climate Change Forum is being drawn up by the partnership. Devon's citizens and organisations who feel they can contribute to the needs of the Boards and Forum will be invited to express their interest in participating. The Boards and Forum will then be assembled from those who have expressed their interest.

12.4 MONITORING

Figure 12.2 describes indicators that will be used to monitor the achievement of the Plan's objectives at a strategic level. Most of the data is available from national government and local sources on an annual basis. Some indicators do not have data available yet and require further investigation into how the data can be obtained or the development of alternatives.

These indicators will be reviewed by the Response Group and published online.

OBJECTIVE	INDICATORS	LATEST DATA
Net-zero emissions by 2050 at the latest and a 50% reduction in emissions by 2030 from 2010 levels	Devon's net production greenhouse gas emissions	2019 ⁸ 7,574 ktCO ₂ e
	2. Devon's consumption greenhouse gas emissions	2017 ² 12.5 MtCO ₂ e
	3. Percentage reduction in Devon's production greenhouse gas emissions since 2010	2019 ³ -22%
	4. Percentage reduction in Devon's consumption greenhouse gas emissions since 2010	2019 ² -18%
Engaged communities acting for resilience and a net-zero carbon Devon	5. Total followers on the Devon Climate Emergency social media platforms	Aug 2022 5,751
	6. Total subscribers to the Devon Climate Emergency newsletter	Aug 2022 2,909
	7. Number of entities endorsing the Devon Climate Declaration	Aug 2022 84
	8. Percentage of the community feeling well-informed and supported to reduce their own carbon emissions	Data collection process to be established
	9. Number of community organisations (e.g. Transition and Community Action Groups) known to be acting locally for net-zero	264

OBJECTIVE	INDICATORS	LATEST DATA
Fossil fuels phased out as an energy source	10. Proportion of Devon's energy consumption met by renewable energy generated within Devon	2017 ⁴ 6.7%
	11. Total consumption of fossil fuel energy in Devon a. Domestic b. Industrial and Commercial c. Road transport	2019 ⁵ 5,669 GWh 4,405 GWh 8,079 GWh
	12. Proportion of cars and light goods vehicles registered in Devon that are ultralow emission (< 75gCO ₂ /km)	2022 ⁶ 1.2%
Minimised energy consumption	13. Number of Devon's homes with an Energy Performance Certificate of D – G	Mar 2022 ⁷ 306,427
	14. Number of Devon's commercial premises with an Energy Performance Certificate of D – G	Mar 2022 ⁷ 14,165
	15. Devon's energy consumption a. Total b. Transport c. Domestic d. Industrial and Commercial	2019 ⁵ 24,406 GWh 8,551 GWh 8602 GWh 7,253 GWh
	16. Amount of funding spent through dedicated public grants on domestic retrofitting in Devon	Data collection
	17. Amount of funding spent through dedicated public grants on commercial retrofitting in Devon	process to be established

OBJECTIVE	INDICATORS	LATEST DATA
3	18. Emissions from Product Use (HFCs, PFCs and SF6) in Devon	2019 ⁸ 191 ktCO ₂ e
Minimise fugitive greenhouse gas emissions	19. Emissions from landfill and biological treatment of waste and wastewater in Devon	2019 ⁸ 656 ktCO ₂ e
	20. Net-emissions from livestock and land use in Devon	2019 ⁸ 1,256 ktCO ₂ e
Minimise fugitive greenhouse gas emissions	21. Devon's soil organic matter percentage 22. Carbon sequestered by improved habitat in Devon from 2020 a. Terrestrial b. Marine	Data collection process to be established
	23. Net carbon dioxide sequestered by land use, land use change and forestry in Devon	2019 -347 ktCO ₂
Resilient local economies with access to green finance	24. Investment in community-owned energy schemes in Devon	2018 ⁹ £14.1 m
	25. Proportion of households in fuel poverty	2020 ¹⁰ 12.3%
	 26. Proportion of spending by the Response Group organisations with entities registered with EX, PL or TQ postcodes 27. Number of non-profit organisations registered with EX, PL or TQ postcodes, providing goods and services to or for Response Group organisations 	Data collection process to be established

OBJECTIVE	INDICATORS	LATEST DATA
	28. Number of Repair Cafes operating in Devon	24 ^{11,12}
	29. Number of Library of Things operating in Devon	4 13
	30. Total household waste collected in Devon	2020/21 ¹⁴ 530.2 kt
A circular use of resources	31. Household waste collected per person a. Devon County Council b. Plymouth City Council c. Torbay Council	2020/21 ¹⁵ 447 kg 407 kg 428 kg
	32. Percentage of household waste that is sent for reuse, recycling or composting a. Devon County Council b. Plymouth City Council c. Torbay Council	2020/21 ¹⁵ 55.3% 30.6% 35.5%
	33. Commercial and industrial waste in the Devon County and Torbay council areas a. Total arising b. Of which household-like waste c. Recycling rate	2018/19 ¹⁶ 560 kt 186 kt 34 - 40%
	34. Construction, demolition and excavation waste in the Devon County Council area a. Arising b. Recycling rate	2010 ¹⁷ 1,206 kt 87%
Carbon captured from the burning of fuels	35. Proportion of carbon produced from the burning of fossil fuels in Devon that is captured by carbon capture and storage technology	2022 0%

Figure 12.2 - Indicators to monitor the achievement of the Plan's objectives

12.5 CLOSING REMARK

Now is the right time to set a target to achieve net-zero emissions and put in place a Plan to reach it. The broad involvement of businesses, the public sector, voluntary organisations and communities working together will help to create a resilient, net-zero carbon Devon where people and nature thrive and will provide an example for other counties and regions as part of the wider collective effort to address climate change.

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SEPTEMBER 2022



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Agenda Item 12 TORBAY COUNCIL

Meeting: Cabinet **Date:** 13 December 2022

Wards affected: All

Report Title: Planning Contributions and Affordable Housing Supplementary Planning Document

When does the decision need to be implemented? December 2022

Cabinet Member Contact Details: Councillor Mike Morey, Cabinet Member for Infrastructure, Environment and Culture, mike.morey@torbay.gov.uk

Director/Divisional Director Contact Details: David Edmondson, Divisional Director for Planning, Housing and Climate Emergency, david.edmondson@torbay.gov.uk

1. Purpose of Report

- 1.1 To seek Cabinet's approval of an updated Planning Contributions and Affordable Housing Supplementary Planning Document ("the SPD"). This updated version of the SPD will replace the existing version which was adopted in 2017.
- 1.2 The SPD sets out how Section 106 planning obligations are to be used in Torbay to meet the infrastructure needs created by developments, including providing affordable housing. The SPD provides guidance on (amongst other things) the kinds of planning obligations sought, the circumstances in which they are to be sought, how financial contributions are calculated, and the relevant Local Plan and Neighbourhood Plan policies which provide the basis for seeking planning obligations. Supplementary Planning Documents do not make new planning policy. Rather, they provide more detailed advice or guidance on the implementation of existing policies in the Local Plan and Neighbourhood Plans. Changes to planning policies need to be made through the ongoing Torbay Local Plan Update.
- 1.3 The main purpose of this update is to ensure that planning obligations adequately cover the costs of infrastructure at 2022 prices (which rose by 25.6% between 2017 and May 2022).

2. Reason for Proposal and its benefits

2.1 We want Torbay and its residents to thrive.

We want Torbay to be a place where we have turned the tide on poverty and tackled inequalities; where our children and older people will have high aspirations and where there are quality jobs, good pay and affordable housing for our residents.

We want Torbay to be the premier resort in the UK, with a vibrant arts and cultural offer for our residents and visitors to enjoy; where our built and natural environment is celebrated and where we play our part in addressing the climate change emergency.

- 2.2 Key to this is ensuring that the infrastructure needs created by new developments are met, that affordable housing is delivered to help address the housing crisis, and that any adverse impacts of developments are appropriately mitigated. The SPD provides guidance to this effect, and this update of the SPD will ensure that planning obligations are based on financial costings that are accurate and up-to-date, taking into account the inflation that has occurred since the previous version of the document was adopted in 2017.
- 2.3 Since the 2017 SPD was adopted, various changes to Government planning policy have occurred. The updated SPD therefore provides clarity in instances where changes to Government planning policy have impacted on local planning. Noteworthy changes include:
 - Removal of Pooling Restrictions: Whereas previously local authorities were only
 permitted to pool up to 5 obligations towards the same item of infrastructure, this restriction
 has been removed. This provides greater flexibility for the spending of planning
 contributions. The 2021 NPPF also allows greater flexibility in seeking contributions from
 non-major developments.
 - National Planning Policy Framework (NPPF) 2021: This increases the emphasis on
 affordable homes for sale. The main need in Torbay is for homes for rent, and the SPD has
 sought to maintain this stance as far as possible within the requirements of the NPPF. The
 NPPF also confirms that affordable housing may only be sought from major developments
 (10 or more dwellings) apart from the AONB where a lower threshold may apply.
 - Use Classes Order: There have been significant changes to Use Classes including the formation of Class E which brings various commercial uses into the same Use Class. New permitted development rights have also been introduced including the permission to change use from Class E to residential, subject to prior approval.
- 2.4 The updated SPD also incorporates additional guidance on the use of planning obligations to address the following matters:
 - Mitigating ecological impacts on coastal and marine habitats and species.
 - Education contributions towards Early Years, Special Educational Needs and Disabilities (SEND) and Post 16. This is in addition to existing education contributions towards Primary and Secondary. (Education contributions will only be sought where a shortfall is identified.)
 - Increasing loss of employment contributions to reflect more recent evidence on the cost of providing employment elsewhere.

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- Increased emphasis on the use of planning obligations to secure local labour agreements.
- Increased emphasis and more detailed guidance on existing policies relating to climate change and low carbon development.
- Guidance on mitigating ecological impacts on coastal and marine habitats and species.
- Monitoring contributions to ensure the effective implementation of ecological mitigation and travel plans.
- A 5% administration and monitoring charge levied in addition to the total planning contributions sought (rather than 5% being top sliced from the contribution).
- 2.5 The updated SPD also incorporates changes to remove snags and to make the SPD simpler, easier to use, and to improve implementation.
- 2.6 The updated SPD has been informed by public consultation carried out between 22nd August and 3rd October 2022, detailed engagement with internal partners within Torbay Council and SWISCo earlier in the year. A previous period of public consultation took place during 2019, but the SPD update was postponed at that time due to uncertainty around Covid. A discussion of consultation responses received and how they have been resolved is provided in the 'supporting information' section of this report, and a full summary is provided at Appendix 2.

2.7 The reasons for the decision are:

- To ensure that new development in Torbay contributes fairly towards the provision of infrastructure and other matters that development creates a need for.
- To provide affordable housing.
- To update guidance on tackling climate change, reducing poverty and improving education outcomes.
- To update guidance on key ecological sites in Torbay.

3. Recommendation(s) / Proposed Decision

- 1. That the Planning Contributions and Affordable Housing Supplementary Planning Document as set out in Appendix 1 be approved by Cabinet for adoption. Planning applications received after 1 January 2023 will be assessed in terms of this updated SPD.
- That the Divisional Director for Planning, Housing and Climate Emergency be authorised to make minor editorial amendments to the Planning Contributions and Affordable Housing Supplementary Planning Document in consultation with the Cabinet Member for Infrastructure, Environment and Culture.
- 3. That the Divisional Director for Planning, Housing and Climate Emergency be authorised to update the planning contributions sought in line with inflation on an annual basis in consultation with the Cabinet Member for Infrastructure, Environment and Culture.

- 4. That the Divisional Director for Planning, Housing and Climate Emergency in consultation with the Cabinet Member for Infrastructure, Environment and Culture be authorised to update the 'CIL Accompanying Policies' document to maintain consistency with the Planning Contributions and Affordable Housing Supplementary Planning Document.
- 5. That the Local Development Scheme be updated to reflect the adoption of the Planning Contributions and Affordable Housing Supplementary Planning Document as set out in Appendix 1.

Appendices

Appendix 1: Planning Contributions and Affordable Housing SPD 2022

Appendix 2: Summary of Representations

Background Documents

Adopted Torbay Local Plan 2012-2030, with particular attention to Policies SS7 and H2: https://www.torbay.gov.uk/local-plan/

Adopted Torquay Neighbourhood Plan: https://www.torbay.gov.uk/torquay-np/

Adopted Paignton Neighbourhood Plan: https://www.torbay.gov.uk/paignton-np/

Adopted Brixham Peninsula Neighbourhood Plan: https://www.torbay.gov.uk/brixham-np/

Community Infrastructure Levy Regulations 2010 (as amended): https://www.legislation.gov.uk/ukdsi/2010/9780111492390/contents

Torbay Housing and Economic Needs Assessment 2022: https://www.torbay.gov.uk/local-plan-update (link at bottom of webpage under 'background papers')

National Planning Policy Framework: https://www.gov.uk/guidance/national-planning-policy-framework

The Town and Country Planning (Local Planning) (England) Regulations 2012, with particular attention to Part 5 (Supplementary planning documents): https://www.legislation.gov.uk/uksi/2012/767/part/5/made

1. Introduction

- 1.1 The Planning Contributions and Affordable Housing SPD provides guidance on how s106 planning obligations will be used in Torbay to deliver affordable housing and to meet the infrastructure needs arising due to development. The purpose of a supplementary planning document is to provide more detailed advice or guidance on policies in the development plan (which comprises the Adopted Torbay Local Plan 2012-2030 and the Neighbourhood Plans). SPDs cannot make new policy, alter existing policies, or place additional requirements on developers that are not already provided for within existing policies. Changes to policy would need to be carried out through the ongoing Local Plan Update.
- 1.2 The principal reason for updating the SPD is to bring the costings in the document up to 2022 prices. According to the Retail Prices Index, prices have increased by 25.60% from February 2017 to May 2022. It is therefore necessary to increase planning contributions to 2022 prices, and to provide certainty in the SPD that planning contributions will be reviewed and increased with inflation on an annual basis to ensure that the planning contributions sought remain sufficient to cover the infrastructure costs arising from development.
- 1.3 There have also been several recent changes to national planning policy and guidance since February 2017 which have an impact on the SPD, including:
 - The Community Infrastructure Levy Regulations 2010 and PPG have been revised to remove pooling restrictions. This gives greater flexibility to ensure that planning contributions are spent effectively. These changes have been incorporated into the updated SPD.
 - The NPPF (2021), paragraph 64, has reiterated a longstanding requirement that affordable housing may only be sought for major developments (10 dwellings or more or sites of 0.5 ha or more), other than in designated rural areas (in Torbay this is the AONB). This impacts on the Local Plan Policy H2 affordable housing threshold for greenfield sites which was previously set at 3 or more dwellings. The updated SPD therefore adjusts this threshold to 10 or more dwellings other than for sites in the AONB where the threshold remains at 3 or more dwellings. This formalises existing development management practice and recognises that attempts to seek affordable housing on non-major sites outside of the AONB would not be supported at appeal.
 - Paragraph 65 of the NPPF (2021) includes a requirement that 10 per cent of the homes
 delivered in major developments should be for affordable home ownership (subject to
 certain exclusions). This has no impact on the affordable housing tenure mix sought for
 major developments of 30 dwellings or more on greenfield sites, but has the potential to

impact on the tenure mix for all brownfield sites and for greenfield sites of fewer than 30 dwellings. The delivery of affordable homes for rent is a priority for the Council both in terms of the Housing Strategy and the Community and Corporate Plan. The updated SPD states that the tenure mix in Policy H2 of the Local Plan (one third social rent, one third affordable rent, one third affordable home ownership) remains the starting point for negotiations but acknowledges that Paragraph 65 of the NPPF is a material consideration for planning decisions. Paragraph 65 states that this requirement is disapplied in instances where it would "exceed the level of affordable housing required in the area", or where it would "significantly prejudice the ability to meet the identified affordable housing needs of specific groups".

- 1.4 The updated SPD also implements the following changes:
 - Education contributions towards Early Years, Special Educational Needs and Disabilities
 (SEND) and Post 16. This is in addition to existing education contributions towards Primary
 and Secondary. (Education contributions will only be sought where a shortfall is identified.)
 - Increasing commuted sums for affordable housing to better reflect current market prices.
 (Note that the expectation is that affordable housing will be provided on site, with commuted sums only agreed in exceptional circumstances.)
 - Increasing loss of employment contributions to reflect more recent evidence on the cost of providing employment elsewhere.
 - Increased emphasis on the use of planning obligations to secure local labour agreements.
 - Increased emphasis and more detailed guidance on existing policies relating to climate change and low carbon development.
 - Guidance on mitigating ecological impacts on coastal and marine habitats and species.
 - Contributions from new homes and tourism development within the Brixham Peninsula area towards mitigating recreational impacts on the Berry Head calcareous grassland. (This formalises what has been happening in practice for several years).
 - Monitoring contributions to ensure the effective implementation of ecological mitigation and travel plans.
 - Increased emphasis on planning obligations relating to town centre management, nighttime economy, and monitoring contributions. These are only sought where there is a specific adverse impact to mitigate.
 - Increased emphasis on public realm improvements. These are only sought when there is a strong relationship between the proposed use and the public realm.
 - A 5% administration and monitoring charge levied in addition to the total planning contributions sought (rather than 5% being top sliced from the contribution).
- 1.5 The updated SPD incorporates changes to remove snags and to make the SPD simpler, easier to use, and to improve implementation. This includes seeking contributions for

residential development based on dwelling floorspace rather than number of bedrooms (which is necessary because the number of bedrooms in a dwelling is not subject to planning control). Minor changes to the implementation of s106 Agreements, as recommended by the Council's Legal Services team, have also been incorporated.

2. Options under consideration

- 2.1 This report proposes that the updated SPD be approved for adoption. The alternative option would be to not update the SPD and to continue using the adopted 2017 version of the SPD. This would result in planning contributions being sought at 2017 prices rather than at 2022 prices. Uncertainty would remain from the (2017) SPD being inconsistent with new national planning policy and guidance. The 2017 SPD also restricts the pooling of no more than 5 obligations towards the same item of infrastructure, when this restriction is no longer required by planning legislation. This is therefore not considered a feasible option.
- 2.2 We are aware that these are difficult times to be increasing demands on developers. The SPD Update was not introduced in 2020 due to Covid, so is now well overdue. We have sought only to increase contributions in a way that is reasonable and proportionate taking into account inflation to May 2022 as well as relevant evidence, and have sought to avoid imposing a 'real terms' increase which could impact on development viability. To illustrate this, comparative data is briefly set out below.
- 2.3 While planning contributions vary from case to case depending on the specific needs and impacts arising from the development, the table below sets out typical approximate planning contributions sought for a medium sized house (approximately 80 sq m) delivered as part of a major development within the Future Growth Area, with costs in terms of the 2017 SPD and the updated SPD:

Infrastructure	2017 SPD	Updated SPD	Increase
Sustainable transport	£860	£1,290	50%
Education	£6,333	Up to £15,572	145.9%
Open space	£2,915	£3,726	27.8%
Lifelong learning	£232	£292	25.9%
Waste	£170	£162	(4.7%)
Admin and monitoring charge	5% top-sliced	5% as an additional charge = £1,052	
TOTAL	£10,510	£22,094	100.2%

- 2.4 The overall increase from approximately £10,500 to £22,000 is therefore largely as a result of the introduction of education contributions for Early Years, Post 16 and SEND, alongside existing contributions for Primary and Secondary. It is important to note however that these contributions have been calculated in accordance with the latest DfE guidance, and that contributions will only be sought for the category of education in which a shortfall is evidenced. In most instances, education contributions will not be charged across all categories, and therefore the total education contribution will be less than the £15,572 stated above.
- 2.5 The table below provides an approximation of the planning contributions sought for a 3 bedroom house in Torbay in terms of the updated SPD compared to those sought in Plymouth¹ (for sites outside of the city centre) in terms of the Plymouth and South West Devon Joint Local Plan SPD and Developer Contributions Evidence Base, April 2022.

Infrastructure	Updated SPD	Plymouth
Transport	£1,290	£5,684
Education	£15,572	£18,438
Open space	£3,726	£4,911.85
Lifelong learning	£292	N/A
Waste	£162	N/A
Healthcare	Only sought for developments which generate a specific healthcare need	£673
CIL	N/A	£3,556.80
Admin and monitoring charge	£1,052	Approx. £2,670
TOTAL	£22,094	£35,933.65

2.6 Based on a review of Teignbridge District Council's Infrastructure Funding Statement 2020/21, it is estimated that a development of medium sized houses (approximately 80 sq m) in Teignbridge would be required to pay in the region of £18,000 per dwelling in lower value areas and up to £32,000 per dwelling in higher value areas.

¹ Plymouth was chosen as a comparator due to the availability of a recently adopted SPD and evidence base that clearly sets out how plant are calculated and sought.

- 2.7 Given the broad alignment with Torbay's neighbouring authorities, we therefore consider the level of increase in planning contributions from the 2017 SPD to the updated SPD to be reasonable and proportionate. While planning contributions in Torbay are at the lower end of the range when compared to neighbouring authorities, this reflects the lower level of development viability in much of Torbay.
- 2.8 Torbay places greater weight on S106 obligations from major developments, whereas our neighbours tend to have more comprehensive CIL regimes. This overall strategy neds to be reassessed in the context of the Local Plan and the government's proposed reform of developer contributions. However, in the interim, S106 Obligations are negotiable with developers in a way that CIL is not.
- 2.9 As discussed in the section above, paragraphs 64-65 of the NPPF (2021) include requirements that impact on the affordable housing threshold and tenure mix sought in terms of Policy H2 of the Local Plan. Theoretically a local authority might decide to deviate from the NPPF, however the NPPF has significant status within the planning system and a planning inspector would give the requirements of the NPPF great weight when considering an appeal. The updated SPD seeks to protect and promote the delivery of affordable housing (particularly affordable homes for rent) as far as possible, and only amends local affordable housing policy as far as is necessary to align with national planning policy.
- 2.10 In both the 2019 and 2022 consultations, the Torbay and South Devon NHS Foundation Trust and the Devon and Cornwall Police have made representations seeking planning contributions towards their service areas as part of all new residential development. A 'tariff style' contribution towards healthcare and/or policing sought for all new dwellings would go beyond Local Plan policy and would clearly have an impact on development viability as well as infrastructure prioritisation within the Local Plan. The NHS has identified significant problems, particularly in primary care provision, but a broader decision on using S106 obligations towards this needs to be made through the Local Plan update.
- 2.11 The updated SPD provides for healthcare contributions to be sought for unplanned major developments on unallocated sites where a shortfall in heath service provision is evidenced, and provides for contributions for specified development types which generate a specific healthcare need. This is in line with policies in the Adopted Local Plan.
- 2.12 Regarding policing, the updated SPD also places greater emphasis on seeking planning contributions for specific developments that generate a need for town centre management and monitoring of uses that could generate community conflict (as required by Policy TC4), and draws attention to existing policies on designing out crime. Planning obligations beyond the above would go beyond the scope of the existing Local Plan policy framework and would need to be made through the ongoing Local Plan Update.

3. Financial Opportunities and Implications

- 3.1 There is a need for the SPD to accurately reflect the cost of providing infrastructure etc. at 2022 prices. Continuing to seek planning contributions at 2017 prices would have an adverse impact on Council funds and could adversely impact on the quality of infrastructure provided in Torbay.
- 3.2 We have sought to avoid introducing real terms increase in planning obligations, other than where justified by updated government guidance (e.g. on Education) or where clear new evidence is available (e.g. on the cost of employment provision). A more thorough review of planning obligations will form part of the ongoing Local Plan Update, ands be supported by updated viability evidence.

4. Legal Implications

- 4.1 The purpose of s106 planning obligations is to make otherwise unacceptable development acceptable in planning terms. Planning obligations should only be used where planning conditions cannot be used, and subject to the tests of lawfulness in Regulation 122 of the CIL Regulations 2010 (as amended):
 - a) Necessary to make the development acceptable in planning terms;
 - b) Directly related to the development; and
 - c) Fairly and reasonably related in scale and kind to the development.
- 4.2 The NPPF is not legislation but is a material consideration for planning decisions. As a statement of Government policy, it carries significant weight in planning decision-making. The SPD therefore needs to conform to the NPPF as closely as possible.
- 4.3 The Government has significantly changed the Use Classes Order in 2020 including through the introduction of Class E (which brings a wide range of commercial uses into a single use class), and has introduced permitted development rights, subject to prior approval, for changes of use from Class E to residential. The implications of this for local planning policy are potentially very great and need to be assessed through the Local Plan Update. however the updated SPD has sought to provide some guidance and clarity on these changes.
- 4.4 Case law often affects the interpretation of planning policy. In particular, the SPD has been updated to reflect recent judgements including the Rectory Homes versus the Secretary of State HCLG and South Oxfordshire District Council [2020] EWHC2098 (Admin) which clarified affordable housing liability on Class C2 care accommodation.
- 4.5 The Council's Legal Services team has been consulted as part of the engagement with internal partners, and their recommendations related to the requirements for s106 Legal Agreements have been incorporated into the updated SPD to improve implementation.

5. Engagement and Consultation

- 5.1 The updated SPD was the subject of a six week period of public consultation from 22nd August to 3rd October 2022. There was an earlier consultation ion 2019.
- The consultation was publicised through notifications on the Torbay Council website, the One Torbay newsletter, posts on Torbay Council social media channels, the Spatial Planning Newsflash, and emails sent to those on our consultation database (which includes statutory consultees, neighbourhood forums, community groups and organisations, as well as developers, planning agents and members of the public who have signed up to be on the database or who have previously responded to planning policy consultations). A hardcopy of the consultation was made available at the Town Hall, and Torbay libraries were notified and provided with a digital copy.
- 5.3 The consultation webpage was visited 442 times by 348 people. The draft SPD was downloaded 102 times. 24 The consultation resulted in 24 responses to the online survey and 15 written representations.
- 5.4 A full summary of all consultation responses received and how the matters raised were responded to is provided at Appendix 2.

Summary of online survey:

- 5.5 Of the 24 respondents, 5 were representing organisations (2 developers, 2 community groups, and 1 statutory consultee) and 19 were members of the general public.
- 5.6 Compared to the Torbay population, older people were over-represented amongst respondents (39% of respondents were aged 65+ compared to 26.7% for the Census 2021 population) and young people were under-represented (4.3% of respondents were aged 0-24 compared to 24.3% for the Census 2021 population). In terms of housing status, owner-occupiers were over-represented (81.8% of respondents compared to 66.8% for the Census 2011 population) and private renters were under-represented (4.5% of respondents compared to 23.2% for the Census 2011 population).
- 5.7 Survey respondents' highest priorities for infrastructure investment in Torbay were (in order) affordable housing, police, healthcare, public open space, walking and cycling infrastructure, employment and education. (It is worth noting that the availability of other funding sources is relevant when considering the funding of infrastructure through planning contributions.)
- 5.8 On the question of whether the updated SPD accurately reflects the costs of infrastructure at 2022 prices, 26.1% indicated "yes", 8.7% indicated "no", and 65.2% indicated "I do not know". This reflects the complexities involved in calculating planning contributions. Both of the developers who responded to the survey indicated yes.

- 5.9 There was broad support for planning contributions being reviewed and adjusted for inflation on an annual basis (78.3% yes), and for the 5% admin and monitoring charge being charged over and above the total planning contributions being sought (rather than being top-sliced) (87% yes), including from the developers who responded to the survey.
- 5.10 On the technical questions regarding the figures that the updated SPD uses for average household sizes and pupil yields from new residential developments, the majority either indicated support for the figures used or answered "I don't know". A small minority of respondents felt that the figures underestimated household sizes but did not provide evidence in support of this view.
- 5.11 The survey asked a number of questions about First Homes, setting out that the updated SPD opts not to incorporate First Homes into Torbay's affordable housing requirements due to concerns about the knock-on effects on the delivery of affordable homes for rent.
 - Views were split on whether First Homes should or should not be incorporated into policy. 47.8% supported the updated SPDs approach, 39.1% did not, and 13% did not know.
 - On the level of discount that should be required if First Homes were to be adopted, 56.5% opted for a 30% discount, 17.4% opted for a 40% discount, and 13% opted for a 50% discount. Some respondents felt that it would be more equitable to offer a lower discount to a greater number of households than to offer a high discount to a small number of households.
 - There was strong support (86.4%) for including local eligibility criteria if First Homes were to be adopted.
- 5.12 The survey included a number of more open-ended questions in which the following issues were raised:
 - Support for improvements to energy efficiency and low carbon development.
 - Concerns about the quality and size of newbuild homes. (This matter is addressed by Policies DE3 and SS11 of the Local Plan; changes to policy would need to be made through the ongoing Local Plan Update.)
 - The need for new housing to better meet the needs of local people; resistance to second homes. (The updated SPD reiterates requirements for affordable housing to meet local housing needs through Devon Home Choice. A 'primary occupancy' requirement for general needs housing would be a significant policy change that would need to be made through the ongoing Local Plan Update. For information, this matter is raised as part of the current Local Plan consultation.)
 - Support for contributions towards open space (including allotments).

- The need for contributions towards the provision of community facilities and meeting spaces. (This has been integrated into the section on Lifelong Learning.)
- Comments regarding affordable housing tenures. Some emphasising the need for 'social rent' and raising concern with the affordability of 'affordable rent', and some emphasising the need for affordable home ownership. (Affordable housing tenure mix is set by Policy H2 of the Local Plan and changes to affordable housing policy would need to be through the ongoing Local Plan Update.)

Written representations:

- 5.13 The Torbay and South Devon NHS Foundation Trust and the Devon and Cornwall Police
- 5.14 Natural England recommended including additional information regarding how planning contributions towards mitigating recreational impacts on the Berry Head grassland are calculated and what they are to be spent on. This has been incorporated into the updated SPD.
- 5.15 Historic England recommended more emphasis on how planning obligations can be used to protect and enhance historic assets. This has been incorporated into the updated SPD.
- 5.16 Some of the developers that responded have questioned when the planning contributions sought were last subject to viability assessment and have raised concern if the updated SPD were to push all developments into an open book viability assessment. The 2017 SPD was informed by viability assessments carried out in 2014 and 2016. The updated SPD seeks to increase planning contributions reasonably and proportionately to 2022 prices and seeks to avoid a 'real terms' increase in the overall planning contributions sought.
- 5.17 Developers have raised concern about whether the updated SPD is imposing new energy performance standards beyond building regulations, which would have a material impact on development viability. The updated SPD emphasises existing policy requirements, including the requirement for Energy Statements to be submitted as part of all major planning applications, and provides more detailed advice on strategies that can be considered as part of Energy Statements. Imposing requirements for a quantified uplift in energy performance would amount to a new policy requirement that would need to made through the ongoing Local Plan Update.
- 5.18 Some developers and Registered Providers have raised concern with the requirement that affordable housing be retained in perpetuity. It should be noted that the updated SPD requires affordable housing to be retained in perpetuity, or the equivalent level of discount recycled into other affordable housing. This requirement is considered to be necessary in light of the severe need for affordable housing in Torbay.
- 5.19 The updated SPD has been drafted with input from internal departments throughout the process, and specifically through a period of internal consultation in May-June 2022. This

- included engagement with the Torbay Strategic Housing Board in which concerns were raised regarding the potential adverse impacts of incorporating First Homes into policy.
- 5.20 A draft update of the SPD was the subject of public consultation in late 2019 but was not proceeded with due to the onset of the Pandemic, which made it an inappropriate time to adopt a document dealing with planning contributions. However, the representations received from the 2019/20 consultation (which are included in the summary in Appendix 2) have been considered as part of the updating of the SPD.
- 5.21 It is recognised that there are areas where the SPD could be updated further, however an SPD cannot be used to make new planning policy or to impose new requirements that are not supported within existing policy. Planning obligations need to align with the existing Local Plan framework, and a more extensive review of policies and associated planning obligations will take place as part of the Local Plan Update.

6. Purchasing or Hiring of Goods and/or Services

- 6.1 No direct impact.
- 6.2 S106 obligations could cover other matters such as waste disposal or maintenance contracts as well as the work of TorVista Homes and other Registered Providers.
- 6.3 The updated SPD has sought to limit planning obligations to those sought under the existing Local Plan framework. A more comprehensive review of planning obligations would have required a viability assessment which would have required that an external specialist consultant be appointed to provide this service. This would be more appropriately carried out as part of the Local Plan update.

7. Tackling Climate Change

- 7.1 The updated SPD seeks to emphasise and encourage more robust use of the existing policy framework pertaining to climate change, energy efficiency and low carbon development through more detailed guidance. This includes, amongst other things, the requirement that major applications include an Energy Statement setting out how the criteria in Policies SS14 and ES1 of the Local Plan have been met as part of the planning and design of the proposed development. However, more major changes to these policies can only be undertaken through the ongoing Local Plan Update.
- 7.2 The Council's Climate Emergency Officer has been consulted as part of the engagement with internal partners, and the officer's feedback and recommendations have been incorporated into the SPD or into the Local Plan Update as appropriate. The updated SPD adds additional guidance on design matters to reduce the impact of development on climate change and to build in resilience.

8. Associated Risks

- 8.1 If the planning contributions sought in terms of the SPD are not updated to 2022 prices, then the planning contributions paid by developers will be insufficient to adequately cover the costs associated with meeting the infrastructure needs arising from development. This would have a negative impact on Council funds and potentially on the quality of infrastructure delivered in the Bay.
- 8.2 We are aware that there is a cost of living crisis and that development has been affected by the broader economic climate. We delayed updating the SPD in 2020 due to the onset of the Covid Pandemic, however if we do not update the SPD now then the planning contributions received will amount to a reduction in real terms compared to the cost of providing infrastructure which is increasing. We are recommending that the update is to May 2022 prices rather than November 2022 due to the recent price volatility.
- 8.2 Given the limitations with respect to development viability in the current context, it is important to ensure that s106 planning obligations are not so burdensome that they render development unviable. The updated SPD therefore seeks to ensure that planning contributions are accurate and reflect 2022 prices, while keeping planning contributions reasonable and proportionate so as not to stifle desirable development.
- 8.3 Given the wide-ranging infrastructure needs that the SPD needs to address, and the need to meet technical requirements, SPDs of this nature inevitably have some level of complexity. There is a need for s106 planning obligations to be well-evidenced, but also for the SPD to be accessible and usable. There is a risk that, if the updated SPD were to become overly detailed or comprehensive, the document would become excessively complex and the timeframe for the adoption of the SPD (which primarily seeks to update costs to 2022 prices) would be delayed. The updated SPD comprises a 'light touch' update of the 2017 version of the SPD, and substantive changes to policy need to be made through the Local Plan Update.
- 9. Equality Impacts Identify the potential positive and negative impacts on specific groups

	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	Increased planning contributions to meet the infrastructure needs of all age groups.		

	 Increased planning contributions towards the cost of providing additional school places for young people. Improvements in the provision of public open space has the potential to particularly benefit children. 		
People with caring Responsibilities	Increased planning contributions to meet the infrastructure needs of people with caring responsibilities.		
People with a disability	 Increased planning contributions to meet the infrastructure needs of people with disabilities. Improvements to the funding of school places for young people with SEND. 		
Women or men	 Increased planning contributions to meet the infrastructure needs of women and men. Evidence suggests that in the absence of dedicated active travel infrastructure, more men are likely to cycle than women. Improvements to the funding of active travel infrastructure could therefore help address this imbalance through delivering better quality infrastructure that fosters greater security and confidence. 		
People who are black or from a minority ethnic	Increased commuted sums for affordable Page 6	91	

background (BME) (Please note Gypsies / Roma are within this community)	housing. Evidence suggests that people from a minority ethnic background may have a higher likelihood of needing affordable housing.	
Religion or belief (including lack of belief)		There is no differential impact.
People who are lesbian, gay or bisexual		There is no differential impact.
People who are transgendered		There is no differential impact.
People who are in a marriage or civil partnership		There is no differential impact.
Women who are pregnant / on maternity leave		There is no differential impact.
Socio-economic impacts (Including impact on child poverty issues and deprivation)	 Increased commuted sums for affordable housing will have a positive impact on deprivation. Improvements to the provision of public open space and green infrastructure. Increased emphasis on the promotion of local labour agreements. 	The requirement in Paragraph 65 of the NPPF for 10% of homes in major developments to be delivered as affordable home ownership improves the delivery of affordable housing for sale, but to the detriment of affordable housing for rent.
Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Increased planning contributions to mitigate the impact of developments which create a health/social care need.	

10. Cumulative Council Impact

10.1 No direct impact.

11. (Cumulative	Community	Impacts
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11.1 S106 planning obligations help provide community infrastructure including the pooling of moneys towards jointly needed infrastructure.

Agenda Item 12 Appendix 1 COUNCIL







Planning Contributions and Affordable Housing

Supplementary Planning Document Draft Update November 2022

This Supplementary Planning Document is available...

on the Torbay Council Website: www.torbay.gov.uk/strategicplanning

and at Torbay Council's Spatial Planning Office at: 2nd Floor, Tor Hill House, Castle Circus, Torquay TQ12 5DW

If you would like any further information about this document or any aspect of the Local Plan, please use the contact details below:

telephone: (01803) 208804

email: future.planning@torbay.gov.uk

Other links that will provide more detailed background information on the spatial planning system include:

National Planning Policy Framework https://www.gov.uk/government/publications/national-planning-policy-framework--2

The Planning Portal (<u>www.planningportal.gov.uk</u>) is the Government's online service for planning which includes advice and information on the plan-led system

To request this document in an alternative format or language, please contact the Strategy and Project Management Team by email at future.planning@torbay.gov.uk or by telephone on (01803) 208804.

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Waste management contributions

Summary of contributions sought from residential development

1 INTRODUCTION

1.1 **Introduction and Overall Approach**

- 1.1.1 Planning Obligations are legal agreements made under Section 106 of the Town and Country Planning Act 1990. They are an important way of providing the environmental, physical and social infrastructure needed by development. They are also one of the main ways in which affordable housing is provided.
- 1.1.2 Planning obligations may be given in an agreement with the Council or in a unilateral undertaking. For simplicity, both are referred to in this document as s106 Agreements. In general, the terms "planning obligation" and "planning contribution" are used interchangeably and include both financial and non-financial obligations.
- 1.1.3 This document sets out the Council's approach to planning obligations. It provides additional detail to deliver the Adopted Torbay Local Plan 2012-30 (the Local Plan) as set out in Policy SS7 and paragraphs 4.3.25-37 of the Plan. It also draws attention to relevant policies in the approved Neighbourhood Plans. It is important to note that the purpose of this document is to deliver sustainable development, not to stifle desirable schemes.
- 1.1.4 This document provides an interim update on the previous version of this document which was adopted by Council on 2nd February 2017. In summary these changes update the Supplementary Planning Document (SPD) as follows:
 - Take into account the February 2019 and July 2021 updates to the National Planning Policy Framework (NPPF).
 - Set out recent changes to national planning policy and guidance pertaining to the delivery of affordable housing, and acknowledge these as material considerations.
 - Make changes in line with updated CIL Regulations and Planning Practice Guidance (including the removal of pooling restrictions and restrictions on use of s106).
 - Simplify the SPD and remove snags from the 2017 document.
 - Increase contributions to 2022 prices (based on Retail Price Index increase of 25.6% increase between February 2017 and May 2022, unless another measure is indicated) and make it clear that contributions will be updated in line with inflation in the future.
 - Seek contributions based on dwelling floorspace rather than number of bedrooms (see table 4.1 page 44).
 - Provide guidance on mitigating impacts on coastal and marine ecology.
 - Provide for the Council to seek education contributions towards early years, further education and SEND1, where necessary. This is in addition to education contributions already sought for primary and secondary school places.
 - Include a 5% administration and monitoring fee to be charged over and above all planning contributions sought.
- 1.1.5 This updated SPD will take effect from the date of adoption and will be applied to all new planning applications submitted on or after that date. Planning applications already in the system at the date of adoption will continue to be assessed in terms of the 2017 version of

¹ Special Educational Needs and Disability

- this SPD. This updated SPD may however be relevant and relied upon where it clarifies any requirements, provides additional guidance or corrects errors.
- 1.1.6 While planning contributions will usually be sought through s106 Agreements, sometimes other types of agreement may be more appropriate. Section 278 (s278) Highway Agreements will usually be the preferred way of securing works to highways.
- 1.1.7 The SPD is relevant to both residential and commercial developments. Planning contributions are sought to mitigate the impact of development. It is often easier to set out the impacts arising from residential development as a formula. However, where commercial or other development impacts upon matters such as highways, biodiversity, flooding, town centre management etc., planning contributions will be sought to mitigate their impact. Obligations will not be sought where there is no reasonable link between the development and contribution. For example, commercial development is unlikely to result in a need to make education contributions.
- 1.1.8 Where formulas are set out for 'Sustainable Development' contributions², it is emphasised that these are a starting point to seek to quantify the impact of development. Planning contributions will not be sought as a 'roof tax' but must relate to matters necessary to make development acceptable in planning terms.

1.2 Who pays Planning Contributions? Section 106 and CIL

- **1.2.1** Obligations may be sought on planning applications as well as matters requiring Prior Approval, subject to the tests of lawfulness and other restrictions (see below).
- 1.2.2 In addition to planning contributions, local authorities can also apply a Community Infrastructure Levy (CIL) to fund the infrastructure needed to support development. The Council's CIL Charging Schedule and maps of the CIL Charging Zones can be viewed at https://www.torbay.gov.uk/cil.
- **1.2.3** The Council's approach is to seek CIL on smaller developments, and on larger developments in the built up area.
- 1.2.4 Where CIL is sought on smaller sites, only planning contributions relating to specific site deliverability matters³ will be sought. In a limited number of cases, affordable housing may also be sought on CIL liable developments. In such instances development viability will be taken into account to ensure that sustainable brownfield sites are not unduly restricted. This SPD sets out various exemptions that may apply where development brings an identifiable social benefit.
- 1.2.5 Larger residential developments in CIL Charging Zone 3 (i.e., fifteen dwellings or more, outside the built up area, or in Future Growth Areas) will be the subject of negotiation with developers to ensure that an appropriate s106 Agreement provides the infrastructure necessary to make development acceptable in planning terms, including the provision of wider community infrastructure.

² See the definition of 'Sustainable Development' contributions in table 1.1 below.

³ See the definition of 'Site Deliverability' matters in table 1.1 below.

1.2.6 It is acknowledged that there may need to be an element of cross subsidy for certain infrastructure, as this approach is considered by the Council to be the fairest and simplest to as many people as possible.

1.3 Restrictions on Planning Obligations

- 1.3.1 All planning obligations must meet the CIL Regulations Tests of Lawfulness (set out in Regulation 122 of the CIL Regulations 2010 and NPPF paragraph 57). They must be:
 - Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the development.
- 1.3.2 Because of the impact that affordable housing and other infrastructure requirements can have on development viability for larger sites, the Council currently seeks to address infrastructure issues arising from such sites through planning contributions, rather than CIL.
- 1.3.3 Where appropriate, planning contributions may be pooled towards projects and may be used to reimburse the Council where it provides infrastructure in advance using other funds (for example on phased developments where infrastructure is provided in advance and contributions may not become payable until the later stages of development). It is important that s106 Agreements are worded to allow sufficient flexibility regarding how contributions can be spent, so long as alternative projects comply with the above Tests of Lawfulness.

1.4 Subdivision of Plots or Sites

- 1.4.1 The council will resist the artificial sub-division of plots or under-development of sites where this would reduce or avoid liability to planning contributions or affordable housing. Where adjoining sites in the same ownership would trigger the need for affordable housing or other contributions taken as a whole, the Council will consider whether the site should be treated as a single site irrespective of sub-division into phases or development in parcels. This could trigger a retrospective request if contributions have been avoided at earlier stages through plot sub-division etc.
- 1.4.2 The Adopted Local Plan (paragraph 6.4.1.11) assumes as a starting point that sites can deliver at least 30 dwellings per hectare (gross) when taking into account their liability to provide affordable housing, although site specific factors will be taken into account.

1.5 Prioritisation of Planning Obligations

1.5.1 Local Plan Policy SS7 'Infrastructure, phasing and delivery of development' sets out the Local Plan's overall strategy for seeking planning obligations. It indicates that contributions will be prioritised, to ensure that the most critical infrastructure is delivered. The Council prioritises s106 Obligations as follows:

Table 1.1 Prioritisation of planning obligations

Site Deliverability Matters –	Site Deliverability matters apply to all
essential site specific matters to	development.
mitigate the impact of development	

e.g., access and necessary road improvements, flooding, drainage/sewer capacity, direct biodiversity and geodiversity, landscaping and on-site was management.

Compliance with legal requirements such as Habitats Regulations, and monitoring the delivery of such mitigation.

Planning conditions will be used wherever possible.

Affordable Housing and critical socio-economic infrastructure (including employment provision and health care on developments giving rise to additional care needs).

Affordable housing See note on thresholds. Applies to greenfield sites of 10+ dwellings (or 3+ dwellings in the AONB), and previously developed sites of 15+ dwellings.

Where vacant buildings (other than those which have been abandoned) are being reused or redeveloped, affordable housing contributions will normally be reduced by a proportionate amount of floorspace as advised in NPPF paragraph 64 provided there are no over-riding development plan reasons for seeking affordable housing. Liability to CIL will be taken into account.

Employment and healthcare: All development with an employment or health impact.

Sustainable development contributions will be

Wider sustainable development style contributions e.g., waste management, education, open space/ recreation, wider environmental/green infrastructure, town centre management etc (note that safety is a site deliverability matter).

used to secure broader infrastructure from larger developments in Future Growth Areas (rather than CIL).

This applies to developments where CIL is not sought (i.e., larger residential developments in Future Growth Areas etc.) and all commercial developments that have an impact which needs to be mitigated.

The SPD sets out figures based on an assessment of likely impacts.

These matters are required to make development acceptable in planning terms, but are not necessarily essential to render the development physically safe or legal. These are sometimes called 'tariff style' contributions.

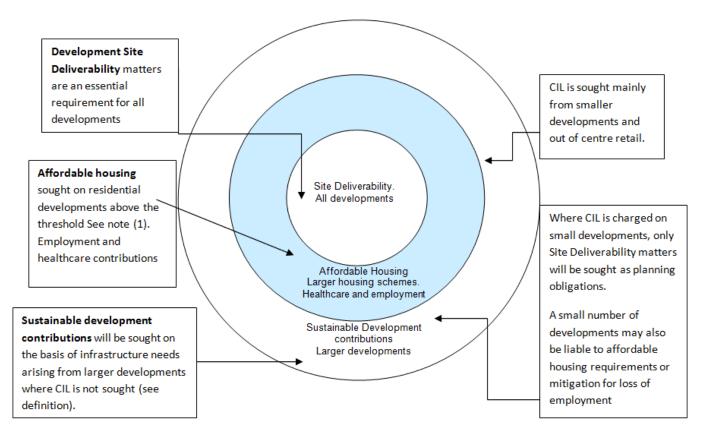
Mitigation of specific impacts e.g., town centre impacts, principally arising from larger development.

Note that there is no lower threshold for such contributions, but sustainable development contributions are not usually sought from development that pays CIL or affordable housing units.

1.5.2 These are represented diagrammatically in Figure 1.2.

1.5.3 In the context of this document 'larger developments where CIL is not sought' refers to residential developments of 15 or more dwellings (net) in Charging Zone 3 where a zero rate of CIL is sought, but where the Council seeks to address the infrastructure needs arising from development through planning obligations.

Figure 1.2: S106 Priorities: Structure of the Planning Obligations and Affordable Housing SPD and relationship to CIL



Note 1: Affordable Housing is defined in the adopted Local Plan (Appendix A) and National Planning Policy Framework (NPPF). The threshold for affordable housing is set out in Policy H2 of the Local Plan, however paragraph 64 of the NPPF is a material consideration and, other than in exceptional circumstances, the NPPF threshold will be applied. The tenure mix for affordable housing is set out in Policy H2 and in Section 3.4 of this SPD, with NPPF paragraph 65 and Government guidance on First Homes⁴ also being material considerations.

Note 2: Policy H2 and Policy SS11 of the Local Plan indicates that the Council may agree reduced affordable housing provision where this would secure significant benefits to disadvantaged areas, including enhancement of the local natural or built environment. These would need to be central to the delivery of the site so as to render it a 'site deliverability' matter. Regard will be had to development viability, particularly where developments that achieve regeneration benefits are liable for CIL as well as affordable housing.

1.6 Neighbourhood Plans

⁴ See the Written Ministerial Statement of 24 May 2021 https://questions-statements.parliament.uk/written-statements/detail/2021-05-24/hlws48 and Government guidance on First Homes https://www.gov.uk/guidance/first-homes.

- 1.7.1 Torbay has area wide coverage of neighbourhood plans, which were approved at referendum on 2 May 2019 and "made" (which means adopted) by full Council on 19th June 2019. There is a neighbourhood plan for Torquay (TNP), Paignton (PNP), and Brixham Peninsula⁵ (BPNP). The Neighbourhood Plans are part of the development plan with legal weight in decision making. The Policies of the Neighbourhood Plans take precedence over the non-strategic policies of the Local Plan (and non-strategic elements of the Local Plan Policies)⁶.
- 1.7.2 The Neighbourhood Plan policies will primarily impact on "site deliverability" matters such as design, ecology, drainage etc. that must be sought as a highest priority from developments. They also set out supporting text and Community Aspirations relevant to matters such as affordable housing. They do not change the structure of "sustainable development" contributions sought, although they may affect the priority given to particular issues. The Neighbourhood Forums (and Brixham Town Council) are consultees on planning applications. In addition, 25% of the total CIL receipts, referred to as the "Neighbourhood Portion", must be spent in the area in which the development arises.



⁵ It should be noted that a new Neighbourhood Area and Forum comprising the villages of Broadsands, Churston and Galmpton Neighbourhood Forum Area was approved by Council on 4th November 2021, with the boundary of the Brixham Peninsula Neighbourhood Area also being adjusted. Any subsequently made Neighbourhood Plan pertaining to Broadsands, Churston and Galmpton will also form part of the development plan. https://www.torbay.gov.uk/bcg-np/

⁶ See <u>Section 38(5) of the Planning and Compulsory Purchase Act 2004</u> which requires that any conflict must be resolved in favour of the policy which is contained in the last document to become part of the development plan.

2 SITE DELIVERABILITY MATTERS

2.1 Introduction

- 2.1.1 Site deliverability matters relate to works that must be carried out directly to the site to render development workable in physical terms, or to meet safety or legal requirements. It includes matters such as access, landscaping, protected species, drainage and flooding.
- 2.1.2 Many matters can be addressed through the use of planning conditions rather than requiring a s106 Agreement. Conditions will be used where possible. However, conditions will not be used to defer considerations that are central to an application's acceptability, such as drainage, flood risk and biodiversity.
- 2.1.3 Because site impacts are unique to each development, it is not practical to set standard formulae. Policy SS2 and the Strategic Delivery (SD) policies of the Local Plan set out key infrastructure matters in proposed 'Future Growth Areas'. Neighbourhood Plans also set out local requirements.
- **2.1.4** Site deliverability matters will need to be addressed before other planning contributions can be sought, and there is limited scope to negotiate on them.
- 2.1.5 This section is not intended to imply that all proposed development is capable of mitigation. Although the Council will endeavour to overcome obstacles to granting permission, some proposals will be unacceptable due to their environmental or other impact.

2.2 Site Access and Direct Safety Works (Local Plan Policy TA2)

- 2.2.1 There is an expectation that developers will pay in full for access to a development site including off site works and/or additional works necessary for safety or operational purposes (e.g., traffic lights, pedestrian crossings, cycle ways, footpaths etc.). The development's impact on junction and road capacity in the immediate vicinity of the site (allowing for a reasonable period of traffic growth, usually five years) will also be considered as a site deliverability matter.
- 2.2.2 Where traffic levels proposed by a development are contingent on a bus service/ patronage or other "modal shift" measures and the service or provision is not adequate, this will be a site deliverability matter where the measures are necessary to render junction or road capacity acceptable in planning terms.
- 2.2.3 However, impacts on the wider transport network not directly related to junctions etc. in the immediate vicinity of the site will be considered as sustainable development contributions.
- Works on the highway are currently generally provided through s278 of the 1980 Highways Act.
- 2.2.5 Matters such as the internal road layout, parking, provision of cycling facilities etc. will usually be dealt with through conditions as part of the development management process (Local Plan Policies SS6, TA1 to TA3). The council will usually require roads to be built to an

adoptable standard. They should provide necessary access to later phases of development by providing highway land to the edge of sites in order to prevent the creation of ransom strips.

- 2.2.6 Where sites are adjacent to main roads (particularly the major road network), they should make provision for future road widening or related improvement works. Layouts should avoid placing buildings or other private areas up to the road without an adequate buffer to allow for future improvements.
- 2.2.7 Details of the Council's highways standards are set out in the 'Highways Design Guide for New Developments' and in the 'Highways Development Control: Standing Advice for Minor Development Applications'. https://www.torbay.gov.uk/highways-design-guide/
- 2.2.8 Policy TA3 of the Local Plan promotes the provision of cycle parking and electric vehicle charging points within developments, which will usually be secured through negotiation of layouts or through planning conditions. Major developments likely to have significant transport implications will be required to provide travel plans setting out measures to enable active travel and to avoid a reliance on single occupancy car use. As set out in Section 2.16 of this SPD, a monitoring contribution will be sought towards the Council monitoring the effective implementation of travel planning measures.
- 2.2.9 The planning system seeks to encourage higher densities of development in locations that are well served by public transport. Accordingly, parking standards are likely to be relaxed in town centres. However, where parking provision is below the standards set out in Local Plan Policy TA3/ Appendix F, contributions will be sought as a site deliverability matter to ensure the quantity, quality, safety, security and accessibility of off-site parking, as well as wider measures to promote accessibility for pedestrians, cyclists and public transport users.
- 2.2.10 Development in Torquay must have regard to TNP Policies TTR1 Access to Primary Schools, TTR2 Sustainable communities, THW5 Access to Sustainable transport and THW6 Cycle storage and changing facilities. Development in Paignton must have regard to Policies PNP1(d) Residential Development and PNP1(h) Sustainable transport. Development in Brixham must have regard to Policies BH8 Access to new dwellings and T1 Linking new development to travel improvements.

2.3 On-site Waste provision

- 2.3.1 All development must make provision for adequate storage of waste and recycling on site, within easy reach of kerbside collection points as a site deliverability matter and required by Local Plan Policy W1. PNP1(d) Residential Development and PNP1(e) Commercial Development both require a specific provision to be made on site in Paignton. Layouts must provide sufficient space, including turning for waste collection vehicles. As noted above, roads should be built to an adoptable standard.
- 2.3.2 Where waste and recycling is to be transferred off site from a waste collection point within the development then this should be via an adopted road. If that will not be the case, it will be necessary to secure agreement with the approved waste collection company to ensure that refuse and waste will be collected from the development. This will be secured by s106 Agreement.

2.4 Flooding, Drainage and Sewerage (Local Plan Policies ER1, ER2, W5, NPPF Chapter 14)

- **2.4.1** The NPPF and Policy ER1 'Flood risk' require development to be located in areas with the lowest risk of flooding on the basis of sequential and exception tests.
- 2.4.2 Where (on the basis of the above policy framework) development is deemed acceptable subject to flood resilience measures identified in the Flood Risk Assessment, the council will require flood resilience measures to be provided. Policy ER1 requires a focus upon sustainable urban drainage and water sensitive urban design. However, resilience measures such as water resistant doors, raised floor levels and high level electrical wiring will also be encouraged.
- 2.4.3 Such matters will usually be dealt with through planning conditions if possible. However, details of flood protection measures will be required when proposals are submitted (i.e., cannot be left to planning conditions).
- **2.4.4** Drainage is closely related to the issues of flooding and sewer capacity.
- 2.4.5 Torbay has been declared a Critical Drainage Area by the Environment Agency (see Policy ER1 and 6.5.2.13 of the Local Plan). In addition, Natural England has raised concern about the impact of combined sewer overflows affecting the Marine Special Area of Conservation (SAC) in Torbay. The Council's evidence⁷ indicates that the impact of "urban creep" and climate change pose a significant risk to Torbay's sewer capacity.
- 2.4.6 Policies ER2 and W5 set out a test to ensure that no additional surface water is discharged into shared sewers. Planning proposals, including prior approvals, must ensure that all developments (including brownfield sites) mimic the 1 in 10 year greenfield run-off rate (or better) from the impermeable area of the development.
- **2.4.7** The use of Sustainable (Urban) Drainage Systems (SUDS) and Water Sensitive Urban Design (WSUDs) to achieve this is strongly encouraged.
- 2.4.8 Details of such measures will be required as part of the Flood Risk Assessment submitted with the application, and must be fully carried out as approved by the Council prior to the development being occupied.
- 2.4.9 As with flood resilience measures, drainage will be dealt with through planning condition and the use of sustainable drainage/water sensitive urban design will be promoted where possible.
- 2.4.10 Planning obligations for off-site mitigation will only be accepted as a last resort, and if a suitable and implementable project can be identified. If this cannot be achieved, proposals will be refused.
- 2.4.11 Developers will require a license from South West Water (SWW) to connect to foul sewers. Where additional sewerage is required the Council, in liaison with SWW, will seek to ensure that sufficient capacity is provided to meet the requirements of the whole Future Growth Area. This may mean that earlier phase developers overpay for drainage/flooding measures

⁷ Assessment of Sewer Capacity in Torbay, AECOM/SWW 2014

- and provide proportionately less for less critical infrastructure, which will be met by later phases of development.
- 2.4.12 TNP Policy TE7 Marine management policy is relevant to applications close to the coastline in Torquay. Policies PNP1(i) Surface Water, PNP1 Area Wide part (iv) and PNP15 Flood and Sea Defences are relevant to applications in Paignton.

2.5 Biodiversity

- 2.5.1 The NPPF requires development to enhance public access to nature, to minimise impacts on biodiversity, and to provide net gains where possible through integrating biodiversity improvements into the design of developments (NPPF paragraphs 174-182).
- 2.5.2 The Environment Act 2021 (and Section 40 of the Natural Environment and Rural Communities Act 2006) places a duty on all Local Authorities to have regard, in the exercise of their functions, to the purpose of conserving biodiversity. They should identify ways to integrate biodiversity in developing policies, strategies, in managing land and buildings and developing infrastructure (roads/flood defences etc.).
- 2.5.3 In accordance with the NPPF, Local Plan Policy NC1 states that where there is an identified residual impact on biodiversity, proposals will be expected to deliver a net gain in biodiversity through the creation of new, or management of existing, habitats. In addition, Schedule 14 of the Environment Act 2021 makes provision for planning permission to be granted subject to a condition to secure biodiversity net gain, and biodiversity net gain will become mandatory through the amendment of the Town & Country Planning Act which is currently expected in the winter of 2023/24.
- **2.5.4** The approach set out in the following paragraphs is designed to have benefits for developers, local communities, habitats and biodiversity.

2.6 Development Impacts on Biodiversity

- 2.6.1 Some development sites will undoubtedly impact on biodiversity. The mitigation hierarchy of avoid, mitigate, compensate, enhance should always be followed. The Policy framework is set out in Policies SS8 and NC1 of the Local Plan as well as Neighbourhood Plan Policies. In particular, see Policies TS1, TE3-6 of the TNP; Policies PNP1 Area Wide (a and f), PNP1(c)-Design Principles (2) of the PNP and Policy E8 of the BPNP.
- Where impacts cannot be avoided, mitigated or compensated for on a development site or on other land owned by the applicant, contributions for off-site mitigation or compensation will be sought subject to the solution being in the public interest, deliverable, and capable of being maintained in perpetuity in a manner that will ensure protection and enhancement of the species affected.
- 2.6.3 It should be noted that this approach is not a replacement for the protection of those habitats and species covered by legislation. Furthermore, the approach will not be appropriate in all cases e.g., where there will be loss or deterioration of irreplaceable habitats. Development likely to affect habitats and/or species associated with a European site will be subject to assessment under the Habitats Regulations and will not be permitted where there are likely significant harmful impacts, either alone or in combination with other development.

- Where proposals rely on mitigation measures to avoid likely significant effects on Habitats Regulations protected species or habitats (such as greater horseshoe bats or calcareous grasslands at Berry Head), such applications will need to be subject to Appropriate Assessment, and effects cannot be screened out by mitigation measures⁸.
- **2.6.5** The following deals with specific biodiversity related issues of importance to Torbay:
 - Greater horseshoe bats (GHB) (Rhinolophus ferrumequinum) associated with the Berry Head to Sharkham Point component of the South Hams Special Area of Conservation (SAC);
 - Recreational impacts on the Berry Head to Sharkham Point component of the South Hams SAC (Calcareous grassland and other habitats);
 - Impacts on coastal and marine habitats and species (including the Lyme Bay to Torbay SAC and the Torbay Marine Conservation Zone);
 - Cirl buntings (Emberiza cirlus);
 - Protected Sites locally important sites for biodiversity and geodiversity;
 - Off-Site Habitat Compensation (biodiversity offsetting).

2.7 Greater Horseshoe Bats associated with the South Hams SAC, especially Berry Head to Sharkham Point

- 2.7.1 The greater horseshoe bat (GHB) is a rare species in the UK with a significant proportion of the population found in South Devon. The South Hams Special Area of Conservation (SAC) was designated in part to ensure the favourable conservation status of this population of GHBs. Local Plan Policies SS8 and NC1, Brixham Peninsula Neighbourhood Plan Policy E8 and Paignton Neighbourhood Plan Policy PNP1-Area Wide (f) are relevant.
- 2.7.2 The South Hams SAC Greater Horseshoe Bat HRA Guidance⁹, published in October 2019, provides guidance on how this population of GHBs will be conserved. The Guidance updates and replaces the South Hams SAC GHB Consultation Zone Planning Guidance published by Natural England in 2010.
- 2.7.3 The guidance identifies Sustenance Zones¹⁰ and the Landscape Connectivity Zone¹¹; important components of the South Hams SAC which are mapped on the Devon County Council Environment Viewer¹². Development proposals within these areas will need to follow the above guidance. Such developments are likely to need a Habitats Regulations Screening Assessment to determine whether there are any likely significant effects on the SAC. Where

⁸ See the European Court of Justice ruling in *People over Wind & Sweetman v Coillte Teoranta* case C-323/17 on 12 April 2018.

⁹ See https://www.torbay.gov.uk/media/13699/sac-greaterhorseshoebats.pdf

¹⁰ Sustenance Zones comprise the area within 4km of designated roosts which includes critical foraging and commuting habitat for greater horseshoe bats. Note: The Sustenance Zone for Berry Head is based on a sustenance area equivalent to a 4km radius circle.

¹¹ The Landscape Connectivity Zone comprises the area that includes a complex network of commuting routes used by the SAC population of greater horseshoe bats and providing connectivity between the designated roosts.

¹² See https://www.devon.gov.uk/environment/environmental-maps

mitigation measures are required to avoid likely significant effects, a full Appropriate Assessment will then be required.

- 2.7.4 Impacts on GHBs will need to be mitigated for on any development site, or on neighbouring land controlled by the applicant where such solution is deliverable. This can often be achieved through the enhancement of dark corridors and habitat management measures that ensure that there are no detrimental impacts on the ability of the species to navigate and feed, and that there are no adverse impacts on the favourable conservation status of the species.
- 2.7.5 For developments that are likely to impact upon the GHB population and habitat, be it from the development alone or through 'in-combination' impacts from other plans and developments, the Habitats Regulations process will be followed to identify necessary mitigation measures. Such measures will be secured through planning conditions or s106 Agreements as necessary, and planning contributions towards the monitoring of ecological mitigation will be sought as set out in section 2.16 below to ensure that mitigation measures are implemented effectively. If impacts cannot be appropriately mitigated, applications will be refused.

2.8 Recreational Impacts on Berry Head to Sharkham Point

- 2.8.1 Recreational use of the calcareous grassland at the Berry Head to Sharkham Point component of the South Hams SAC has the potential to cause degradation through scrub encroachment, erosion by walkers and eutrophication through dog fouling. As detailed in Policy NC1 of the Local Plan, all residential, tourism and other development likely to increase recreational pressure upon the grassland will be required to make a financial contribution towards mitigating the impact.
- 2.8.2 Recreational impacts and recommended mitigation measures were assessed through a number of reports by Footprint Ecology in 2014¹³ and 2016¹⁴ as part of the Local Plan HRA. Footprint Ecology reviewed the recommended mitigation in 2022¹⁵. The primary zone of influence is a 5km distance, which is roughly equivalent to the Brixham Peninsula area as defined by Local Plan Policy SDB1¹⁶. Planning contributions will be used to deliver mitigation as recommended in the Footprint Ecology reports, including:
 - Increased ranger presence
 - Face to face engagement with visitors to the site

¹³ See Lake, S. & Liley, D. (2014). <u>Recreational Impacts on Berry Head: Additional Habitats Regulations</u>
<u>Assessment work for the Torbay Local Plan</u>. Unpublished report for Torbay Council, Footprint Ecology. Mitigation measures discussed at paras. 6.14-23.

¹⁴ See: (i) Lake, S. & Underhill-Day, J. (2016). <u>Berry Head scrub, grazing and visitor plan</u>. Unpublished report by Footprint Ecology for Torbay Coast and Countryside Trust; and

⁽ii) Panter, C. & Lake S. <u>Berry Head Visitor Survey</u>, summer 2016. Footprint Ecology/Torbay Coast and Countryside Trust.

 ¹⁵ See Lake, S., Wilson, P. & Liley, D. (2022). Berry Head recreational impacts mitigation review, 2022. Report by Footprint Ecology for Torbay Council. Report will be made publically available on the Torbay Council website.
 16 For sites that are located towards the periphery of the Brixham Peninsula area (Policy SDB1), or in instances where the need for mitigation is disputed, a strict 5km distance taken "as the crow flies" and taking into account the likely impact of the development upon the SAC, will be used.

- Information boards / interpretation panels
- Site signage / signposting
- Measures to promote alternative walking routes elsewhere in Torbay
- Updating and maintaining the visitor centre
- Co-creating / reviewing codes of conduct with key user groups (dog walking, angling, climbing)
- Implement licensing system for commercial dog walkers
- Monitoring of rare plants and vegetation
- Grazing by livestock
- Scrub management
- 2.8.3 The cost of carrying out the mitigation recommended within the Footprint Ecology reports was estimated to be £384,000, which equates to £482,304 as at May 2022 when adjusted for inflation. The 2014 Footprint Ecology report assessed that 44% of visits were from Brixham. Overall, 42% of visitors were local residents and 58% were tourists. Based on 660 dwellings allocated for the Brixham Peninsula in the Local Plan, this indicates a cost (as at May 2022¹⁷) of £135 per new dwelling in the Brixham Peninsula towards management/reduction of impacts on the Berry Head grassland¹⁸. Whilst the figure for non-residential development is not so easy to calculate, a cost (as at May 2022) of £186 per holiday unit/ bedroom accounts for the higher proportion of visitors being tourists.
- 2.8.4 Contributions may exceptionally be sought from outside the Brixham Peninsula (Local Plan Policy SDB1) area where it is likely that development could impact on the Berry Head grassland. This will be based on a case-by-case assessment by the council, taking into account the nature and size of the development and its intended users, and the extent of onsite public open space delivered as part of the development.
- 2.8.5 Given that this planning contribution is an HRA requirement, funds paid to mitigate recreational impacts on the Berry Head grassland will need to be collected, allocated and spent separately from other contributions, and used to deliver the HRA mitigation.

2.9 Impacts on Coastal and Marine Habitats and Species

2.9.1 Torbay's coastal and marine environment is a natural asset that supports significant biodiversity and attracts people to live, work, and holiday in the Bay. Torbay's diverse coastline, beaches, inlets and bays form part of the green infrastructure network, provide a range of important ecological goods and services, and enable the Bay's maritime economy and growing eco-tourism sector. Certain activities need to be carefully managed to avoid harming the integrity of nationally and internationally important coastal and marine habitats and species. Local Plan policies NC1, SS8, SS9 and TO3 are relevant, as are Policies TE5-7 of the Torquay Neighbourhood Plan, Policies E1, E8 and J5 of the Brixham Peninsula Neighbourhood Plan, and Policies PNP1 Area Wide (f) and PNP1(c)2 of the Paignton Neighbourhood Plan.

¹⁷ To be adjusted with inflation based on the Retail Price Index.

¹⁸ Based on the locally attributable impact of residential development – 44% of 42% residential visitors being from Brixham (i.e., 18.48% of all visits). 18.48% of £482,304= £89,130 divided by 660 proposed dwellings= £135.05 per dwelling. For holiday developments 44% of 58%= 25.52% of visitors being from Tourists staying in the Brixham Peninsula.

- 2.9.2 Planning obligations will be sought to avoid and mitigate the potential impacts of development on Torbay's coastal and marine habitats, and specifically on the protected features of Torbay's two marine ecological designations:
- 2.9.3 The Lyme Bay and Torbay Special Area of Conservation¹⁹ extends to over 31,000ha (split into two discrete areas) within the Western English Channel off the coast of Devon and Dorset. The marine SAC is an internationally important European Site designated due to the presence of reef and sea cave habitats which support rare species and significant biodiversity.
- 2.9.4 The Torbay Marine Conservation Zone (MCZ)²⁰ is a nationally important area of conservation covering an inshore area of 20 sq. km between Oddicombe Beach and Sharkham Point, from the coastline out to a depth of 30m. The MCZ was designated to ensure the favourable conservation status of the intertidal and subtidal habitats which support significant biodiversity and marine wildlife. This includes Torbay's seagrass beds²¹ which provide habitat for species including (amongst many others) the nationally rare long-snouted seahorse, and act as nursery areas including for species of commercial importance such as bass and cuttlefish.
- 2.9.5 Any development that is capable (alone or in combination with other plans or projects) of affecting the protected features of the marine SAC and/or MCZ, including through recreational impacts associated with development, will need to be subject to ecological assessment. Potential impacts on the marine SAC will require HRA Screening and, where impacts cannot be ruled out or mitigation is considered necessary, a full HRA Appropriate Assessment will be required. Potential impacts on the MCZ will require an MCZ Assessment.
- 2.9.6 Where impacts on the protected features of the marine SAC and/or MCZ can be adequately mitigated, this will be secured through planning conditions and/or s106 Agreements, and planning contributions towards the monitoring of ecological mitigation will be sought as set out in section 2.16 below. Where impacts cannot be adequately mitigated, planning applications cannot be approved.
- 2.9.7 Development will be assessed in terms of its potential to contribute to increased recreational use of Torbay's coastal and marine environments. Recreational activities such as rock pooling and exploring, coasteering, sea swimming, diving, kayaking and paddleboarding, boat use, and fishing (including bait collection) all have the potential to impact on the protected features and habitats of the marine SAC and MCZ. Officers will have due regard to ecology studies and guidance on recreational impacts on the marine SAC and MCZ. Where deemed necessary, planning contributions may be sought towards managing Torbay's coastal and marine environments and mitigating the impacts of increased recreational use.
- 2.9.8 While all developments should be considered in terms of their potential impacts on marine ecology, projects relating specifically to new or expanded facilities for kayaks, paddleboarding, wild swimming, personal watercraft, coasteering or other activities, or tourist

¹⁹ See guidance on the Lyme Bay and Torbay marine SAC at: https://sac.jncc.gov.uk/site/UK0030372

²⁰ See guidance on the Torbay MCZ at: https://www.gov.uk/government/publications/marine-conservation-zone-2013-designation-torbay

²¹ See the maps and information about Torbay's seagrass beds at: https://www.tor-bay-harbour.co.uk/media/1231/torbays-seagrass-beds.pdf

accommodation directly linked to these activities, are considered to have strong links to increased recreational use of the coast, and will therefore need particular consideration.

2.9.9 It should be noted that works affecting the marine SAC and/or MCZ may also require a Marine Licence from the Marine Management Organisation.

2.10 Cirl buntings

- 2.10.1 The cirl bunting is a rare bird species in the UK, with a very restricted range. Most of its population is in South Devon, and a survey in 2016 showed that 7.8% of the UK population was in Torbay. The cirl bunting is a UK Species of Principal Importance under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006. These species were identified as requiring action under the UK Biodiversity Action Plan and remain conservation priorities under the UK Post-2010 Biodiversity Framework. The cirl bunting is also protected under Schedule 1 of the Wildlife and Countryside Act 1981 (as amended) and is a red listed bird of conservation concern.
- 2.10.2 In areas where there are historic records of cirl bunting breeding territories, or where suitable habitat is present on a development site, the developer and Torbay Council will either need to accept the presence of cirl buntings and agree on the level of presence, or undertake specific cirl bunting surveys in accordance with the Wildlife and Development Guidance Note: Cirl Bunting (Devon County Council, Teignbridge District Council, Torbay Council and RSPB, 2017) to determine the level of presence.
- 2.10.3 Where loss of summer breeding or winter cirl bunting habitat is unavoidable, suitable compensatory habitat must be provided. This is unlikely to be achieved on the development site but may be able to be achieved on other appropriately located land owned by the applicant within Torbay. In such instances the developer will need to undertake, via a S106 Agreement, that land within their control will be provided and managed for the lifetime of the development for the benefit of cirl buntings. The S106 Agreement will need to set out the agricultural planting and management practices proposed, and make financial provision for the LPA to monitor the compensation land in accordance with Section 2.16 of this SPD.
- 2.10.4 Where suitable mitigation or compensation cannot be provided on site or on other land owned by the applicant within Torbay, contributions towards off-site compensation will be sought, provided that this can be satisfactorily secured, and appropriate land identified.
- 2.10.5 Torbay Council is working with the RSPB and the Torbay Coast and Countryside Trust (TCCT) and reviewing other landholdings to identify potential off-site compensation sites for cirl buntings in Torbay.
- 2.10.6 A payment of £109,665 (as at May 2022²²) per pair of cirl buntings will be required for compensation for those sites which are owned by Torbay Council and managed by TCCT. The offsite compensation payment covers management and monitoring costs for the lifetime of the development (at least 25 years).

 $^{^{22}}$ To be adjusted with inflation based on the Retail Price Index. For reference, the amount was £87,313 at 2015 prices.

Further details can be found within the 'Wildlife and Development Guidance Note: Cirl Bunting (Devon County Council, Teignbridge District Council, Torbay Council and RSPB, 2017)' https://www.devon.gov.uk/environment/wildlife/wildlife-and-geology-planning-guidance

2.11 Protected Sites - locally important sites for biodiversity and geodiversity

2.11.1 The Local Plan identifies locally important sites for biodiversity and geodiversity. These include County Wildlife Sites (CWS), Other Sites of Wildlife Interest (OSWI), Unconfirmed Wildlife Sites (UWS) and Regionally Important Geological Sites (RIGS). In addition, Local Plan Policies NC1 and C4 seek to protect veteran trees and woodland. Developments within 500m of locally important sites are likely to impact upon and/or benefit from them. Accordingly, there may be a need for these developments to contribute towards enhanced management of these sites. Contributions will be determined on a case-by-case basis based on an assessment of the impact on biodiversity and the requirement in Policy NC1 to achieve a net gain in biodiversity.

2.12 Off-Site Habitat Compensation (Biodiversity Offsetting)

- 2.12.1 Where impacts on locally important sites (including CWS, OSWI, UWS and RIGS) cannot be avoided, mitigated or compensated for on the development site, or on other local land owned by the applicant, contributions for off-site habitat compensation will be sought provided such solution can be delivered satisfactorily.
- 2.12.2 For small (typically householder) developments that involve the loss of local habitat, a contribution of £31.25 (as at May 2022²³) per sq. m of lost habitat will be sought (calculated on the basis of £1.25 per sq. m habitat loss per year for 25 years). For example, a loss of 100 sq. m of habitat would result in a contribution of £3,125 (£1.25 x 25 years x 100 sq. m).
- **2.12.3** For larger developments contributions will be determined on a case-by-case basis.
- 2.12.4 Contributions will be used to provide off-site habitat enhancements in accordance with management plans, including site assessments where necessary. There are a number of locally important sites across Torbay which have the potential to provide off-site compensation through enhanced habitat management. These include County Wildlife Sites, Other Sites of Wildlife Interest and Unconfirmed Wildlife Sites (as set out in Appendix D of the Local Plan). In addition, there may be potential for off-site compensation on other land, including land owned by Torbay Council and managed by the Council or TCCT.
- 2.12.5 Consideration will be given to other biodiversity obligations or on-site provision to avoid 'double counting', i.e., financial contributions will only be sought to compensate for a net loss of biodiversity. This planning contribution mitigates a site-specific impact and is therefore a site deliverability matter.

²³ To be adjusted with inflation based on the Retail Price Index. For reference, the amount was £25 per sq. m (£1 per sq. m x 25 years) as at Feb 2017.

2.13 Design, Active Design and Public Realm

- 2.13.1 Local Plan Policy DE1 'Design' sets out a requirement for development to be well designed and contains a checklist of considerations relating to the development's function, visual appeal and quality of open space. Particular attention is drawn to designing out opportunities for crime and anti-social behaviour etc. in liaison with the Police Architectural Liaison Officer on major developments. The Policy also requires the provision of layouts and design which encourage active lifestyles and promote walking, cycling and public transport (referred to as 'active design'²⁴). Local Plan Policy DE2 encourages the use of the criteria set out in Building for Life 12. This has now been replaced by Building for a Healthy Life²⁵, which provides clear guidance on designing healthy neighbourhoods that support active travel and access to greenspace.
- 2.13.2 Local Plan Policy DE3 'Development amenity' sets out a requirement for good layout of dwellings including guidance on space standards, amenity space, road layout, parking, bin and storage areas. It sets out a guideline requirement for houses to have 55 sq. m of outside amenity/garden space and flats to have 10 sq. m per unit. Policy DE3 also indicates that developments should be designed to minimise the opportunities for crime and help avoid community conflict: for example, by providing adequate parking and secure storage facilities for cycles etc. Policy W1 requires development to make provision for storage of recycling and waste materials.
- 2.13.3 Local Plan Policy SC1 'Healthy Bay' requires applicants to promote healthy living.

 Developments of 30 or more dwellings, and smaller scale developments where there is an impact on health, will be required to undertake a screening for a Health Impact Assessment. Further details about health considerations in Planning are set out in the Healthy Torbay SPD (April 2017): https://www.torbay.gov.uk/spd.
- 2.13.4 Such matters are central to the development management process, and it is expected that in most instances they will be addressed through conditions and the negotiation of development design and layouts etc.
- 2.13.5 Local Plan Policy SS10 'Conservation and the historic environment' requires development to contribute towards the character and local distinctiveness of the area. The Torbay Heritage Strategy 2021-2026²⁶ provides guidance to protect and enhance Torbay's cultural heritage and historic environment, promoting development that respects and finds inspiration from the distinct characters throughout the Bay.
- 2.13.6 Local Plan Policy SS11 'Sustainable communities' sets out a range of measures to regenerate community investment areas, including protecting and enhancing the built environment or creating better accessibility and connections serving the local community. Helping to promote healthy lifestyles, for example through promoting walking and cycling, will also be given a high priority in these areas.
- 2.13.7 The Neighbourhood Plans all set out detailed design Policies. These will need to be incorporated into development layouts and design. Developments in Torquay should meet

 $\underline{https://www.udg.org.uk/sites/default/files/publications/files/14JULY20\%20BFL\%202020\%20Brochure_3.pdf}$

²⁴ See Sport England's guidance on Active Design at: https://www.sportengland.org/how-we-can-help/facilities-and-planning/design-and-cost-guidance/active-design

²⁵ See the Building for a Healthy Life design toolkit at:

²⁶ The Torbay Heritage Strategy 2021-2026 is available at: https://www.torbay.gov.uk/torbay-heritage-strategy/

the requirements of **Torquay Neighbourhood Plan** Policies TH2 Designing out Crime, TH5 Sustainable later life homes, TH8 Established Architecture, Health and Wellbeing Policies THW1-6, TT2 Change of Use in Conservation Areas and Listed Buildings, and area specific policies. Policy TJ2 requires all new residential development to have superfast fibre optic broadband connected or provision for retrospective fitting.

- 2.13.8 The Paignton Neighbourhood Plan contains various design requirements within Policy PNP1 Area wide policy, including PNP1(c) Design principles, PNPF Towards a sustainable low carbon economy PNP1(g) designing out crime as well as area specific policies.
- **2.13.9 Brixham Peninsula Neighbourhood Plan:** Policy BH5 Good Design and the town and village design statements. Policy J2 requires the provision of fibre optic cabling.
- 2.13.10 Built environment improvements (such as the removal of clutter or poor quality later additions, use of sympathetic materials etc.) should be central to development proposals. The additional costs of providing these will be taken into account in the negotiation of s106 or s278 Agreements (see paragraph 4.4.37 of the Local Plan).
- 2.13.11 Improvements to the public realm, including urban spaces and the fabric of buildings etc. that face onto them, are critical elements of regeneration that improve quality of life for residents and visitors alike, and help reduce deprivation in town centre areas. Masterplans have been prepared for Torquay and Paignton Town Centres.
- 2.13.12 There will be instances where public realm improvements are central to the success of development, particularly in town centre and waterfront areas. In many instances, public realm improvements can be achieved through conditions and good design of development and its environs. This applies to residential and non-residential developments. There may also be instances where planning obligations to provide off-site public realm improvements are justified. In cases where there is a particularly close relationship with development and public realm improvements, these may be prioritised over other contributions. This could include contributions towards improving the public realm through (amongst other things) hard and soft landscaping, street furniture, outdoor seating areas, lighting, public art, events spaces and other placemaking initiatives.
- 2.13.13 The council has a legal duty to protect heritage assets, including the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990. A high priority will be given to conserving and enhancing heritage assets such as listed buildings and Conservation Areas through the careful negotiation of the layout and design of proposals affecting such assets. The clear expectation will be for heritage impacts to be addressed on site. There may however be exceptional instances where bespoke planning obligations are sought to secure related heritage gains through off-site improvements (such as public realm improvements within Conservation Areas or in the setting of listed buildings), or actions that improve public access, appreciation or enjoyment of heritage assets, where this can be shown to avoid or mitigate heritage harm resulting from a development. This will be on a case-by-case basis taking into account evidence such as the Heritage Strategy and Conservation Area appraisal documents, as well as Historic England guidance²⁷. Off-site improvements would need to be to land or buildings that are Council-owned or under the same control as the development

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²⁷ See Section 24 of "The Historic Environment in Local Plans: Historic Enrivonment Good Practice Advice in Planning: 1". Available at: https://historicengland.org.uk/images-books/publications/gpa1-historic-environment-local-plans/gpa1/

site, and would be secured through s106 Agreements. In many instances off-site mitigation of heritage harm will not be possible, and heritage harm may result in applications being refused.

2.14 Town Centre Impacts, Night-time Economy and Management of Potential Community Conflict

- 2.14.1 Mitigating Town Centre Impact. Local Plan Policy TC3 of the Local Plan sets out sequential and impact tests for considering proposals for main town centre uses (as defined by the NPPF). Where the Council considers that out of centre development should be approved subject to the impact on centres (as designated in Local Plan Policy TC2) being mitigated, a planning contribution towards town centre management and/or regeneration will be sought. This contribution will be based on the assessed impact on designated centres over five years. The likely degree of actual conflict on centres will also be taken into account (for example genuinely bulky goods sales are likely to impact less than general retail).
- 2.14.2 Monitoring Night-Time Economy Uses and other uses that could generate community conflict. Local Plan Policy TC5 "Evening and night-time economy" indicates that contributions will be sought towards town centre management, maintenance, provision and maintenance of CCTV, and policing. Contributions may be sought from development that can reasonably be considered likely to create noise, nuisance or community conflict such as alcohol related uses, gambling uses, or amusement arcades, to monitor and mitigate their impact, for example through CCTV or policing. Contributions will need to be based on an assessment of the impact of development and measures needed to mitigate impacts. This should not be taken to imply that all development is capable of being made acceptable through planning contributions. Nor do they remove the requirement to seek to minimise potential nuisance and conflict through good design.

2.15 Energy Efficiency, Low Carbon Development and Climate Change

- 2.15.1 Policies ES1 and SS14 of the Local Plan seek to minimize carbon emissions from development. Applications for major development should include an Energy Statement setting out how energy efficiency, low carbon design, and climate resilience has been incorporated into the development, including strategies as set out below.
- 2.15.2 Local Plan Policy ES1 seeks to ensure that carbon emissions associated with energy use for new and existing buldings are limited. All major development should make it clear how lowcarbon design has been achieved. It is recommended that the following sequential energy hierarchy is followed:
 - 1. Reducing energy demand (for heating and cooling) through siting and design.
 - 2. Using energy efficient measures and materials in the fabric of the building.
 - 3. Using decentralised heating, cooling and power systems.
 - 4. Using on-site or near-site renewable technologies.

Table 2.1 Following the sequential energy hierarchy

Energy Hierarchy	Explanation	
Step 1: Conserve energy by reducing demand through siting and design.	 How does the form, siting and orientation of the buildings, and the landscaping, reduce energy use? How has the orientation and massing of the building been optimised to allow useful solar gains and prevent significant overshadowing in winter? Is there a ventilation strategy in place and is the fabric of the building designed to have good levels of air tightness and to avoid overheating? 	
Step 2: Use energy efficiently within the fabric of the building.	 Reducing how much energy a building needs through firstly improving the fabric of the building (known as the 'fabric first' approach). This means installing and maximising insulation in the walls, floors and roofs; energy efficient windows and doors, and an effective ventilation system. Improving the fabric of the building reduces the need for heating in the first place; space heating during the winter months accounts for around 65% of the total energy demand in a new home²⁸. Where developments adopt Passivhaus²⁹ / BREEAM³⁰ principles to provide energy efficient buildings in accordance with Policy ES1, this will be given great weight in the planning balance. 	
Step 3: Use decentralised heating, cooling and power systems.	 Once the demand for energy has been minimised by the fabric first approach above, the Energy Statement should set out how any remaining energy demand for heating (including for hot water) will be met. District heat networks provide an energy efficient and cost-effective way of meeting the energy demands of buildings. A heat network uses one source of heating to distribute heat via pipes to multiple buildings on a local network (see figure 2.2 below)³¹. Heat networks require a specific mix of uses and the presence of 'anchor loads' that provide a critical mass for their operation. 	
Step 4: Use on-site or near-site renewable energy	 Once the building is as energy efficient as it can be, the use of on site renewable energy should be maximised to meet as much of the remaining energy needs of the building as possible. Renewable heating technologies: Ground source heat pumps, air source heat pumps, and others³². (Note that gas boilers are being phased out by the Government and it is best practice to not use any form of fossil fuel based heating systems.) Solar thermal for heating water. Renewable power generating technologies: Photovoltaic panels (roof or ground mounted)³³. 	

²⁸ Source: Net Zero Carbon Toolkit. Authors: Levitt Bernstein, Elementa, Passivhaus Trust and Etude commissioned by West Oxfordshire, Cotswold and Forest of Dean District Councils, funded by the LGA Housing Advisers Programme. Available at: https://www.southoxon.gov.uk/net-zero-carbon-toolkit/

²⁹ See https://www.passivhaustrust.org.uk/what_is_passivhaus.php for more information.

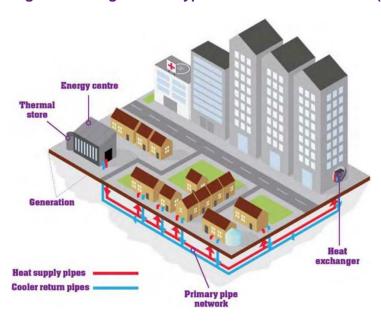
³⁰ See https://bregroup.com/products/breeam/breeam-technical-standards/ for more information.

³¹ See page 23 of the Net Zero Carbon Toolkit for more information.

³² See pages 22-24 of the Net Zero Carbon Toolkit for more information.

³³ See pages 26-28 of the Net Zero Carbon Toolkit for more information.

Figure 2.2 Diagram of a typical district heat network (Source: Net Zero Carbon Toolkit)



- 2.15.3 Policy SS14 also seeks to ensure that development is adapted for, and resilient to, a changing climate. Resilience to climate change, including extreme weather events, should be fully considered as part of the design, layout, form and location of development. Proposals should make the most of opportunities to:
 - Limit the potential for summertime overheating within buildings as well as their surrounding external environment;
 - Conserve water supplies and minimize the risk and impact of flooding;
 - Avoid responses to climate impacts which lead to increases in energy use and greenhouse gas emissions.

It is recommended that Energy Statements submitted as part of major applications also address these considerations:

Figure 2.3 Adaptations for a changing climate

Objective	Explanation
Limit the potential for summertime overheating within buildings as well as the surrounding external environment.	 Increased use of ponds, roadside swales, flood balancing lakes and fountains. Orientation of buildings and streets to reduce excessive solar gain and catch breezes. Cool pavement materials on roadways or large parking areas. Planting, shading and advanced glazing systems to reduce solar heat gain. Materials to prevent penetration of heat, including use of cool building materials and green roofs and walls. Increasing ventilation and removing heat using fresh air (only effective when outside air is cool).

	For more examples see pages 20-23 of the UKCIP Climate Change Adaptation by Design ³⁴ .
Conserve water supplies and minimise risk and impact of flooding.	 Use of waterbutts. Catchment approach including upland/upstream tree planting. Impermeable surfaces can be replaced by SUDS, such as permeable pavement, gravel or grass so that water can soak away, local green spaces, tree and soil restoration. Green roofs to reduce runoff and ease pressure on drainage systems. Flood resilient measures, including raising floor levels, electrical fittings and equipment; rain proofing and overhangs to prevent infiltration of heavy rain around doors and windows; temporary free-standing barriers which hold back floodwater from properties. For more examples see pages 26-29 of the UKCIP Climate Change Adaptation by Design. For areas near to the coast given consideration given to increase in sea-level rise see separate flood policies for details. Good practice advice is available on page 61 of the RTPI's Climate Crisis guide³⁵.
 Avoiding responses to climate impact which lead to increases in energy use and greenhouse gas emissions. 	The strategies set out above and in Table 2.1 help minimise energy use and avoid energy intensive responses to climate impacts.

- 2.15.4 Buildings should be re-used where possible to save embodied energy which would otherwise be lost through demolition, and to limit the production of construction waste. Where demolition is unavoidable, opportunities should be sought to salvage re-usable building materials such as natural stone
- 2.15.5 As outlined in Policy SS14, Carbon offsetting may be appropriate for development proposals with an exceptionally high carbon footprint/intensity, including those as identified through the Environmental Impact Assessment process. Carbon offsetting may be sought through s106 Agreements where necessary based on a case-by-case assessment of the impacts of the development. Where the need for carbon offsetting is identified, the Energy Statement must also include an offset strategy. It is up to the developer to specify how they will offset any remaining, residual emissions that arise from the development.
- 2.15.6 Development should carefully manage the dual challenges of conserving the historic environment and improving energy efficiency. Regard should be had to guidance³⁶ provided by Historic England on retrofitting historic buildings, including their 'whole building approach' to retrofit.
- 2.15.7 Policy ES2 of the Local Plan offers support, in principle, to proposals for new renewable and low-carbon energy generating systems at all scales, as standalone development proposals

³⁴ See the UKCIP Climate Change Adaptation by Design document available at: https://www.ukcip.org.uk/wp-content/Wizard/CC_by_design.pdf

 ³⁵ See the RTPI's guidance entitled "The Climate Crisis: A Guide for Local Authorities on Planning for Climate Change", available at: https://www.rtpi.org.uk/media/9379/tcpa-rtpi-climate-guide_oct-2021_final.pdf
 36 See the Historic England guidance documents available at: https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/

- or integrated within developments. Importantly, local energy generation increases energy security and helps reduce fuel poverty.
- 2.15.8 Neighbourhood Plan Policies on Energy Efficiency and Low Carbon Development. -Policy PNP1(f) of the Paignton Neighbourhood Plan states that development within Paignton should incorporate sustainable construction measures.

2.16 **Monitoring Contributions**

- 2.16.1 The Local Plan indicates that planning contributions will be sought to monitor development that gives rise to specific monitoring requirements such as holiday occupancy conditions, annexes to dwellings (where a separate dwelling would not have been permitted or would be liable for other contributions as a separate dwelling), non-Registered Providers of affordable housing, houses in multiple occupation (HMOs), ecological mitigation and monitoring the implementation of travel plans. Note that the Neighbourhood Plans also contain Polices on town centre management and HMOs - see Policies TNP TT1, PNP1(g) as well as detailed policies for town centres, harbours and tourism areas.
- 2.16.2 Table 2.4 below sets out the types of development that require specific monitoring, and the total cost to the council over a minimum of 5 years. Note that this is not a definitive list and contributions will be sought proportionately to the requirement to monitor.

Table 2.4 Monitoring contributions (as at May 2022³⁷)

Use	Monitoring	Notes
	Contribution	
Holiday occupancy conditions	£1,500	Based on 1 full day data assessment and/or site visit per annum for 5 years, charged at £300 per day. Cost is per unit. However, a discount may be applied for multiple units.
Domestic annexes	£750	Based on 1/2 day data assessment and/or site visit per annum for 5 years, charged at £300 per day. Sought where an annexe is self-contained or substantially self-contained, and permission would not be granted for a separate dwelling (or permission for a separate dwelling would require additional conditions or contributions). Cost is per unit.
Non-RP Affordable Housing (where monitoring is required)	£1,500	Based on 1 full day data assessment and/or site visit per annum for 5 years, charged at £300 per day. Cost is per unit. However, a discount may be applied for multiple units.
Houses in Multiple Occupancy	£1,500	Based on 1 full day data assessment and/or site visit per annum for 5 years, charged at £300 per day. Cost is per unit. May be reduced where on-site management is provided. The figure will be based on the assessment of Development Management and other stakeholders about the impact of the development and cost of managing and/or monitoring.
Ecological Mitigation Works	£4,800	Based on 2 full days data assessment and/or site visit per annum for years 1, 3, 5, 10, 15, 20, 25 and 30, charged at £300 per day. Cost is per development site. This figure would be typical of a large major development (eg. 100 dwellings) requiring significant ecological monitoring. The figure will be adjusted

³⁷ Costs to be adjusted for inflation in accordance with the Retail Prices Index.

		upwards or downwards according to the complexity of the ecological mitigation and the level of monitoring required.
Travel Plans	£1,500	Based on 1 full day data assessment and/or site visit per annum for 5 years, charged at £300 per day.

- 2.16.3 Monitoring of Ecological Mitigation. The effectiveness of ecological mitigation relies on appropriate monitoring. Where mitigation measures or compensation land are necessary in order to address the ecological impacts of a development and to secure a net gain in biodiversity (as sought by Local Plan Policy NC1), the Council will also seek a monitoring contribution to enable a suitably qualified ecologist to ensure that the mitigation measures or compensation land have been implemented appropriately and are being maintained effectively, and to identify any remedial works where necessary.
- 2.16.4 The monitoring contribution sought will be proportionate to the nature of the ecological mitigation measures required, and the level of monitoring need that they give rise to. It is anticipated that many ecological mitigation measures would give rise to a need for two full days of monitoring per annum, carried out on years 1, 3, 5, 10, 15, 20, 25 and 30 of the development. Charged at a rate of £300 per day (as at May 2022), this results in a total monitoring contribution of £4,800. The level of monitoring required will depend on the complexity and extent of the ecological mitigation, and the monitoring contribution sought will be increased accordingly on a case by case basis.



3 AFFORDABLE HOUSING, EMPLOYMENT AND HEALTH

3.1 Introduction

3.1.1 This section sets out guidance on the implementation of the Council's affordable housing, employment and health policies. These will be given the next highest priority in negotiating planning contributions after direct site deliverability matters have been taken into account. Note however, that active design and related matters such as on-site open space provision will often be dealt with through planning condition as part of site deliverability considerations.

3.2 Affordable Housing

- 3.2.1 Local Plan Policy H2 'Affordable Housing' sets out the Council's affordable housing requirements. Policy SC5 "Child poverty" also promotes affordable housing and other measures to help reduce child and fuel poverty. The Council's Housing Strategy³⁸ is also an important consideration.
- 3.2.2 Local Plan Policy H2 remains the Council's adopted Local Plan Policy in relation to Affordable Housing. However, in line with paragraph 64 of the NPPF (2021)³⁹ the council will not seek affordable housing on non-major⁴⁰ developments, other than in designated rural areas (in Torbay this is the AONB). As noted in Part 2, the Council will resist the artificial division of plots, or underdevelopment of sites, to reduce liability to affordable housing or other planning obligations.
- 3.2.3 This requirement in NPPF paragraph 64 does not impact on the threshold for brownfield sites/ previously developed land (where the local plan threshold is 15 dwellings), or for sites within the AONB (where the threshold for greenfield sites is 3 dwellings).

³⁸ See the Council's Adopted Housing Strategy 2020-2025 here: https://www.torbay.gov.uk/housing-strategy/

³⁹ Paragraph 64 of the NPPF states: "Provision of affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas (where policies may set out a lower threshold of 5 units or fewer). To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing contribution due should be reduced by a proportionate amount. (Defined in footnote 30 as equivalent to the existing gross floorspace of the existing buildings. This does not apply to vacant buildings which have been abandoned)". This is a material consideration, but does not supersede the development plan.

⁴⁰ The definition of "major development" includes (amongst other types of developments) developments of 10 or more dwellings or, where the number of dwellings is not yet known, developments on sites where the site area is 0.5ha or more.

Table 3.1 De facto affordable housing thresholds taking into account NPPF paragraph 64 as a material consideration

Net new dwellings/ assessed site capacity	Affordable housing target	Method of delivery			
Development of Bro	Development of Brownfield Sites/ Previously Developed Land				
1 -14 dwellings	Zero	N/A			
15 -19 dwellings	15%	Delivered through on site provision. Commuted payments will only be accepted where this would achieve more effective provision of affordable housing, or bring significant regeneration benefits. Brownfield credit may apply (paragraph 64 of the NPPF).			
20+ dwellings	20%	Delivered on site. Commuted sums will only be accepted where this would achieve more effective provision of affordable housing or bring significant regeneration benefits. Brownfield credit may apply (paragraph 64 of the NPPF).			
Development of Gre	enfield Sites				
3 - 5 dwellings	Zero (other than in the AONB)	Zero except for development in the AONB. In the AONB a commuted payment based on 10% affordable housing provision will be sought on sites of 3 or more net new dwellings			
6-9 dwellings	Zero (other than in the AONB)	Zero except for development in the AONB. In the AONB a commuted payment based on 15% affordable housing provision will be sought (see text below).			
10 dwellings	15%	Usually through commuted payment based on 15% affordable housing provision will be sought (see text below).			
11 - 14 dwellings	20%	Delivered through on-site provision. Commuted payments will only be accepted where this would achieve more effective provision of affordable housing, or bring significant regeneration benefits.			
15 - 29 dwellings	25%	Delivered through on-site provision. Commuted sums will only be accepted in exceptional circumstances, where this would achieve more effective provision of affordable housing or bring significant regeneration benefits.			
30+ dwellings	30%	Delivered through on-site provision. 25% affordable housing and 5% self-build plots in accordance with Policy H3. Alternatively, 30% affordable housing will be accepted where self-build plots are not practicable.			

- 3.2.4 The Government policy offering brownfield relief will be taken into account and will in particular be given weight on developments that pay CIL. The Council will not however apply the relief where it considers buildings have been recently made vacant, run down, or left vacant with the intention of gaining planning permission.
- **3.2.5 Sites comprising a mix of brownfield and greenfield land**⁴¹. There will be instances where part of a site comprises of brownfield land and the rest comprises of greenfield land. In such instances, the affordable housing requirement will be adjusted according to the relative proportions of greenfield and brownfield land on the site, as set out in the example below.

⁴¹ The definition of Previously developed land (also called "brownfield") is set out in the Glossary of the NPPF.

The affordable housing requirement will be calculated for the site as a whole rather than being calculated separately for the brownfield and greenfield components of the site. However, where a site is substantially brownfield or greenfield, it will be treated as such.

Example: Development of 50 dwellings on a 1.5ha site of which 0.2ha is brownfield:

- As per Table 3.1 above, the affordable housing requirement for a development of 50 dwellings is 30% for greenfield and 20% for brownfield.
- Proportion of the site comprising of brownfield = 0.2ha / 1.5ha = 13.33%
- Proportion of the site comprising of greenfield = 1.3ha / 1.5ha = 86.67%
- Affordable housing requirement = (13.33% x 20%) + (86.67% x 30%) = 2.67% + 26% = 28.67%
- Total number of affordable homes required = 28.67% x 50 = 14.34 affordable homes
- 3.2.6 The explanation to Policy H2 (Paragraphs 6.4.1.6-18) provides additional guidance on tenure neutral design and implementation. It sets out the Council's approach to delivering affordable housing as part of mixed and balanced communities. Paragraph 6.4.1.2 indicates that sites should not be artificially subdivided or phased to avoid liability for affordable housing. This should apply both to new sites and the subdivision/redevelopments of existing buildings. Regard will be had to space standards set out in the explanation to Local Plan Policy DE3.
- 3.2.7 Dwelling types, mix and location should be provided in agreement with the Council's Housing Manager⁴², to accord with the needs of Registered Providers in the Borough. The range of affordable housing dwelling types should be consistent with that of the development as a whole. See Section 3.9 below for further guidance on the design and layout of affordable housing.
- 3.2.8 The requirement to provide Affordable Housing will apply to all proposals for residential development where the threshold is exceeded (whether as a result of one or more than one planning application), including (but not limited to): new build, conversions, mixed use schemes, phased developments and schemes providing housing for people receiving care or support, including supported and extra care housing developments. Note that Policy H2 of the Local Plan is not phrased in terms of a specific Use Class.

3.3 Neighbourhood Plan Policies

- **Torquay**. The Torquay Neighbourhood Plan (TNP) includes Policies **TH3** "Future Growth Area Priorities", **TH4** "Affordable homes from greenfield developments", and a Community Aspiration for increased affordable housing (page 15). Policy **TH4** indicates a sequential preferred order for affordable homes of on-site provision, mixed on-site and off-site provision, with commuted payment being the last preference. Several community aspirations support the delivery of affordable housing.
- **3.3.2** Paignton. Policy PNP1(c) supports the delivery of affordable housing to meet the Local Plan's strategic needs.
- 3.3.3 Brixham Peninsula. Development within the Brixham Peninsula area will need to conform to Policy BH1 and BH2 of the approved BPNP. Policy BH1 seeks on site provision of

⁴² Or other person who the Council has put in place to carry out the housing functions.

affordable homes as a first preference. Off-site contributions will be considered where this would result in a larger number of affordable homes being provided, but only if directly allocated towards the physical provision of affordable homes within the Brixham Peninsula. **Policy BH1.3** provides a cascade mechanism for commuted sums to be released for wider provision if not used within the Brixham Peninsula.

3.3.4 Policy BH2 of the Brixham Peninsula Neighbourhood Plan sets a local occupancy requirement for new affordable homes in the Peninsula. In practice this is likely to be achieved through priority being given to qualifying residents as part of the Devon Home Choice bidding process, having regard to the Council's other legal obligations. Policies BH4.3 and BH9 consider affordable housing exception sites.

3.4 Tenure Mix

3.4.1 The Council seeks the delivery of affordable housing on the basis of the following:

1/3 Social Rent: Social rented properties are managed by a Registered Provider (e.g., a Housing Association) or alternative organisation approved by the Council. Social rented housing is homes let on assured or secure tenancies (as defined in Section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with Homes England.

1/3 Affordable Rent: Rental properties let by Local Authorities, by private registered providers of social housing, or by alternative organisations approved by the Council, to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

1/3 Intermediate and other low-cost home ownership: Intermediate housing is an umbrella term for homes for sale or rent at a discount below market rates but above social and affordable rented products. It includes (but is not limited to) shared equity (shared ownership and equity loans), discounted market sale, intermediate rent (but not affordable rented housing), starter homes, discounted market sales housing and "other affordable routes to home ownership" identified in the NPPF (2021). It may also include self-build housing where provided as affordable housing.

3.4.2 The Government has introduced First Homes, a new discounted market sale product, through a Written Ministerial Statement (WMS) and guidance published on 24 May 2021⁴³. First Homes are sold at a discount⁴⁴ of at least 30% against market value and at a price⁴⁵ no higher than £250,000 to a qualifying first time buyer⁴⁶ with a combined annual household

⁴³ See https://questions-statements.parliament.uk/written-statements/detail/2021-05-24/hlws48 and https://www.gov.uk/guidance/first-homes

⁴⁴ Local Authorities have discretion to require a higher discount of either 40% or 50% if need for this is evidenced.

⁴⁵ Local Authorities have discretion to apply a lower price cap if need for this is evidenced. This price cap applies to the first sale only.

⁴⁶ First time buyer is defined in paragraph 6 of schedule 6ZA of the Finance Act 2003 for the purposes of Stamp Duty Relief.

income⁴⁷ not exceeding £80,000. Local Authorities have the discretion to require additional local eligibility and affordability criteria which apply for the first 3 months of active marketing.

- 3.4.3 Engagement with the Torbay Strategic Housing Board and Council officers in Housing has revealed some concern with respect to the impacts of introducing First Homes, and most notably the impact on the delivery of affordable rent. Torbay faces a severe need for affordable housing, and households face particularly severe consequences if their need for affordable homes to rent is not met. While the Council recognises that this WMS and guidance are a material consideration in planning decisions, First Homes are unlikely to be the Council's preferred form of affordable housing and have therefore not been incorporated into policy at this stage. The Council will monitor interest in, and delivery of, First Homes and continue to negotiate the most appropriate mix of housing types to meet local needs, based on the tenure mix in Policy H2. First Homes will be considered as part of a wider review of affordable housing policies as part of the ongoing Torbay Local Plan Update.
- 3.4.4 Paragraph 65 of the NPPF seeks at least 10% of homes within major developments to be delivered as affordable home ownership, unless this would exceed the level of affordable housing required in the area, or seriously prejudice the ability to meet the identified housing needs of specified groups. Certain other exemptions are indicated. The Council recognises that this is a material consideration in planning decisions.
- 3.4.5 Small homes that sell or rent at the lower end of the housing market simply by virtue of their small size will not be considered to be affordable housing.

3.5 Self and Custom Build Housing

- 3.5.1 Self-build and custom houses are defined as dwellings built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual; but excludes the building of a house on a plot acquired from a housebuilder who builds the house wholly or mainly to plans or specifications decided by the housebuilder. This SPD uses the term "self-build" to include custom build housing.
- 3.5.2 Local Plan Policy H3 sets out the council's policy on self-build housing. It allows provision of self-build plots as part of the affordable housing provision on larger housing sites (30+dwellings). Where offered as part of the affordable housing offer, developers will be expected to provide serviced plots for sale to qualifying households within the Council's waiting list. The s106 Agreement will need to agree an appropriate discount, site management and claw back mechanism for recycling any subsidy below market price into affordable housing if the property is sold within a specified period (of not less than 5 years from completion). Note that Local Plan Policy H3 requires self-build plots to be completed within three years of commencement.
- 3.5.3 Practice suggests that it is usually simpler and more effective for the affordable housing requirement to be met on sites through standard affordable housing, managed by registered providers. In any event, there is an expectation that the provision of self-build housing will be reduced prior to other forms of affordable housing.

⁴⁷ Local Authorities have discretion to require a lower household income if need for this is evidenced.

3.6 On-Site Provision or Commuted Sum?

- 3.6.1 Policy H2, Neighbourhood Plan policies, and the NPPF all indicate that affordable housing will be on-site. Financial contributions in lieu of on-site provision, or the provision of alternative serviced sites or land, will only be accepted in exceptional circumstances where this would achieve more effective provision of affordable housing or bring significant regeneration benefits.
- 3.6.2 In exceptional circumstances in which commuted sums are accepted, these will be calculated on the basis of the assumed subsidy needed to deliver the equivalent affordable housing through the open market, including administrative costs. Developers will need to show that a commuted sum for off-site provision achieves an enhanced affordable housing offer or bring significant regeneration benefits.

3.7 Calculating Commuted Sums

- 3.7.1 The council will assess the cost of providing affordable housing, taking account of the value that such housing has in terms of how much occupants would pay for it and rental streams. The value will be below the full open market value. The values of affordable housing in relation to open market value are assessed in the Torbay Whole Plan Viability Testing (PBA 2014, and updated January 2016, and the Housing and Economic Need Assessment (2022). These are set out below, along with the tenure mix as described above:
 - 1/3 Social rent at an assumed discount of 60% below open market rates;
 - 1/3 Affordable rent at an assumed discount of 50% below open market rates;
 - 1/3 Intermediate at an assumed average minimum discount of 35% below the open market rate (which includes service charges).
- 3.7.2 The average discount of an affordable dwelling can be calculated as: $(0.33 \times 0.6) + (0.33 \times 0.5) + (0.33 \times 0.35) = 0.483 = 48.3\%$.
- 3.7.3 This equals out as an average affordable dwelling being worth 52% of the value of an equivalent open market dwelling. In other words, there is an average private (developer) subsidy assumed of 48% of the value of an open market dwelling.

House Price Data

Table 3.2 below sets out average house prices at June 2016 and April 2022, based on Land Registry data (June 2016 being the baseline of the previous SPD). Overall house prices increased by 39.86% over this period, with a slightly weaker increase in the price of flats. For reference, inflation according to RPI was 27.18% over the same period.

Table 3.2 Torbay house prices, June 2016-Feb 2022 (Land Registry)

	Average prices June 2016	Average prices April 2022	Change 2016-22
Detached	301,793	441,014	46.13%
Semi-detached	202,166	293,515	45.19%
Terrace	157,987	224,450	42.07%
Flats	124,794	160,673	28.75%
All properties	182,741	255,585	39.86%

- 3.7.5 On the basis of house price data, and taking into account house price increases since June 2016, an average house is likely to cost around £280,000 and a flat/ smaller property of up to 79 sq. m around £190,000 (as at April 2022)⁴⁸.
- 3.7.6 Given that affordable housing will be delivered as newbuild homes, it is important to take account of the relative values of newbuild homes and of existing homes within the resale market. Land Registry data provides an average price of £281,929 for newbuild homes and £245,122 for existing homes as at February 2021, which equates to an effective 'new build premium' of 15.02%. Applying this newbuild premium to the values used in 3.7.5 above, an average newbuild house is likely to cost around £322,000 and an average newbuild flat/smaller property of up to 79 sq. m around £218,500 as at April 2022.
- 3.7.7 Table 3.3 below sets out the Council's assumed cost of providing affordable housing. These will be used when calculating the cost of affordable housing and off-site contributions, where agreed. They include an allowance for administrative expenses and bringing second hand homes up to an acceptable standard. Table 3.3 sets out the assumed cost of providing affordable dwellings including an additional 10% to account for the costs associated with using the commuted payment to deliver affordable homes elsewhere.

Table 3.3 Assumed cost of providing affordable housing/commuted sum

Affordable housing type	Market value of newbuild dwelling	Value of assumed subsidy at 48% of market value	Cost of provision with 10% administrative costs (rounded to nearest £100)
Smaller dwellings (37-79 sq. m)	£218,500	£104,880	£115,400
Medium sized houses (80+ sq. m)	£322,000	£154,560	£170,000

3.7.8 Where commuted sums are accepted, they should match the value of on-site provision as calculated above i.e., £115,400 per smaller dwelling (79 sq. m gross internal area and less) and £170,000 for dwellings of 80+ sq. m gross internal floor area) at April 2022. These values will need to be adjusted to account for average house prices at the time of the assessment. There is no need to round contributions to the nearest whole number where offsite provision is agreed. (However, note that Policy BH1 of the Brixham Peninsula Neighbourhood Plan seeks the residual payment owed on part of a dwelling to be provided as a contribution: e.g., if affordable housing liability is for 3.4 dwellings then the BPNP would seek 3 affordable units on site and a commuted sum for the 0.4 of a dwelling (0.4x £170,000= £68,000)).

3.8 Calculation of Viability and Deferred Assessment of Viability

3.8.1 Where on-site provision is being made there may be scope to vary tenure to meet sustainable community or Government policy objectives. In particular, paragraph 64 of the

⁴⁸ These prices are broadly consistent with the gross development values used in previous viability studies carried out for Torbay by Peter Brett and Associates in <u>2014</u> and <u>2016</u> and by Burrows Hutchinson in <u>2016</u> when subsequent house price increases are taken into account.

NPPF seeks 10% of homes on site to be available for affordable home ownership, which is likely to indicate an increased level of affordable home ownership products on smaller sites. Policy SS11 of the Local Plan is relevant to Community Investment Areas.

- 3.8.2 It will, however, be noted that paragraph 6.4.1.16 of the Local Plan indicates that proposals will be resisted where the reduction in affordable housing or other community benefits would be reduced to the extent that development is rendered unsustainable. In addition, attention is drawn to paragraph 58 of the NPPF which indicates that there is an onus on the applicant to justify the need for a viability assessment, and paragraph 2 of PPG on viability which states that the price paid for land is not a relevant justification for failing to accord with the relevant plan policies⁴⁹. Viability assessments will be made publicly available as per paragraph 21 of PPG on viability and should reflect best practice as set out in national planning guidance.
- 3.8.3 Where affordable housing or other s106 requirements are argued to render development unviable⁵⁰, the Council will require the applicant to provide an open book viability assessment at their cost. Where, on the basis of the viability assessment, it is agreed that affordable housing would render development unviable, the Council will negotiate an agreed level of provision. This may be either an increase in the relative proportion of intermediate housing, or a reduction in the number of affordable homes but retention of social rented housing (taking into account the NPPF requirement to provide 10% of homes in major developments as affordable home ownership products). In all cases where a reduction in the percentage of affordable housing is agreed, the Council will require a deferred contribution arrangement to be in place. Procedures for carrying out viability assessments and deferred contributions are set out in part 5 'Implementation'.

3.9 Design and Layout

- 3.9.1 To promote inclusive communities, affordable housing should not be distinguishable from open market housing by design and must integrate seamlessly into the layout of the development. The mix of new affordable housing on each development site should be representative of the mix of market dwellings in terms of the types and sizes (including number of bedrooms) being provided.
- 3.9.2 Where possible it should be 'pepper potted'⁵¹ in more than one cluster throughout a development (i.e., not all in one place). As a guideline, clusters of 10-12 affordable homes are appropriate on sites of up to 100 dwellings, and 20-24 on sites of 100 dwellings or more.
- 3.9.3 Where being provided together, different tenures of affordable homes should be distributed in such a way that avoids large numbers of social rented and affordable rented products being adjacent to each other.
- 3.9.4 Provision of affordable units should be made as early as practical in the development, having regard to layout and other matters above. The timing of provision will be set out in the S106 Agreement.

⁴⁹ See PPG 10-002-20190509

⁵⁰ In accordance with PPG 10-018-20190509, an assumption of 15-20% of gross development value will be considered a suitable return to developers.

⁵¹ A form of mixed tenure development in which social housing and privately owned housing are integrated evenly within the same development.

- 3.9.5 Wheelchair Adapted Housing. Policy H6 of the Local Plan states that 5% of dwellings on developments of 50+ dwellings should be provided as wheelchair accessible housing to Building Regulations Part M4(2). Devon Home Choice figures for Torbay demonstrate that there is a clear need for Affordable Housing that is wheelchair accessible, and the council has a strong preference for the wheelchair accessible housing to be provided as part of the Affordable Housing provision.
- 3.9.6 The wheelchair accessible housing is to be built in accordance with the most up to date Council's Wheelchair Accessible Specification or any amended version in force at the time of reserved matters or full application submission.

3.10 Registered Providers

- 3.10.1 Affordable housing must be retained as such in perpetuity (or the equivalent level of discount recycled into other affordable housing), and there is a strong council preference for affordable housing to be provided and managed by a registered provider. Letting should be through Devon Home Choice or in accordance with a specific local lettings arrangement as agreed with the Council. Within the Brixham Peninsula affordable housing providers will need to adhere to the local occupancy requirements in Policy BH2 of the Brixham Peninsula Neighbourhood Plan.
- **3.10.2** Early discussion with the Council's Housing Strategy and Enabling Officer (or other person carrying out the council's affordable housing delivery function) is encouraged.
- 3.10.3 Whilst the Local Plan (and Neighbourhood Plans) specify matters such as tenure mix, dwelling types etc., the Council will seek to interpret these flexibly to maximize the delivery of affordable housing. Accordingly, it is helpful for developers to work with a registered provider at application stage to agree matters such as tenure mix, size and location of affordable housing and similar matters.
- 3.10.4 Registered provider applications for affordable housing schemes that exceed the requirements of Policy H2 will be supported subject to other plan considerations. The Council may be able to relax the need for a s106 Agreement, so long as there is a grant nomination agreement with the Council, which secures the provision of affordable housing in perpetuity to above the development plan requirements.

3.11 Affordable Housing and Other Planning Obligations

3.11.1 Where provided and managed by a registered provider with a mechanism to ensure provision in perpetuity, affordable housing units will be omitted from the calculation of any applicable 'sustainable development' contributions. However, site deliverability matters must still be addressed. Affordable housing is entitled to mandatory CIL Exemption, so long as this is sought before the commencement of development.

3.12 Employment

3.12.1 Earnings and gross value added (GVA) in Torbay are below the national and regional average, and there are significant areas of employment deprivation. There has been no net

increase in Torbay based jobs since the early 2000s, and Torbay's job-density⁵² is significantly below the national and regional average. Policies SS1, SS4 and SS5 of the Local Plan place a high emphasis on economic growth, and net job growth. Employment is also promoted by Policies TJ1 of the TNP, Policy PNP1 of the PNP, and Policies J1, J3 and J4 of the BPNP. All the Neighbourhood Plans contain policies relevant to employment areas, including harbour and tourism areas. Policy PNP1-Area Wide (i) seeks job led growth and housing provision to be kept in balance in Paignton.

- 3.12.2 Policy SS5 and the Strategic Delivery (SD) policies of the Local Plan seek to achieve a mix of employment uses on major developments and identify a number of sites for mixed use development. These also set out indicative targets for employment, and indicate that the delivery of employment should be achieved through land equalisation, direct provision of serviced sites and/or developer contributions (paragraph 4.2.27). Where live-work units are provided as part of employment provision, their use will be controlled through condition or s106 Agreement controlling occupancy.
- 3.12.3 Where sites are identified for mixed use development in the Local Plan, the early provision of employment space will be given a high priority in determining obligations sought on site, as indicated in Policy SS2(ii) of the Local Plan.
- **3.12.4** For mixed use schemes, early engagement with the TDA (Torbay Development Agency) is encouraged during the planning stages to ensure that the specific types of employment space delivered respond well to local demand.
- 3.12.5 Developments which propose an under-provision of employment space against the requirements of Policy SS5 and any applicable Masterplans will be assessed on the basis of the impact on the economic prosperity of Torbay, the appropriate mix of uses within a locality and on amenity, and may be refused. Policy SS5 seeks 25% of major mixed use developments to be for what was at the time Class B (now Class B1, B2, E(g) space. The Council has a clear preference for the on-site delivery of employment space. In exceptional circumstances the Council may agree to the payment of planning contributions to help enable the provision of employment (or infrastructure etc. that supports or enables employment) elsewhere.
- 3.12.6 The Council will seek local labour agreements from all developments as set out in Policy SC3 of the Local Plan. This will be given a high priority by the Council and will be secured using planning conditions or incorporated into s106 Agreements. Whilst the use of local labour is relevant to all schemes, it will be particularly relevant to development proposals where a degree of exception to usual planning policies is being sought.

3.13 Loss of Employment

3.13.1 Where a development proposal results in a net loss of jobs, either through changes of use from existing employment uses (such as hotels, offices etc.) to non-employment uses (such as housing), or through the development of land that is allocated as employment land (for example in adopted masterplans) for non-employment uses, this will be assessed in accordance with Policy SS5 of the Local Plan and relevant neighbourhood plan policies and

⁵² The proportion of jobs per working age person, where 1 equals a workplace job for each person of working age. At 2020 Torbay's job density was 0.74 compared to 0.88 in the South West and 0.84in Great Britain.

- national guidance. This includes an assessment of the proposal's impact on the economic prosperity of Torbay, the appropriate mix of uses within a locality and on amenity.
- 3.13.2 Proposals for the loss of employment space will be assessed on their planning merit and will not always be agreed. Where the loss of employment space is agreed, the payment of planning contributions to help enable the provision of employment (or employment supporting infrastructure etc.) elsewhere in Torbay will be required. Provision in this SPD for planning contributions to be sought in lieu of on-site provision of employment space should not be taken to mean that this will always be agreed.
- 3.13.3 Employment contributions will be used to help deliver regeneration in accordance with the adopted town centre Masterplans, and to fund initiatives to support economic growth led by the Council's emerging Economic Growth Strategy and Action Plan⁵³. Contributions will also be used to help provide enabling infrastructure such as site servicing or decontamination costs for regeneration and enabling employment generating schemes.
- 3.13.4 In order to improve Torbay's economic profile and achieve job growth, loss of employment contributions will be given the highest priority after Site Deliverability and affordable housing matters.
- 3.13.5 It is noted that change of use of some employment related activities can be carried out under a "prior approval" regime rather than needing full planning permission. Proposals will also need to be considered in the round. The cost of providing other public benefits, such as the removal of unsightly later additions to buildings, may be considered as mitigation against loss of employment contributions.
- 3.13.6 Where proposals deliver a net increase in jobs within Torbay (i.e., proposals for employment uses), these can be treated as mitigation from broader sustainable development contributions, where there is a viability issue with development. However, such mitigation cannot be provided for site deliverability matters as this could render developments unsafe or unlawful.

3.14 Assessing the Cost of Employment

- 3.14.1 The cost of creating jobs has been calculated based on recent council/TDA directly delivered employment schemes, and the public cost of delivering these. The cost of delivering employment land in Torbay isd high because of a shortage of sites, and ground conditions on land that is allocated. These are:
 - Torbay Business Park £6.5M circa 90 jobs: circa £70k per job
 - Claylands Phase 1: £7.5M (due to abnormal costs) for approximately 30 new jobs: circa £250k per job.

⁵³ The Torbay Economic Growth Strategy is the subject of public consultation during July-October 2022, and is expected to be adopted by late 2022/early 2023 at which point it will replace the existing adopted Economic Strategy 2017-2022. The Economic Growth Strategies emphasise the importance of creating higher value added jobs. This is not meant to underplay the social value of other jobs; but Torbay's main problem at the time of writing is low GVA/wages rather than high unemployment. An Action Plan will be developed after adoption of the Economic Growth Strategy.

- EPIC, White Rock £8M for circa 100 new jobs: Approximately £80k per job.
- Torbay Business Park unit E £1.5M. Circa 20-25 jobs: Circa £60k per job.
- Lymington Road Approximately £6.32M (due to abnormal costs). Likely to provide 38 jobs: Circa 166k per job.
- 3.14.2 On the basis of the above, the lowest assessed public cost of creating a Class B2, B8 or E(g) ⁵⁴ job is £60,000. However, the advice from the Divisional Director Economy, Environment and Infrastructure is that the minimum justifiable cost is £25,000 per full time equivalent (FTE) job, based on the ability to fund some of the shortfall by grants or other means. It is more difficult to reach a figure for non-industrial jobs. In line with previous versions of the SPD a 50% rate is assumed i.e. £12,500 per FTE job.
- 3.14.3 Accordingly, applications which result in a net loss of employment will be asked to pay a loss of employment contribution to mitigate the economic impact. This applies to:
 - Changes of use away from an existing employment use
 - The development of land that is allocated for employment in a Masterplan or Future Growth Area foir major mixed use development for non-employment uses. As noted, Policy SS5 of the Local Plan seeks at least 25% of such areass to be indisustrial (Class B2, B8 or E(q) (former B1) uses.
- 3.14.4 On the basis of the above figures, loss of employment contributions will be sought at a rate (as at May 2022) of:
 - £25,000 per Class B2,B8, or Class E(g) class job lost or not provided.
 - £12,500 per non Class B2, B8, or E(g) job lost or not provided (unless evidence can be provided that jobs provided will generate higher Gross Value Added).
- 3.14.5 The number of jobs lost will be based on the last use, or the proposed masterplan allocation, based on the Employment Densities Guide (3rd Edition 2015) which estimates FTE jobs by floor area, and on any applicable evidence supplied by the applicant. Whilst it is noted that the use classes have been superseded by Use Class E, reference to the pre-2020 use classes is considered by the council to remain helpful as a reference point to assess likely employment, and as a proxy for likely employment loss.

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⁵⁴ The Local Plan was written before the Use Classes Order was changed in 2021. Jobs within the former B1 Use Class of business/light industry are now classes as E(g). The Local Plan considers a range of types of employment and not just jobs within the former Class B employment use classes.

Table 3.5 Estimated employee/floorspace ratios (Employment Densities Guide 3rd Edition, 2015). This is included for guidance, although some uses have been replaced by Class E.

Use Class	Sub-Category	Sub-Sector	Density	Notes
			(sqm)	
B1a	General Office	Corporate	13	NIA
Offices		Professional Services	12	NIA
l		Public Sector	12	NIA
l		TMT	11	NIA
l		Finance & Insurance	10	NIA
	Call Centres		8	NIA
B1b	R&D Space		40-60	NIA lower densities will be achieved in units with higher
-				provision of shared or communal spaces
B1c	Light Industrial		47	NIA
B2	Industrial & Manuf		36	GIA
B8	Storage & Distribution	National Distribution Centre	95	GEA GEA
l	Distribution	Regional Distribution	77	GEA
l		'Final Mile' Distribution	70	GEA
l		Centre Distribution	/0	GEA
Mixed B	Small Business	Incubator	30-60	B1a, B1b – the density will relate to balance between
Class	Workspace	incapator.		spaces, as the share of B1a increases so too will
				employment densities.
l		Maker Spaces	15-40	B1c, B2, B8 - Difference between 'planned space'
l				density and utilisation due to membership model
l		Studio	20-40	B1c, B8
l		Co-Working	10-15	B1a - Difference between 'planned space' density and
l				utilisation due to membership model
		Managed Workspace	12-47	B1a, b, c
B8 / Sui	Data Centres	Wholesale	200-950	
Generis		Wholesale Dark Site	440-1,400	
		Co-location Facility	180-540	
A1	Retail	High Street	15-20	NIA
l		Foodstore	15-20	NIA
		Retail Warehouse	90	NIA
A2	Finance & Profess	sional Services	16	NIA
A3	Restaurants & Car	fes	15-20	NIA
C1	Hotels	Limited Service / Budget	1 per 5	FTE per bed
l			beds	
l		Mid-scale	1 per 3	FTE per bed
			beds	
		Upscale	1 per 2	FTE per bed
			beds	575
		Luxury		FTE per bed
D2	Fitness Centres	Budget		GIA
		Mid Market	65	,,
		Family		per gym
	Cinema		200	
	Visitor & Cultural A	Attractions	30-300	,
I				very wide range exists
	Amusement & Ent	tertainment Centres	70	Potential range of 20-100sqm

3.15 Healthy Communities and Healthcare

- 3.15.1 Policy SC1 'Healthy Bay' of the Local Plan requires development to contribute to improving the health and wellbeing of the community. Torbay has health problems closely related to its demographic structure and deprivation (see paragraph 6.4.3.1 of the Local Plan). Brixham Peninsula Neighbourhood Plan Policy HW1 'Retention of current health and social care estates' is also relevant, as is Paignton Neighbourhood Plan Policy PNP26- Clifton with Maidenway (a) 'Provision of community facilities'.
- 3.15.2 All development should seek to promote active design as a site deliverability matter (see above).
- 3.15.3 Policy SC1 requires developments of 30 dwellings or more, or developments where there are particular health impacts to carry out a screening for a Health Impact Assessment. Health Impact Assessment and its screening should be proportionate to the size and type of development and identify the most effective measures that can be used to improve health and wellbeing. For smaller developments, health impacts can be addressed through Design and Access Statements. Key measures include the promotion of active lifestyles through open space provision, cycling facilities (including secure covered storage).
- **3.15.4** Policy SC4 'Sustainable food production' requires that developments of 30+ dwellings should include provision of sustainable food production.
- **3.15.5** Policy PNP1(c) of the Paignton Neighbourhood Plan also seeks to increase local food production capacity.
- 3.15.6 Regard should to be had to the provision of open space and multi-functional green infrastructure for all developments. Where possible these facilities will be sought on-site. Where they are maintained by the Council, a commuted sum to fund 25 years maintenance shall be provided through s106 Agreements or other financial arrangement. If ownership of public open space is not transferred to the council, details of alternative maintenance arrangements (including evidence that such arrangements will be adequately funded in perpetuity) must be provided and secured through a s106 Agreement⁵⁵.
- 3.15.7 Torbay Council adopted the Healthy Torbay Supplementary Planning Document in April 2017. https://www.torbay.gov.uk/council/policies/planning-policies/local-plan/spd/. This is currently being updated.

3.16 Healthy Communities and Health Impact Assessments

3.16.1 The Local Plan seeks to help close the gap between the most and least disadvantaged neighbourhoods, as set out in Policy SS11 'Sustainable Communities'. Policy SS5 seeks to reduce child poverty by a range of measures including provision of affordable housing, education and urban design improvements.

⁵⁵ See Section 4.6 of this SPD for further detail on what is required when maintenance of open space is to be provided through a management company.

3.16.2 Planning obligations relating to open space, sports and recreation, and education are dealt with in the section below on 'sustainable development contributions'. This means that they will typically only be sought on developments that do not pay CIL. However, there will be instances where, in order to achieve Healthy Bay objectives on sites where these considerations are particularly important, planning obligations relating to matters such as education, public open space, sports and recreation will be prioritised and therefore treated as 'site deliverability matters'. Public realm improvements may also be particularly important to achieving Healthy Bay objectives, but are already treated as a 'site deliverability matter'.

3.17 Development which creates a Specific Health/Social Service Need (e.g., Care Homes, Specialist Housing)

- 3.17.1 The population of Torbay is significantly older than the national average. Torbay's population growth is driven by net domestic migration by older people into Torbay and outward migration of young people. This places a demand from some new developments on local healthcare and social services.
- 3.17.2 Adult Social Care is the largest part of Torbay's budget at £46.1 million in 2022/23. As a small unitary authority, with an aging population and complex care needs, Torbay is hit particularly hard by the increasing cost of care.
- 3.17.3 From October 2015, Torbay's adult community health and social care integrated with Torbay and South Devon NHS Foundation Trust to form a single Integrated Care Organisation. Local government and the NHS are facing unprecedented financial challenges with reduced funding from central government in the face of increasing demand for services.
- 3.17.4 A clear policy objective of the Torbay and South Devon NHS Foundation Trust is to help people live independently in their own homes for as long as possible. Promoting good health is a key Corporate Plan objective. The Joint Commissioning Team and NHS Devon Integrated Commissioning Board publishes Market Position Statements for Adult Social Care and Support and Children's Services in Torbay⁵⁶. This document indicates that demand for adult social care workforce time is growing twice as fast as population growth, at about +1.3% per year compared to 0.6% population growth.
- 3.17.5 An ageing population will generate a need for specialist accommodation such as sheltered housing, supported housing and extra care units. Such accommodation can help people live independently for longer, and reduces the adult social care costs. However, accommodation for the elderly may attract a further increase in inward migration, which is likely to compound needs and create further health and social care costs for Torbay. This is likely to be at the lower end of the spectrum of need, for example age-restricted retirement housing rather than extra-care units or care homes.
- 3.17.6 Local Plan Policy H6 deals with accommodation for people in need of care. A Housing Learning and Improvement Network (LIN) report (2019) identifies an oversupply of residential care beds (of 188 beds by 2035) but a need to expand nursing care (370 beds by 2035). There is a move away from the use of traditional care homes, but new purpose built homes may be approved where they provide additional facilities such as dementia or nursing care.

⁵⁶ http://www.torbay.gov.uk/torbaymps2016.pdf

- 3.17.7 Policy H6 indicates that the Council will seek financial contributions to meet the likely healthcare and social service costs arising from care facilities and sheltered accommodation. This is based upon the additional cost arising to Torbay Council Adult Social Services arising from specialist accommodation that attracts inwards migration to the area. It is not levied on accommodation that is restricted to occupancy by local people (or people with a strong local connection), or to affordable units provided by a registered provider. Mitigation will also be given for additional facilities such as specialist dementia accommodation (that would not be Social Services funded).
- 3.17.8 Extra care units are zero rated for CIL purposes, where they meet the definition set out in the CIL Charging Schedule⁵⁷. Policy H2 of the Local Plan seeks affordable housing from all dwellings, not just those within Use Class C3, and is applicable to all accommodation laid out as a dwelling, irrespective of its use class.

Assessing the Additional Cost to Torbay Social Services

3.17.9 Policy H6 does not seek to recoup the whole cost of elderly care, only that additional cost likely to be incurred in Torbay by specialist accommodation such as care villages. The contribution as set out in the 2017 SPD (updated for inflation to a cost as at May 2022) will be sought, as per table 3.6 below.

Table 3.6 Health and Social care contributions for people in need of care (as at May 2022)

(A). Accommodatio n type	(B). Cost provision for 1 year of care (£260 x multiplier based on likely need)	(C) Likely cost for 5 years care ((B) x 10 years for sheltered housing and 5 for supported and extra care)	(D) Likelihood of inwards migration from outside Torbay	(E) Contribution per unit (room in the case of Class C2) (C / E)	(F) Contribution sought updated for inflation*
Self contained up	nits (with their own kitche	n, bathroom and fro	ont door)		
Age restricted housing with minimal care	£260 (x1)	£2,600	50%	£1,300	£1,630
Supported housing	£1,300 (x5)	£6,500	20%	£1,300	£1,630
Extra care units	£2600 (x10)	£13,000	10%	£1,300	£1,630
Care Homes and	Care Homes and nursing homes (not self contained accommodation).				
	Cost per place and Average cost to ICB**	Likely cost for 2 years	Likelihood of person migrating from outside Torbay	Contribution per room	
Care home within Class C2	Average cost to ICB of £14,750	£29,500	5%	£1,475	£1475 per room

^{*}This is not levied where accommodation is restricted to occupancy from people in Torbay or with a strong local connection, or where additional specialist facilities are provided (e.g. dementia or specialist nursing care). **ICB= Integrated Commissioning Board.

Development where there is a need for additional healthcare capacity

3.17.10 The Torbay and South Devon NHS Foundation Trust and NHS Devon Integrated Commissioning Board report funding shortages across a wide range of services, including a

⁵⁷ https://www.torbay.gov.uk/cil/

shortage of capacity in 14 out of 18 surgeries in Torbay. This has a knock-on effect of increasing demands on other health care facilities, particularly Torbay Hospital. Where major development comes forward on an unallocated site in an area where there is evidence of a current shortage of capacity, be it for GP surgeries or for other healthcare facilities, planning contributions will be sought to address the impacts of the development on health service provision. This will be based on a case-by-case assessment of the impacts of the development on local health services.

3.17.11 The Joint Commissioning Team and Health Care Trust will keep the need for medical facilities under review as part of the Masterplanning of Future Growth Areas. Where development results in the need for a surgery or other health facility, the Council will seek its provision as part of the s106 Agreement, which should include a delivery timeframe, and fallback option.

4 SUSTAINABLE DEVELOPMENT INFRASTRUCTURE

4.1 Introduction

- 4.1.1 Sustainable Development contributions are sought to render development acceptable in planning terms. However, they are less urgently essential to health, safety or legal obligations than Site Deliverability matters.
- **4.1.2** Sustainable development contributions will not be sought from development floorspace that pays CIL.
- 4.1.3 Sustainable development contributions will be sought from developments where the Council has chosen to negotiate planning contributions to address the infrastructure requirements needed to serve the development, rather than levy CIL. Regard will be had to the likely impact on development viability and the infrastructure needs generated by the development.
- **4.1.4** The following sections set out figures based on assessments of the likely impact of development, subject to the tests of lawfulness (see above).
- 4.1.5 Specific projects will ideally be identified, which meet these tests. However, it is also important to recognize that there may be several potential projects that could meet the objective of making development acceptable in planning terms, and it is important that s106 Agreements are worded with sufficient flexibility to allow contributions to be spent on projects of equivalent benefit to the development. Contributions may be pooled, subject to the legal tests.
- In the case of larger developments, provision of many of the items identified will take place on-site, for example sustainable transport measures beyond direct access requirements, provision of open space and multi-use games areas. These can often be secured through planning condition. The provision of "in kind" facilities or land will be counted against financial contributions sought, although the Council will require a mechanism to be identified to ensure long-term maintenance of open space etc. The council's preferred method of delivery is through the transfer of public open space and the payment of a commuted sum, under s106, towards ongoing (25 year) maintenance. Where the open space, roads etc. are not transferred to the council, maintenance should be secured through the provision of a properly constituted and funded management company and provide in-perpetuity maintenance. This must be clearly communicated to buyers and a dispute resolution mechanism put in place in relation to service charges, standards of maintenance etc.
- **4.1.7** This section includes the following matters:
 - Transport Infrastructure Sustainable Transport and Major Road Network.
 - Education
 - Public Open Space/Sports and recreation
 - Lifelong learning and other community spaces.
 - Public realm
 - Waste management

- Difficult to monitor uses including town centre management.
- 4.1.8 This SPD is expressed in terms of gross internal floor space, based on the nationally described space standards (see page 197 of the Adopted Local Plan) to provide typical dwelling type and number of bedrooms. Because there is flexibility to make internal changes to dwellings⁵⁸ or use rooms for different purposes, floorspace rather than the stated number of bedrooms will be used as the basis for seeking contributions. In the case of outline permissions, an approximate likely floorspace figure will be agreed with the applicant, based on feasibility drawings where available. Where the floorspace at reserved matters is significantly larger (more than +10%) additional contributions may be sought.

Table 4.1 Typical floorspace per dwelling type

General description	Floorspace range	Typical of dwelling type (for information only)
Sui generis Houses in Multiple Occupation ⁵⁹	Per room (excluding communal areas)	N/A
Smaller apartments	37 – 59 sq. m	"Studio" apartments 1-2 bedroom apartment
Smaller medium size dwellings	60 – 79 sq. m	2-3 bedroom apartments Smaller 2 bedroom house
Medium size dwellings	80 – 108 sq. m	3-4 bedroom houses
Larger dwellings	109+ sq. m	4-6 bedroom houses

4.2 Transport Infrastructure - Sustainable Transport and Major Road Network

- 4.2.1 Sustainable modes of transport including walking, cycling and public transport help enable movement and access for residents in a way that improves health and wellbeing, creates more liveable urban environments, improves air quality, prevents the negative impacts associated with traffic congestion and car-dominated development, and helps address climate change.
- 4.2.2 Policy TA1 states that developments should be in sustainable locations that are accessible by a variety of modes of transport, and should be designed such that sustainable modes of transport are promoted as an integral part of developments, having regard to the hierarchy of sustainability:
 - (i) Walking;
 - (ii) Cycling;
 - (iii) Public transport;
 - (iv) Car sharing;
 - (v) Low/ultra low emission vehicles; and
 - (vi) Private (high emission) transport.
- **4.2.3** Paragraph 74 of the NPPF (2021) specifically emphasises that large scale development must provide residents with "a genuine choice of transport modes".

⁵⁸ Subject to limited controls such as the need for listed building consent.

⁵⁹ Not including Class C4 small HMO.

- 4.2.4 It is reiterated that physical works to create safe access to, and movement within developments for vehicles, cyclists and pedestrians are sought as Site Deliverability matters (see part 2 of this SPD). These will usually be delivered through planning condition, negotiation of site layouts or S278 Agreements.
- 4.2.5 This section deals with wider sustainable transport matters. These are necessary to make development acceptable in terms of mitigating its effect on wider transport infrastructure, but go beyond the provision of direct access to the site and its immediate links to the transport network.
- 4.2.6 Chapter 9 of the NPPF sets out Government policy on transportation. It requires that development which generates a significant amount of traffic should be supported by a Transport Statement or Assessment setting out measures to promote sustainable transport, provision of safe and suitable access, and whether improvements can be made to limit the impacts of development.
- 4.2.7 Local Plan Policies SS6 and TA1 set a framework for seeking sustainable transport measures. Torquay Neighbourhood Plan Policies TTR1-2 and THW1-6, Paignton Neighbourhood Plan Policies PNP1(h), PNP2(d), PNP3(d), PNP5, PNP6, PNP12, PNP7(f), PNP17 and PNP22, and Brixham Peninsula Neighbourhood Plan Policy T1 are relevant.
- 4.2.8 The Local Transport Action Plan 2021-2026⁶⁰ sets a framework for a range of projects across all modes and allocates in full the grant funding from central government. The areas of investment cover road safety, reducing congestion, and improving access for all. Local Authorities are required to support essential community facilities such as transport services and maintain infrastructure stemming directly from development. This puts a considerable long-term additional pressure on the Council's ability to provide high service quality and support. 'Whole life costing' assesses the true social, environmental and economic cost of any development throughout its useful life. Unless this is met by developer contributions, it has to be borne by the taxpayer.
- 4.2.9 Given that much of Torbay's transport infrastructure operates at or over capacity, the promotion of sustainable transport through improvements to the wider network is a vitally important enabler of growth. A reliance on car-borne transport will exacerbate congestion and negatively impact on health and well-being, quality of life, air quality and climate change. Planning contributions may also be used to deliver projects set out within the Local Cycling and Walking Infrastructure Plan (LCWIP).

4.3 Sustainable Transport Obligations

- **4.3.1** Developments in Torbay will be assessed to identify whether they generate net additional trips and should therefore contribute towards sustainable transport.
- 4.3.2 Sustainable transport contributions will be sought on the basis of a calculation of the additional impact that development has upon the wider transport network, or other costs to the authority such as bus passes in the case of specialist developments.

⁶⁰ The third and final five-year implementation plan of the Devon and Torbay Local Transport Plan 2011-2026.

4.3.3 The figures set out below will be taken as a starting point. Additional obligations may be sought where developments have a greater impact upon traffic generation or create a particular need for ongoing revenue support for equipment and running costs. In particular where development has significant effects on the requirement for safe and convenient parking, which is not provided on site, contributions may be sought as a site deliverability matter as outlined in Part 2 above.

4.4 Assessing the Cost of Additional Trips

- **4.4.1** The Council has used the Trip Rate Information Computer System (TRICS)⁶¹ to calculate the approximate number of journeys generated by development in accordance with the strategic delivery policies in the Local Plan. It is assessed that development in Torbay over a five year period will generate approximately 37,000 additional trips.
- 4.4.2 Based on the cost of delivering the Local Transport Plan and other Future Growth Area highway infrastructure, this would equate to £215 per trip (as at May 2022). This reflects the figure sought in the 2017 SPD adjusted for inflation according to RPI.
- **4.4.3** Planning contributions will be sought from development based on likely additional trip generation.

Table 4.2 S106 Sustainable Transport Obligations sought from development (as at May 2022)

Development type bedrooms/typical floorspace range	Assumed trip rate per unit or 100 sq. m	Impact per unit or 100 sq. m (trip rate x £215)
Small dwellings 37-59 sq. m.	4	£860
Small/Medium size dwellings 60-79 sq. m.	5	£1,075
Medium sized dwellings 80-108 sq. m.	6	£1,290
Larger dwellings 109+ sq. m.	6.5	£1,398
Sui Generis HMOs (per bedroom).	1.9	£409
Specialist accommodation for the elderly (C2 or C3).	2.1	£452
Class E(g), B2 and B8 employment and other employment uses not listed below.	7.6	£1,634
Retail – Town Centre (including, Preston and St Marychurch District Centre and Local Centres in the built up area).	44	£9,460
Retail – out of town centre (including the Willows and West of Paignton but not counting other district or local centres).	120	£25,800
Restaurants/Pub/restaurants- town, district or local centre ⁶² .	43	£9,245
Drive Through Restaurants, Takeaways (in all locations) and out of centre restaurants/ pubs/ takeaways ⁶³ .	120	£25,800
Tourism, leisure.	9.5	£2,043
Other (education, healthcare etc.) Sustainable development contributions are not sought from publicly funded schools or healthcare, but may be sought from non-publicly funded developments. Site deliverability matters must however be addressed ⁶⁴ .	17.5	£3,763

⁶¹ The 2017 SPD was based on TRICS version 7.3.2. These have been cross referenced against version 7.6.1.

⁶² A contribution will also be sought from outside seating areas based on 50% of the charge sought for inside areas.

⁶³ A reduced contribution (akin to the town centre contribution) will be sought where restaurants are within sustainable out of centre locations such as Core Tourism Investment Areas or similar tourism areas.

⁶⁴ Note that where sustainable transport measures are needed to provide highway capacity, they are considered to be site deliverability matters.

- 4.4.4 These figures will be used as a starting point and will be adjusted according to the level of highways and sustainable transport works provided by the developer (as a development Site Deliverability matter or through negotiated direct provision). Regard will also be had to the cost of providing other mitigations to transport such as measures incorporated in Travel Plans etc.
- 4.4.5 Obligations will be sought to deliver the sustainable transport improvements and works to the wider highways network that are necessary to make development acceptable in broader planning terms. Mitigation will usually be provided for job creation/ town centre regeneration.
- **4.4.6** Priority will be given to projects which:
 - Improve road safety,
 - Promote active travel (i.e. walking, cycling),
 - Improve capacity and accessibility, including the quality and availability of public transport,
 - Improve local air quality (proximity to Air Quality Management Areas⁶⁵ will be taken into account).
- 4.4.7 In line with Policy SS6 and as appropriate, the Council may require sustainable transport contributions for the improvement of the strategic transport system including (but not limited to) the proposed improvements set out in Policy SS6.

4.5 Education

- 4.5.1 Torbay Council has a statutory duty under the Education Act 1996 (as amended) to provide sufficient school places to enable every child between the ages of 4-16 to access a school place. Local Plan Policies SS11 'Sustainable communities', SC3 'Education skills and local labour' and SC5 'Child poverty' all identify the need to provide education facilities to serve development.
- 4.5.2 The total cost of meeting the education demand arising from the anticipated level of growth in the Local Plan 2012-30 is about £40.71 million. Whilst it is not expected that planning contributions could fund the entire requirement, it is reasonable for developers to contribute to the additional requirement for school places generated by development. This has most recently been confirmed by the non-statutory Department for Education (DfE) guidance "Securing developer contributions for education" (April 2019)⁶⁶. The Planning Practice Guidance also expects planning contributions towards school places⁶⁷.
- 4.5.3 In accordance with government guidance, the level of contribution required from developers will be based upon the latest DfE school place scorecards⁶⁸ available at the time of the assessment. The DfE school place scorecards provide an all-England average cost to provide an additional school place through school expansions and through new schools,

⁶⁵ AQMAs are currently being reviewed.

 $^{{}^{66} \}underline{\text{https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/793661/Securing_developer_contributions_for_education.pdf}$

⁶⁷ PPG 23b-008-20190315

⁶⁸ See https://www.gov.uk/government/collections/school-places-scorecards. The latest scorecard currently available is for 2021 (published 30th June 2022).

which is then adjusted using a regional weighting and for inflation. As per guidance, the cost per school place for Early Years (ages 2 to 4) is the same as for Primary, the cost per school place for Post-16 is the same as for Secondary, and the cost for school places for pupils with Special Educational Needs and Disabilities (SEND) is four times that of mainstream school places⁶⁹. Given that additional school places may be provided through extensions to existing schools or through new schools, or specialist provision within them, the figure has been averaged out.

Table 4.3 Capital cost per school place

Education infrastructure	Cost per place (as at 2021)
Primary & Early Years New Build	£21,990
Primary & Early Years Extension	£18,367
Primary & Early Years	£20,179
Secondary & Post-16 New Build	£26,627
Secondary & Post-16 Extension	£25,503
Secondary & Post-16	£26,065
SEND New Build	£97,234
SEND Extension	£87,740
SEND	£92,487

4.5.4 A significant and growing area of need in Torbay is that of young people with Special Educational Needs and Disabilities (SEND). Planning contributions will be used to support young people (aged 0 to 25) with SEND either through providing a place at a special school or through adapting mainstream schools to meet their needs. The table below sets out the breakdown of mainstream and SEND pupils in Torbay as at January 2022:

Table 4.4 Breakdown of mainstream and SEND pupils in Torbay (January 2022)

Education Need	Pupil Numbers (% of total)
SEND (including pupils with an	1,467 (7.6%)
Educational Health Care Plan)	
Mainstream	17,837 (92.4%)
Total pupils	19,304

- 4.5.5 To establish the impact of proposed residential developments on education facilities it is necessary to identify the likely number of pupils that will be generated by individual developments.
- **4.5.6** Devon County Council has assessed⁷⁰ that an average dwelling (with 2 bedrooms or more) generates approximately:

Table 4.5 Average pupil yield per dwelling

Category	No. of pupils per dwelling
Early years (ages 2 to 4)	0.11

⁶⁹ The cost per school place for SEND is set at four times the average of Primary and Secondary school places. ⁷⁰ Based on Devon County Council's 'Education Approach for Developer Contributions' guidance. These figures are from empirical research by Devon County Council, based on a door to door survey in 1999, cross checked against an analysis of completed housing in the Kings/Clyst Heath area in 2009 and in Cranbrook in 2015. See https://www.devon.gov.uk/planning/planning-policies/pupil-place-planning/. While Torbay Council is a unitary authority and therefore not bound by Devon County Council policy, this primary research is considered to be an accurate representation of the pupil yield arising from residential development within the region.

Primary school (ages 5 to 11)	0.25
Secondary school (ages 12 to 16)	0.15
Post-16 (ages 17 to 18)	0.06

- **4.5.7** Multiplying the average pupil yield per dwelling by the cost of providing an additional school place in each respective category provides an average capital cost⁷¹ per dwelling of meeting the educational needs arising from development, set out in table 4.6 below.
- 4.5.8 To account for the relationship between dwelling size and pupil yield, the average pupil yields in Table 4.4 above have been redistributed on the basis that smaller dwellings are assumed to have a slightly lower pupil yield and larger dwellings a slightly higher pupil yield⁷². Pupil yields per dwelling have also been adjusted based on the percentage split between mainstream (92.4%) and SEND (7.6%) places.
- 4.5.9 It is assumed that specialist accommodation for the elderly, rooms in HMOs, and 1 bedroom dwellings (which for simplicity we are assuming to be dwellings with a floorspace of less than 60 sq. m) will have a pupil yield of zero. Accordingly, an education contribution will not be sought for these types of dwellings.

Table 4.6 Capital cost of providing school places (as at 2021)

Dwelling size (approx. no. of	Pupil yield per	Capital cost per	Cost per
bedrooms for information	dwelling	place school	dwelling
only)	aweiling	place seriooi	aweiling
Early years			
HMO (per bedroom)	0	£20,179	0
37-59 sq. m (1 bed)	0	£20,179	0
60-79 sq. m (2 beds)	0.083	£20,179	£1,675
80-108 sq. m (3 beds)	0.102	£20,179	£2,058
109+ sq. m (4+ beds)	0.120	£20,179	£2,421
Primary schools			
HMO (per bedroom)	0	£20,179	0
37-59 sq. m (1 bed)	0	£20,179	0
60-79 sq. m (2 beds)	0.176	£20,179	£3,552
80-108 sq. m (3 beds)	0.222	£20,179	£4,480
109+ sq. m (4+ beds)	0.268	£20,179	£5,408
Secondary schools			
HMO (per bedroom)	0	£26,065	0
37-59 sq. m (1 bed)	0	£26,065	0
60-79 sq. m (2 beds)	0.111	£26,065	£2,893
80-108 sq. m (3 beds)	0.139	£26,065	£3,623
109+ sq. m (4+ beds)	0.166	£26,065	£4,327
Post-16			
HMO (per bedroom)	0	£26,065	0
37-59 sq. m (1 bed)	0	£26,065	0
60-79 sq. m (2 beds)	0.046	£26,065	£1,199
80-108 sq. m (3 beds)	0.055	£26,065	£1,434
109+ sq. m (4+ beds)	0.065	£26,065	£1,694
SEND			
HMO (per bedroom)	0	£92,487	0
37-59 sq. m (1 bed)	0	£92,487	0
60-79 sq. m (2 beds)	0.034	£92,487	£3,145

⁷¹ This is the capital cost of delivering an additional school place only, and does not include revenue costs and or other costs such as IT, school transport, etc.

⁷² For the purposes of this assessment, it has been assumed that dwellings of 80-108 sq. m will produce an average pupil yield, that dwellings of 60-79 sq. m will produce an approximately 20% lower pupil yield, and dwellings of 109+ sq. m will produce an approximately 20% higher pupil yield.

80-108 sq. m (3 beds)	0.043	£92,487	£3,977
109+ sq. m (4+ beds)	0.051	£92,487	£4,717

- 4.5.10 The contributions set out in table 4.6 will only be sought where the TDA's Schools and Capital Planning Manager or other responsible officer identifies an existing or projected school capacity shortfall to which the proposed development will contribute. Where there is sufficient capacity within certain categories of schools but a shortfall in others, only the contribution towards the category of school in which there is a capacity shortfall will be sought.
- 4.5.11 As set out above, education contributions will only be sought from sites where the Council has opted to use planning contributions rather than CIL to fund the infrastructure needed by a development. Obligations will be spent on specific projects that provide for the need that developments generate for school places.
- 4.5.12 Where schools are provided on site, as is proposed in several Future Growth Areas, it may be preferable to seek a contribution in kind in terms of provision of free, serviced and safeguarded land⁷³. S106 Agreements should allow a sufficient timeframe for schools to be built out, and a fall back mechanism to allow financial contributions to be sought in lieu of land should, at the expiry of this period, the education need arising from the development remains but has been met elsewhere.
- **4.5.13** The Council will endeavour to use s106 education contributions to provide school places or other educational improvements close to the development. However, because catchment

⁷³ See paragraph 24 of the DFE Securing developer contributions for education guide (2019).

areas are Bay-wide, and providing school places in one location can have a knock-on effect of freeing up places closer to a development, this may not always be practicable.

4.6 Public Open Space, Sports and Recreation

- 4.6.1 Active design principles apply to all developments as far as practical, and will be sought as a site deliverability matter, usually through conditions. Residential developments are expected to provide public open space as part of their layouts to match the types of open space likely to be needed by residents, and should enable a good level of access to sport, leisure and recreation facilities.
- Where new development generates a need for public open space and/or sports and recreation facilities, or exacerbates an existing deficiency, new provision will be required. The provision may be by way of on-site facilities or an off-site financial contribution to ensure that proper provision is maintained within the vicinity of the development (for example by improving maintenance, management and equipment at existing facilities).
- 4.6.3 Open space delivered as part of development must be available for use by the general public and retained as such in perpetuity.
- 4.6.4 While open space will typically comprise outdoor areas or facilities, there may be instances where open space planning contributions are used to provide new, or to improve or maintain existing, indoor sports and recreation facilities (such as public swimming pools) where a specific need is identified.
- 4.6.5 Local Plan Policy SC2 'Sport leisure and recreation' of the Local Plan sets a framework for planning for new recreation developments and proposes a number of recreation facilities. Policy SS9 'Green Infrastructure' of the Local Plan is also relevant as is the Countryside, coast and greenspace chapter, particularly the undeveloped coast within Policy C2, and Policy C5 'Urban landscape protection areas', where these have public access.
- 4.6.6 All three Neighbourhood Plans place a high priority upon the provision, improvement and protection of open space. They identify a network of protected Local Green Spaces, most of which will have public access.
- 4.6.7 The Council's Greenspace Strategy is an adopted SPD (July 2007). An in-house refresh of standards and costs was carried out in 2017 as part of the preparation of the 2017 version of this SPD. These may be incorporated into an updated Strategy. The Greenspace Strategy contains local standards for open space as set out in table 4.7.

Table 4.7 Open space requirements per person

Type of open space	Hectares per thousand population	Sq. m per person
Playing pitches	1.2	12
Other Sport and Recreation Facilities (e.g., Multi Use Games Areas, outdoor fitness equipment etc)	0.2	2
Equipped play facilities for children and young people	0.2	2
Open space (including but not limited to parks and gardens, amenity space, natural and semi-natural spaces and beaches and promenades)	2.5	25
Allotments/sustainable food production*	0.22	2.2

^{*} Added since 2007 Strategy

- 4.6.8 The National Society of Allotment and Leisure Gardeners (NSALG) recommends that the minimum provision should be 20 standard plots (300 sq. yd/250 sq. m) per 1,000 households. This equates to 5,000 sq. m (20 plots of 250 sq. m) per thousand households or 5 sq. m per household. This equates to about 2.2 sq. m per person.
- 4.6.9 The cost of open space provision per person and per dwelling, as per the current Greenspace Strategy is set out in tables 4.8 and 4.9 respectively. The costs have been adjusted for inflation according to RPI to provide a cost as at May 2022.

Table 4.8 Cost of open space provision per person (as at May 2022)

Type of open space	Sq. m per person	Cost of provision per sq. m	Cost per person
Playing pitches	12	£18.80	£226
Other Sport and Recreation Facilities (e.g., Multi Use Games Areas (MUGAs), outdoor fitness equipment etc).	2	£78.50	£157
Equipped play facilities for young people	2	£314	£628
Open space (including but not limited to parks and gardens, amenity space, natural and semi-natural spaces and beaches and promenades)	25	£12.60	£315
Allotments/sustainable food production	2.2	£37.70	£83
Cost of open space per person			£1,409

Source Greenspace Strategy (updated by Residents and Visitors Services to reflect current costs and standards, 2016). Adjusted for inflation based on RPI to May 2022 prices.

Table 4.9 Cost of open space per dwelling (as at Jan 2022)

Size of dwelling	Cost Per Person	Assumed number of persons (for info)	Elements of cost	Breakdown of cost by element (table 4.7 x assumed no of persons.	Total Cost per dwelling (assuming no onsite provision)
Sui generis Houses in Multiple Occupation	£781 (excludes equipped play facilities for young people, but includes other sport and recreation facilities, on the basis that these may be used by adults).	1 per letting room	Playing Pitches Other Sport and Recreation Facilities Equipped play facilities for young people Greenspace/Open space Allotments/sustainable food production	£226 £157 - £315 £83	£781 per room
37-59 sq. m	£781 (excludes equipped play facilities for young people, but includes other sport and recreation facilities, on the basis that these may be used by adults).	1.4	Playing Pitches Other Sport and Recreation Facilities Equipped play facilities for young people Greenspace/Open space Allotments/Sustainable food production	£316.40 £219.80 - £441 £116.20	£1,093
		1.9	Playing Ditabas	£429.40	C2 094
		1.8	Playing Pitches	£423.4U	£2,081

60-79 sq. m	£1,095 (50% of equipped play facilities for young people)		Other Sport and Recreation Facilities Equipped play facilities for young people Greenspace/Open space Allotments/sustainable food production	£298.30 £596.60 £598.50 £157.70	
80-108 sq.	£1,409 (full play park	2.6	Playing Pitches	£587.60	£3,726
m	contribution)		Other Sport and Recreation Facilities	£471	
			Equipped play facilities for young people	£1,632.80	
			Greenspace/Open space	£819	
			Allotments/sustainable food production	£215.80	
109 sq. m+	£1,409 (full play park	3	Playing Pitches	£678	£4,164
	contribution)		Other Sport and Recreation Facilities	£408.20	
			Equipped play facilities for young people	£1,884	
		\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	Greenspace/Open space	£945	1
			Allotments/sustainable food production	£249	1

- 4.6.10 The provision of open space will be assessed on its merits having regard to the Local Plan, the Neighbourhood Plans, and other evidence such as the Greenspace Strategy and the Playing Pitch Strategy. Table 4.8 above provides a breakdown of the public open space by element. Where sums will go to different parts of the council or partner organisations (such as SWISCo), it will be necessary for the S106 Agreement to distinguish between them.
- **4.6.11** The consideration of whether open space provision should be on or off-site will depend on:
 - The size of the development:
 - The extent, location, capacity and condition of existing open space; and
 - The likely demand that the development will generate.
- 4.6.12 Table 4.9 above gives a cost per dwelling of providing public open space. However, it is recognized that provision will often be in-kind through the provision of play parks etc. on site. Most large developments will be expected to provide public open space as part of their layouts. Where developers make on-site provision, the cost of this will be discounted against any financial contribution (with the exception of maintenance payments noted below).
- **4.6.13** Table 4.10 below provides a guideline for when open space should be on-site or off-site. There may be local circumstances where it is considered appropriate to deviate from this.
- 4.6.14 Public open space provision (whether on-site or off-site) should match the type of space likely to be used by residents. For example, elderly persons' developments will not require children's play facilities.
- **4.6.15** Provision will be a matter for negotiations with developers and pre-application discussions are urged to achieve successful development outcomes.

Table 4.10 Guideline thresholds for on-site open space provision and off-site financial contribution

Type of open space	Scale of development		Comments		
		Major development			
	1 - 10	11 - 49	50 - 199	200+	
	dwellings	dwellings	dwellings	dwellings	
Playing pitches	Off-site	Off-site	Off-site	On-site/ Off-site	There may be occasional instances where on-site playing pitches are considered suitable. This is likely to be on larger sites.
Other Sport and Recreation Facilities (e.g., Multi Use Games Areas, outdoor fitness equipment etc).	Off-site	Off-site	On-site/ Off-site	On-site	
Equipped play facilities for young people: Local Areas for Play (LAPs) aimed at very young children (also known as doorstep play areas). Locally Equipped Areas for Play (LEAPs) aimed at children who can go out and play independently (also known as community play areas). Neighbourhood Equipped Areas for Play (NEAPs) aimed at older children (also known as destination play areas).	Off-site	On-site/ Off-site	On-site	On-site	For sites of between 10 and 49 dwellings a split of on-site provision of a LAP and off-site contribution to a LEAP, or sole off-site contribution to a LEAP will be considered. Sites over 50 dwellings will normally need to provide both a LAP and LEAP. It is noted that one quality play space catering for a range of age groups is preferred to two separate play spaces. Sites over 500 dwellings will also need to provide a NEAP.
Greenspace/Open space (including but not limited to parks and gardens, country parks, amenity space, natural and semi-natural spaces and beaches and promenades)	On-site/ Off-site	On-site/ Off-site	On-site/ Off-site	On-site	Major developments should generally provide greenspace on site. However, the availability of large parks or other public open space within easy walking distance will be taken into account and contributions may be sought for management of off-site greenspace/ beaches where this would achieve an improved standard of provision.
Allotments/sustainable food production	Off-site	On-site/ Off-site	On-site/ Off-site	On-site	Local Plan Policy SC4 sets out those developments of over 30 dwellings should include provision for sustainable food production, including allotments, proportionate to the scale of the development. Off-site contributions towards provision of new allotment sites or improvements / extensions of existing sites may be sought in lieu of on-site provision.

4.6.16 Where no new open space is provided to serve new dwellings, but the development is within an appropriate distance of an existing area of open space, the Council may seek

contributions to ensure that the said area of open space is appropriately retained, enhanced and maintained. Local play parks and informal space should be within easy walking distance (300m) of the development. However, people are likely to travel further for facilities such as sports pitches, beaches etc. Contributions for management of off-site greenspaces/beaches may be sought where these are within easy walking distance and investment in them represents an improved quality of provision.

- 4.6.17 Planning contributions towards playing pitches and/or sports and recreation may be used to upgrade existing pitches or facilities through the provision of ancillary facilities (such as changing rooms) where there is evidence that this would help meet the open space needs of the development by increasing the capacity or quality of existing playing pitches and/or sports and recreation facilities serving the area in which the development is located.
- Agreement, it may be transferred to the Council or retained and managed by the developer or a management company. In all cases financial provision must be made for maintenance. The Council's preferred method of securing public open space is a transfer of the facilities to the Council and payment of a commuted sum for future maintenance for at least 25 years. However, management companies may be acceptable providing that (i) they are accountable to residents of the development, (ii) future funding is secured and any fees charged are proportionate, (iii) they operate an effective dispute resolution process, (iv) provision is made for continuing the maintenance in perpetuity, including in the event of the management company ceasing to exist, (v) start-up funding is provided to ensure the company can operate from first occupation of the development or use of the facility and until management can be fully financed by other means (e.g. resident contributions), (vi) the existence of a private management company is clearly identified to prospective buyers of properties. Details of how this is achieved should be set out in a \$106 Agreement.
- 4.6.19 All play space and equipment should be completed to an adoptable standard (currently British Standard EN1776 (Play Areas) and EN1777 (Hard Surfaces) and agreed by the council.
- **4.6.20** Where on-site facilities are provided, the Council will use a s106 Agreement (or other similar means) to secure the following:
 - Definition of the extent and type of provision (including a plan). Note that specific quality standards for all open spaces, including play spaces (LAPs, LEAPs and NEAPs) will be set out in a future update of the Greenspace Strategy.
 - Design, initial establishment, implementation and completion measures.
 - Future maintenance specification and funding arrangements to ensure maintenance in perpetuity (i.e., a minimum of 25 years where ownership is transferred to the council, and inperpetuity where maintenance is to be via a private management company).
 - Future ownership and management arrangements.
 - Rights of public access and use in perpetuity.
- 4.6.21 Any off-site contributions and payment of commuted sums for Council adoption of open spaces, equipment and recreation facilities will also be secured by s106 Agreement (or other similar means). Agreements will clearly set out the rights and responsibilities of each party.

4.7 Lifelong Learning

- 4.7.1 Torbay is a unitary authority with responsibility to provide a range of lifelong learning services to adults, including adult community learning centres, museums and libraries. It also manages two theatres and various cultural attractions such as Torre Abbey, which are in need of investment. Libraries are an important element in reducing social exclusion and reducing the inequality gap in Torbay. From April 2018 they have been managed by Libraries Unlimited. Torbay's museums and cultural attractions also provide education and lifelong learning as well as contributing to tourism and therefore employment in the area. Policy A&C1 of the BPNP specifically protects cultural facilities.
- 4.7.2 The council's contributions to libraries in Torbay is £822,000 (Torbay Budget 2022/23). Torbay Council's net contribution to museums and Torre Abbey (2022/23) is £396,000 and to theatres is £68,000. The combined cost of these lifelong learning facilities is £1.286m or around £9.50 per person in Torbay/ £95 over ten years.
- 4.7.3 A contribution per dwelling (based on floorspace) towards lifelong learning will therefore be sought from developments that do not pay CIL according to the table below. Note that specific projects or capital items of spending, reasonably related to the development must be identified.
- 4.7.4 Policy SS11 requires development to enable people to access community facilities such as community halls. The need for such facilities will be kept under review. It may often be more effective to improve existing facilities or to fund longer opening hours etc. There is clearly an overlap between community facilities, education and recreation facilities, and the Local Plan encourages community use of schools where possible.

Table 4.11 Calculation of lifelong learning cost per dwelling (as at May 2022)

Dwelling size (no. of bedrooms for information only)	Persons per household	Cost per dwelling
НМО	As permitted or licensed	£112 per resident
37-59 sq. m (1 bed)	1.4	£157
60-79 sq. m (2 bed)	1.9	£214
80-108 sq. m (3 bed)	2.6	£292
109+ sq. m (4+ beds)	3	£337

4.8 Waste Management Facilities

4.8.1 Local Plan Policy W1 Waste Hierarchy and paragraph 6.5.3.6 require that all development minimises the generation of waste and enables recycling. The on-site provision of storage for bins, recycling boxes and food waste caddies is sought via developer contributions and provided on site before development is occupied. The council's waste storage guidance⁷⁴ should be followed for residential developments.

⁷⁴ See the guidance on 'Refuse Storage for New and Converted Residential Properties' at: https://www.torbay.gov.uk/waste-storage-guidance/

- 4.8.2 Policy W2 requires a Waste Audit and five year Waste Management Plan to be carried out for all major and significant waste generating developments (be they commercial or residential), proportionate to the scale of the proposal.
- 4.8.3 The additional cost of providing new dwellings with bins, recycling boxes and food waste caddies and provision of recycling information etc. is around £90 per dwelling (as at Jan 2022). The Council will seek the cost of bins, recycling boxes and food waste caddies from all new residential developments as a sustainable development contribution. If they choose not to do so, then they will be billed directly by the Council/SWISCo.
- 4.8.4 Where development creates additional costs in terms of municipal waste, the Council may seek to recuperate these through s106. These will be based on the additional capital cost to the Council.

Waste Collection Costs

- 4.8.5 Torbay's waste and recycling service, operated by SWISCo since April 2020, is operating close to capacity. In addition, there is a need to decarbonise the fleet of vehicles to make them less reliant on fossil fuels. New residential development will therefore generate a need for new waste and recycling services in the Plan period. While Council Tax covers some of the operational costs associated with waste and recycling services, the council will seek planning contributions towards the capital cost of purchasing waste collection vehicles, as follows.
- **4.8.6** Each recycling collection vehicle costs £146,626 (as at Jan 2020). Given that each recycling collection vehicle can collect from approximately 630 households per day or 3150 households per week (noting that recycling is collected on a weekly basis), this equates to a cost of £46.55 per household. Adjusted for inflation, the cost is £54.00 (as at May 2022).
- 4.8.7 Each residual waste collection vehicle costs £167,445 (as at Jan 2020). Given that each residual waste collection vehicle can collect from approximately 1,100 households per day or 11,000 households per fortnight (noting that residual waste is collected on a fortnightly basis), this equates to a cost of £15.22 per household. Adjusted for inflation, the cost is £17.66 (as at May 2022). Therefore, the council will seek a planning contribution of £72 (as at Jan 2022) per dwelling towards the purchasing of waste collection vehicles. These planning contributions may also be spent on measures to decarbonise the fleet of waste collection and/or street cleansing vehicles.

Residual Waste Disposal Costs

- 4.8.8 On average in Torbay, each household generates 500kg of waste per year, of which 42% (210 kg) is recycled. Based on 2.1 people per household, this equates to about 240kg per year per person of which about 100kg is recycled and 140kg is residual waste requiring disposal.
- 4.8.9 The recycling rate falls to about 22% in instances where a communal recycling system operates (for example in many blocks of flats and in Houses in Multiple Occupation), which equates to about 180kg of non-recycled ('residual') waste per person.
- 4.8.10 At the time of the 2017 version of this SPD, the cost to the Council to dispose of residual waste was calculated at £100 per tonne, or around £14 per person per year based on 0.14

tonne x £100. In instances where a communal recycling system operates, it was calculated that this figure rises to £19 per year based on 0.19 tonne x £100 i.e. £5 per person per tonne more than where the standard bin and box system operates. Adjusted for inflation, the additional cost is £6.30 per person as at May 2022.

- **4.8.11** It is important to increase recycling rates for financial and environmental reasons. As noted, Torbay's waste collection service is operating at capacity.
- 4.8.12 Where developments are unable to provide the Council's normal waste recycling bin and boxes, or where waste and recycling are managed in communal bins (for example many blocks of flats and Houses in Multiple Occupation), evidence shows that recycling rates are lower due to cross contamination of bins/boxes. On this basis, a waste management plan will be required to set out measures to ensure recycling within such developments. Where this is not done, an additional charge will be sought to cover the additional cost to the Council in terms of residual waste disposal.
- **4.8.13** This will be based on a cost of £63 per person (representing 10 years of £6.30 being the additional cost of disposal as calculated above). A development's liability for CIL will be taken into account.
- **4.8.14** Table 4.12 below sets out waste contributions sought from residential/specialist accommodation development.

Table 4.12 Waste management contributions (as at May 2022)

	Cost of Bin, Recycling Boxes, food waste caddy and recycling information	Contribution towards waste collection vehicles	Contribution towards additional residual waste disposal
Developments where normal bin, box and caddy recycling system can operate	£90 per dwelling. Developers have the option of paying for bins/boxes/caddies at the planning stage. If they choose not to do so, then they will be billed directly by the Council/SWISCo when the development is brought into use.	£72 per dwelling.	None.
Developments where there is a reduced capacity to recycle e.g., lack of recycling facilities or communal bins and collected by the council/SWISCo (i.e., municipal waste)	£90 per dwelling. Developers have the option of paying for bins/boxes/caddies at the planning stage. If they choose not to do so, then they will be billed directly by the Council/SWISCo when the development is brought into use.	£72 per dwelling/room as appropriate.	£63 per dwelling/room as appropriate. In instances where a submitted waste management plan robustly demonstrates that an acceptable rate of recycling will be achieved, the need for this additional charge may be reduced or waived.

5 IMPLEMENTATION

5.1 Introduction

- **5.1.1** Local Plan Policy SS7 states that, in seeking planning obligations, regard will be had to:
 - The tests of lawfulness
 - Prioritisation of critical infrastructure
 - Evidence of viability
 - Wider development impact
 - Torbay Community Plan themes
 - Availability of other funding, including ring fenced government funding and CIL.
- As noted above, planning conditions will be used wherever possible rather than planning obligations. Site Deliverability matters can often be addressed through site layout or conditions. "Sustainable development" contributions are not sought from developments that pay CIL.

5.2 Section 106 Unilateral Undertakings

- With small-scale developments which only require the payment of commuted sums, and where the developer has been notified that the Council is minded to grant planning permission, it can be faster and less expensive for the developer to pay the sums through a unilateral undertaking. A unilateral undertaking is a legal document made under s106 of the Town & Country Planning Act 1990 under which the developer agrees to pay contributions in respect of necessary measures to make the development acceptable in planning terms. If a unilateral undertaking is appropriate, a template document will be provided for the developer to complete, sign and return.
- **5.2.2** For straightforward small scale developments (e.g. a single planning contribution), developers may be given the option of payment of the contribution at the same time as submission of the unilateral undertaking in the Council's standard form, prior to the issue of consent. Additional legal fees would not then be incurred.
- 5.2.3 Where however a developer wishes to delay payment of the contribution (e.g. until commencement of development) or otherwise wishes to amend the Council's standard form, developers will be expected to pay the Council's legal costs of reviewing the unilateral undertaking. Details of current legal fees will be provided on request.

5.3 Section 106 Agreements

- 5.3.1 Where the Council decides to grant planning permission subject to the completion of a s106 Agreement (or s278 Agreement in the case of works to the highway), matters covered in the s106 Agreement will include (as appropriate):
 - Timing of payments and phasing of development

- Nature of obligation and (where a financial contribution) how it will be spent.
- In the case of affordable housing:
 - The number of affordable units.
 - The type and size of the properties.
 - Arrangements for ensuring that the housing remains affordable in perpetuity.
 - Local occupancy condition, where appropriate.
 - How the affordable element will be achieved e.g., through the construction of units, transfer of land, or financial or other off-site contribution.
 - Any cascade arrangements including the length of time in which to secure funding for rented housing, before which the tenure mix can be re-negotiated and time that units need to be marketed for.
 - A mortgagee in possession clause, or similar safeguard for the council.
 - Where appropriate a clause for a re-assessment of financial viability and payment of deferred contributions.
- Monitoring and other fees.
- 5.3.2 Developers will be expected to pay the Council's legal costs of drafting s106 Agreements.

 Details of current legal fees will be provided on request.
- 5.3.3 Developers will be expected to pay the Council's costs of approving or reviewing schemes or plans required by s106 Agreements (e.g. subsequent approval of management schemes or review of subsequent viability assessments).

5.4 Mitigation

- Planning contributions are intended to address the net additional impact of development upon the built and natural environment and wider society. On this basis, wider sustainable development contributions may be mitigated where development gives rise to demonstrable social, economic or environmental benefits. Mitigation for existing uses cannot remove the need for contributions towards matters that are necessary to the safe operation of the site or meeting legal requirements (i.e., Site Deliverability matters), nor are they an alternative to high quality design.
- 5.4.2 Mitigation for Existing Uses. The Planning Contributions and Affordable Housing SPD is intended to mitigate or compensate the impact of additional development. Therefore, the existing use should be taken into account and contributions sought on the net additional impact. Note that this requires applicants to be specific about existing uses and provide details of floorspace and last use.
- 5.4.3 Mitigation where there is an Identifiable Social Good. Where development results in an identifiable public benefit, for example significant regeneration, built or natural environment improvements, or provision of jobs, the authority will take a flexible approach to planning contributions in order to ensure that the social benefits of development are realised. This could include the removal of inappropriate later additions to buildings to restore their historic character (see policies SS10, and TO2 of the Local Plan, and TT2 of the Torquay Neighbourhood Plan).
- Mitigation for Job Creation. Economic Prosperity is a high priority for the Council.
 Therefore, it is particularly important that planning contributions do not impede job creation.
 On this basis, mitigation from "sustainable development" contributions will be given for

permanent jobs created by development proposals, using the methodology used to calculate employment contributions in Part 3 as a starting point.

- 5.4.5 Mitigation for Exemplary Low Carbon Development. Where developments achieve an exemplary standard of energy efficiency and/or low carbon development (for example achieving Passivhaus standards, or similar), the Council may consider offsetting certain relevant sustainable development contributions in proportion to the benefits derived from the sustainability measures being implemented.
- **5.4.6 Affordable Housing.** "Sustainable development" contributions will not be sought from affordable housing units where full nomination rights are given to Torbay Council or occupancy is restricted in perpetuity to people already living and working in Torbay (or a mechanism provided whereby the subsidy is recycled into other affordable housing). This includes "First Homes".

5.5 Viability – Content of Viability Assessments

- 5.5.1 The Local Plan acknowledges that planning contributions may be negotiated between the Council and developer. Where it is claimed that planning contributions would render development unviable, the Council will require the developer to carry out a viability assessment at the developer's expense. The Council may also require the developer to pay for a critical review of the viability assessment and a re-appraisal of the proposed development if it deems it necessary.
- 5.5.2 Calculation of viability will usually be based on residual land value (i.e. a calculation that the value of land after development costs, policy requirements and contributions remains sufficient for a willing developer to bring forward development). It should follow the guidance set out in the (National) Planning Practice Guidance. Viability assessments should be proportionate, simple and transparent and include an executive summary. They will be publicly available as per the advice in the PPG. It is noted that the price paid for land is not a relevant justification for failing to accord with the relevant plan policies⁷⁵.

5.6 Where Development is Unviable

- Where a developer demonstrates to the satisfaction of the Council that a proposed scheme is not currently viable with a policy-complaint level of planning obligations and the Council considers, as a balanced planning judgement, that there is scope to agree an acceptable development, the Council may agree to reduce s106 and other obligations in order to render development viable, subject to a recalculation of viability as set out below.
- In such circumstances, planning obligations will be reduced in accordance with the prioritisation set out in this SPD (i.e., broader Sustainable Development contributions will be relaxed before affordable housing, loss of employment and health contributions). There is no scope to relax Site Deliverability requirements, although these will generally be addressed through conditions rather than planning contributions. Regard will be had to the priorities for S106 obligations noted in Policy SS7 in relation to any proposed relaxation of planning obligations due to a lack of development viability.

⁷⁵ PPG 10-002-20190509

- Where reduced planning contributions are agreed and the approved development is completed more than 3 years after the grant of planning permission, the s106 Agreement will include a clause to secure a further viability appraisal/s (at the developer's expense) to be carried out in accordance with a timetable set out in the s106 Agreement. In the case of a housing development, a dwelling will only be considered completed when the building completion certificate (or equivalent) is issued.
- 5.6.4 If the profit as calculated in the further viability re-appraisal exceeds 20% Gross Development Value (GDV) the developer will be required to pay an additional contribution equivalent to 50% of the profit above 20% GDV.
- 5.6.5 All valuations will be required to comply with standards issued by such bodies as the Royal Institution of Chartered Surveyors.
- Where a reduced level of affordable housing has been provided, the Council will seek increased provision of on-site affordable housing in the later phases of development, subject to sustainable communities and other relevant considerations, and for any remaining underprovision to be the subject of a planning contribution for off-site provision.
- A ceiling on the contributions/affordable housing provision will be imposed to ensure the developer does not contribute more than the full amount of contribution that would have been paid had the development been fully viable. Generally this ceiling would be the full contribution that would have been due on the date of the s106 Agreement, with the ceiling being index linked to the date any new contribution is paid.

5.7 Re-negotiating the Terms of the Section 106 Agreement

- 5.7.1 The Council has discretion to renegotiate s106 Agreements, but is under no obligation to do so. There is no right of appeal against a refusal to renegotiate s106 Agreements that are less than five years old. On this basis the Council will generally only renegotiate s106 Agreements where it considers this to be in the public interest, for example where it would provide net benefits to the community, environment etc.
- Where a s106 Agreement is more than five years old, an application can be made (under S106A of the Town and Country Planning Act) to the local planning authority to change the obligation where it no longer serves a useful purpose, or could be modified to continue to serve a useful purpose.
- 5.7.3 Where the developer seeks to re-negotiate previously agreed s106 Agreements, the Council will require proportionate viability appraisal to be carried out at the developer's expense (insofar as this is relevant to the matter that the developer is seeking to renegotiate). Where the Council agrees (as a matter of planning judgement) to reduce contributions, this will be subject to the process of deferred calculation of viability as set out above. Developers will be expected to pay the Council's legal costs of drafting a deed to vary the original s106 Agreement.

5.8 Monitoring and Spending of Section 106 Obligations

- 5.8.1 An administration and monitoring charge of 5% will be applied to all planning contributions as standard. This will be an additional charge over and above the planning contributions sought, and will contribute towards meeting the costs incurred by the Council in monitoring compliance with s106 Agreements including triggers, and in the collection, allocation and spending of planning contributions.
- 5.8.2 Where practicable, the Council will spend planning contributions within five years of the contribution being paid. The legal agreement will accordingly need to be worded flexibly to allow contributions to be used for alternative projects, within the Tests of Lawfulness, to enable contributions to be spent.
- 5.8.3 The Council may charge developers for additional costs it encounters associated with monitoring s106 clause triggers or similar matters.
- Unless stated otherwise, this SPD is set at May 2022 prices. Planning contributions will be reviewed annually and adjusted for inflation in accordance with the Retail Prices Index (RPI) to provide a costing that remains up-to-date. The SPD will be updated accordingly on an annual basis. Planning contributions secured by S106 Agreements will be index-linked in line with the RPI.

6 SUMMARY

6.1 Introduction

- 6.1.1 The tables below are intended as a summary of contributions that may be sought from development. It is a guide only and in the case of any conflict the main provisions of the SPD take precedence over this summary. Although figures are presented for some items, these are intended to be an assessment of the likely impact of the development and will not be sought as a tariff.
- Planning contributions will be based on evidence of need for different items of infrastructure, and any financial contributions sought will be adjusted for inflation based on RPI. The Council will have regard to the evolving nature of government and guidance and legislation on s106 and CIL.
- 6.1.3 In this SPD and summary table, a floorspace upper limit includes part of a square metre so for example an upper limit of 59 sq. m includes any floorspace less than 60 sq. m. Planning contributions may also apply to commercial developments, which must be determined on a case by case basis.

Table 6.1 Summary of contributions sought from residential development

	Requirement	Notes
Site Deliverabi	lity	
Direct access/safety	Direct provision or as costed by Highways Department.	S278 Agreement where possible.
Flooding, drainage and Sewerage	Direct provision, SUDS, requisition from South West Water.	Note that Torbay is a Critical Drainage Area
Biodiversity	Mitigation of biodiversity, including woodland, impacts and compensation for losses. Through condition or s106 Obligation.	
Design and Active Design (including landscaping and public realm)	Through design/conditions. In exceptional circumstances through s106 Obligation.	

Monitoring	Holiday occupancy:	£1,500 per unit.	1 day monitoring per	annum for 5 years.	
	Domestic annexes:	£750 per unit.	½ day monitoring pe	r annum for 5 years.	
	Non-RP Affordable H Homes): £1,500	Housing (excl. First	½ day monitoring pe	r annum for 5 years.	
	Ecological mitigation	n: £4,800.		on the nature of ecological days monitoring per annum 15, 20, 25 and 30.	
	HMOs: £1,500.		1 day monitoring per annum for 5 years.		
	Travel Plans: £1,500).	1 day monitoring per	annum for 5 years.	
	<u> </u>				
Affordable Ho	using Employment a	nd Health			
Affordable Housing				that affordable housing will no d rural areas (i.e., AONB in	
	Affordable housing is dwellings elsewhere		eld sites of 3+ dwellings	s in the AONB and 10+	
				pped land of 15+ dwellings.	
Healthcare	gives rise to health/s £1,630 per Class C3 1,475 per care home C2 bedspace. May also be sought	3 dwelling. e room or other Class on a case-by-case ba	above). S106 Contributions s additional healthcare development e.g., sh sis for unplanned deve	te Deliverability matter (see sought where there is a specific requirement arising from neltered accommodation.	
Employment		e equivalent (FTE) job	in local service provision (e.g., GP surgeries). Applies to all development which entails the loss of employment.		
	£12,500 per FTE job classes.	os lost for other use	Liability for CIL will b	e taken into account.	
			The Council will seek to negotiate local labour arrangements with developers.		
Sustainable D	evelopment			-	
	Generally applies or	nly to developments	See CIL Charging So	chedule.	
	Generally applies or that do not pay CIL.	nly to developments	In all cases planning the tests of lawfulnes	contributions will need to meess. ov.uk/council/policies/planning	
	that do not pay CIL. re a guideline and sho	ould not be taken as a	In all cases planning the tests of lawfulnes https://www.torbay.gpolicies/local-plan/ciltariff. Contributions will	contributions will need to meess. ov.uk/council/policies/planning	
	that do not pay CIL. re a guideline and sho y, depending on the na e Sustainable	ould not be taken as a	In all cases planning the tests of lawfulnes https://www.torbay.g policies/local-plan/cil	contributions will need to meess. ov.uk/council/policies/planning	
Dwelling size (Gross intern floor area) HMO (per roo	that do not pay CIL. re a guideline and sho y, depending on the na Sustainable transport m) £409	ould not be taken as a sture of the need identi	In all cases planning the tests of lawfulnes https://www.torbay.gpolicies/local-plan/ciltariff. Contributions will fied. Costs as at May 2 Public open space**	contributions will need to meess. ov.uk/council/policies/planning// I be sought up to the amounts 2022: Lifelong learning £112	
Dwelling size (Gross intern floor area) HMO (per roo 37-59 sq. m	that do not pay CIL. re a guideline and sho y, depending on the na e Sustainable transport m) £409 £860	buld not be taken as a sture of the need idention* Education*	In all cases planning the tests of lawfulnes https://www.torbay.gpolicies/local-plan/ciltariff. Contributions will fied. Costs as at May 2 Public open space** £781 £1,093	contributions will need to mee ss. ov.uk/council/policies/planning // l be sought up to the amounts 2022: Lifelong learning £112 £157	
Dwelling size (Gross intern floor area) HMO (per roo	that do not pay CIL. re a guideline and sho y, depending on the na Sustainable transport m) £409	ould not be taken as a sture of the need identi	In all cases planning the tests of lawfulnes https://www.torbay.gpolicies/local-plan/ciltariff. Contributions will fied. Costs as at May 2 Public open space**	contributions will need to meess. ov.uk/council/policies/planning// I be sought up to the amounts 2022: Lifelong learning £112	

*These figures reflect a situation where there are capacity constraints across all age ranges/school types (i.e. early years, primary school, secondary school, post-16 and SEND). Contribution will be decreased accordingly where the capacity shortfall is only for certain age ranges/school types. **Any on-site provision should be deducted from this total. Excludes financial contributions towards maintenance of open space which are in addition to the above. £90 per dwellings for bins and boxes and Bins and boxes applies to all new dwellings unless Waste adjustment to collection services. purchased from SWISCo separately. Applies to larger developments where a need for management additional waste management facilities is identified. Plus developments where the Council's bin and box recycling system is difficult to achieve. £72 per dwelling towards the cost of Only sought for developments of 10+ dwellings. waste collection vehicles. Additional cost of £63 per Sought for developments where the Council's dwelling/bedroom for residual waste normal bin and box recycling system is unable to disposal where there is reduced capacity operate (e.g., HMOs and some blocks of flats), to recycle (e.g., communal bins). unless a waste management plan robustly demonstrates that adequate rates of recycling will be achieved. Monitoring Developments that have an impact on and town centres, etc or generate a need for management additional monitoring. Community Based on new floorspace. CIL is sought on new dwellings apart from sites of 15+ units in Infrastructure Charging Zone 3. For such sites, planning contributions will be used. See the CIL Charging Levy Schedule for more information. Where CIL is levied, 'sustainable development' contributions will not be sought, but other obligations may apply. See CIL Charging Schedule. https://www.torbay.gov.uk/council/policies/planning-policies/localplan/cil/ A "Neighbourhood Portion" of 25% of CIL receipts will be spent in the Neighbourhood Forum/Town Council area in which development occurs.

Appendix 2: Planning Contributions and Affordable Housing SPD 2022 Update

Public Consultation: 22nd August to 3rd October 2022: Summary of responses

24 responses to the online survey were received. Responses to survey questions are collated below:

- 1. What is your age? (23 responses, 1 skipped)
 - 0-17 = 0%
 - 18-24 = 4.3%
 - 25-34 = 0%
 - 35-44 = 13%
 - 45-54 = 30.4%
 - 55-64 = 13%
 - 65-74 = 26.1%
 - 75-84 = 8.7%
 - 85+=4.3%

Page What is your ethnicity? (23 responses, 1 skipped)

- White = 91.3%
 - I would prefer not to say = 8.7%
- 3. Do you live in Torbay? (23 responses, 1 skipped)
 - Yes = 82.6%
 - No = 17.4%
- 4. Which of the following best describes your housing status? (22 responses, 2 skipped)
 - Renting privately = 4.5%
 - Renting from a Housing Association = 4.5%
 - Owner-occupier = 81.8%
 - Living rent free = 4.5%
 - Other = 4.5%
- 5. Do you work in Torbay? (23 responses, 1 skipped)
 - Yes = 43.5%

- No = 56.5%
- 6. Which of the following best describes your employment status? (22 responses, 2 skipped)
 - Working full-time = 36.4%
 - Working part-time = 18.2%
 - Retired = 31.8%
 - Full time parent/carer = 4.5%
 - Other = 9.1%
- 7. Are you a developer, a planning agent, or someone who is promoting land for development? (23 responses, 1 skipped)
 - Yes = 8.7%
 - No = 91.3%
- 8. If yes (to Q7), are you currently planning on undertaking a development in Torbay? (2 responses, 22 skipped)
 - Yes = 100%

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- If yes (to Q7), how likely are you to undertake a development in Torbay in the next five years? Please explain your answer (2 responses, 22 skipped)
 - Very likely = 100%
- 10. Out of the following types of infrastructure and services, which would be your five highest priorities for investment in Torbay? (23 responses, 1 skipped)
 - 1. Affordable housing = 12 responses
 - 2. Police = 9 responses
 - 3. Healthcare = 8 responses
 - 4. Public open space = 8 responses
 - 5. Walking and cycling infrastructure = 8 responses
 - 6. Employment = 7 responses
 - 7. Education = 7 responses
 - 8. Public transport = 6 responses
 - 9. Road infrastructure = 6 responses
 - 10. Biodiversity enhancement = 5 responses
 - 11. Town centre and public realm improvements = 5 responses
 - 12. Waste and recycling collection = 5 responses

- 14. Drainage and flooding = 3 responses
- 15. Sports and recreation facilities = 3 responses
- 16. Other = 3 responses
- 17. Fire and rescue = 2 responses
- 18. Libraries and community centres = 2 responses
- 19. Theatres and museums = 2 responses

11. Do the planning obligations described in the SPD accurately reflect the cost, at 2022 prices, of providing infrastructure? (23 responses, 1 skipped)

- Yes = 26.1%
- No = 8.7%
- I don't know = 65.2%

12. The contributions in the SPD have been calculated at 2022 prices, and will be reviewed and updated on an annual basis. This will generally involve adjusting for inflation using the Retail Prices Index. Do you agree with this approach? (23 responses, 1 skipped)

• Yes = 78.3%
• No = 13%
• I don't know = 8.7%

13. The draft SPD includes a 5% administration and monitoring fee charged in addition to all planning contributions sought. This is necessary to ensure that the Council can cover its administrative costs relating to monitoring, collecting, and spending planning contributions. Do you agree with this approach? (23 responses, 1 skipped)

- Yes = 87%
- No = 13%

14. In this SPD, planning contributions are calculated based on an assessment that, on average, small homes (37-59 sq. m) accommodate approximately 1.4 persons, small/medium sized homes (60-79 sq. m) accommodate 1.9 persons, medium sized homes (80-109 sq. m) accommodate 2.6 persons, and larger homes (109+ sq. m) accommodate 3 persons. Do you agree with these estimates? (23 responses, 1 skipped)

- Yes = 43.5%
- No = 17.4%
- I don't know = 39.1%

- Yes = 56.5%
- $N_0 = 4.3\%$
- I don't know = 39.1%

16. The Government has introduced a new affordable housing product called First Homes. These are newbuild homes sold at a discount of at least 30% on market value and at a price not exceeding £250,000 to qualifying first-time buyers with a combined annual household income not exceeding £80,000. Buyers would need to have saved a deposit and qualify for a mortgage. We are not proposing to incorporate First Homes into Torbay's affordable housing requirements at this stage as we are concerned that this would cause a reduction in the delivery of affordable homes for rent. We are, however, monitoring interest in First Homes with a view to considering it as part of the ongoing work to Update the Torbay Local Plan, and are interested in your views on this new affordable housing product. Do you agree with this approach? (23) responses, 1 skipped)

- Yes = 47.8%
- No = 39.1%

Page

• I don't know = 13%

Would you consider buying a first home? (23 responses, 1 skipped)

• Yes = 13%

- No = 78.3%
- I don't know = 8.7%

18. The Government's guidance on First Homes allows Local Authorities to increase the level of discount from 30% up to 40% or 50% if there is evidence of a need for this. However, increasing the level of discount could result in fewer of other types of affordable housing (such as affordable rent and shared ownership) being built. If First Homes were to be introduced in Torbay in the future, what level of discount would be most appropriate? (23 responses, 1 skipped)

- 30% = 56.5%
- 40% = 17.4%
- 50% = 13%
- 19. The Government's guidance on First Homes allows Local Authorities to impose local eligibility criteria. These local criteria (which could include requiring buyers to have a local connection to the area or being a key worker) apply for the first 3 months of marketing of the property

but then fall away if no buyer has been found after 3 months. If First Homes were to be introduced in Torbay in the future, should local eligibility criteria be included? (22 responses, 2 skipped)

- Yes = 86.4%
- No = 4.5%
- I don't know = 9.1%

20. Would you like to be kept informed about the Planning Contributions and Affordable Housing SPD? (24 responses, 0 skipped)

- Yes = 70.8%
- No = 29.2%

More detailed representations are summarised below, along with the council's response.

F	Ref.	Person/ Organisation and comments	LPA Response
-2	2 -1	Sport England	
		der to meet the requirements of NPPF Paragraph 98, LPAs	As noted, we are currently consulting on an updated Playing Pitch
age	need	to have a strategy (supply and demand analysis with	Strategy which will provide this evidence base.
	」 qualit	tative issues included) covering the need for indoor and	
0	`	oor sports facilities, including playing pitches.	We will liaise with Torbay Council's Culture & Events team regarding
•	•	evidence should inform the Infrastructure Funding Statement	updating the Sports Facilities Strategy.
	and h	now CIL is spent.	
•	Note	d that the Playing Pitch Strategy is in place and recently	
	upda	ted.	
•		d that the Built Sport Facility Strategy is in place but out of date	
		is more than 5 years old).	
		s the use of s106 and CIL to fund new or enhanced places for	The SPD includes contributions towards increasing and improving
sport, as well as their maintenance, to meet the needs arising from		· · · · · · · · · · · · · · · · · · ·	sports facilities (including through provision of ancillary facilities where
	•	ment. Needs to be based on a robust NPPF evidence base.	this would improve capacity or quality. The updated Playing Pitch
Includes indoor sports facilities (swimming pools, sports halls, etc) as		,	Strategy will provide evidence base, and the Sports Facilities Strategy
_	well as playing fields and multi use games courts.		may need to be updated in the future.
All new dwellings in the plan period should contribute to new or		·	Contributions towards sports and recreation facilities are included as a
enhanced sports and recreation facilities.		ed sports and recreation facilities.	'Sustainable Development' contribution in Section 4.6. This means that
			it is sought for developments of 15 dwellings or more on sites within

Ref. Person/ Organisation and comments	LPA Response
	CIL Charging Zone 3 (which comprises Future Growth Areas and
	outside the built-up area).
	Residential developments within CIL Charging Zones 2 and 3 will be
	CIL liable. The Infrastructure Funding Statement sets out how s106/CIL
	is collected, allocated and spent each year.
22-2 Devon County Council: Planning, Transportation and	LPA Response
Environment (Mike Deaton)	
There is a need for Torbay Council and Devon County Council to	Noted. This mainly affects school place planning, carried out by the
strategically plan together over education infrastructure given the	TDA. However, the changes to the SPD bring it into closer alignment
cross-border movements between Torbay and Newton Abbot.	with Devon County's approach.
4.5.6 mentions DCC's s106 policy. This should be expanded to explain	Amended accordingly through additional explanation within footnote 85.
the SPD's relationship to DCC's policy in more detail. 4.2.8 should also state that developer contributions could be sought to	Amended accordingly (see 4.2.9).
fund projects in LCWIPs.	Amended accordingly (See 4.2.9).
22-3 Devon County Council: Ecology (Tom Whitlock)	LPA Response
2.7.5: Questioned the statement that planning contributions will be	The Adopted Local Plan requires impacts on greater horseshoe bats,
cought towards Greater Horseshoe Bat mitigation. Contributions have	their sustenance zone and landscape connectivity zone to be properly
Rever been sought for this in the past. How will contributions be spent?	mitigated (See Policy SS8 and NC1). The SPD text has been revised
ho decides what the contribution is?	to provide greater clarity on this. The intention is to ensure that the
	mitigation identified as necessary through the HRA process is secured
	either through planning condition or s106 legal agreement. In general,
	this will be on-site mitigation rather than financial contributions (other
	than for ecological monitoring), but this will be led by the HRA process.
2.8.3: There is no detail on how it will be determined which	This will need to be assessed on a case by case basis by the Planning
developments outside the Brixham Peninsula will be required to pay	Officer taking into account the size of the development, the nature of
contributions towards mitigating recreational impacts on the Berry	the proposed use and users of the development, and the extent of
Head grassland. Who will be responsible for assessing this?	open space provided on-site as part of the development.
	In general, planning contributions for mitigating recreational impacts on
	the Berry Head grassland will be sought on sites within 5km. However,
	there may be sites more than 5km away where, due to the specific
	nature of the development, planning contributions for mitigating
	recreational impacts may be warranted.
2.9.7: The SPD states that new housing will cause recreational impacts	2.9.7 has been revised accordingly.
on the marine SAC, however recent advice from Natural England is	

Re	ef. Person/ Organisa	tion and comments	LPA Response
		m new housing development on the marine	
SAC can be screened out. How has this been determined? How will		low has this been determined? How will	
COI	ntributions be calculated a	and how will they be spent?	
22		the Protection of Birds	LPA Response
		uncil-owned land which is meant to be	It is worth noting that the data from the 2016 survey pre-dates the 2017
used for nature conservation needs to be managed more effectively for			SPD which this new version updates, and therefore there may well
		n a 2016 survey as evidence of this.	have been subsequent improvements as a result of planning
			contributions sought in terms of the 2017 SPD.
			The ODD has been seen below to see the control of t
			The SPD has been amended to strengthen ecological monitoring
10/1		last also de a sectifications de calaba a sid	requirements.
		lost, planning contributions should be paid,	Noted- but this is beyond the scope of the current SPD and needs to
		arger, enhanced, appropriately located	be introduced as part of the Local Plan Update or in the interim as part
	es for new cirr bunting hab going monitoring.	oitat, with effective management and	of detailed assessment of major planning applications.
	<u> </u>	elop a strategic approach to cirl bunting	Noted- but this is beyond the scope of the current SPD and needs to
76A	nservation that:	relop a strategic approach to ciri bunting	be introduced as part of the Local Plan Update or in the interim as part
ago	nservation that: Maximises the potential f Allocates pooled s106 co	or cirls on Torbay's existing land holdings	of detailed assessment of major planning applications.
ge	Allocates pooled \$106 co	entributions to purchase and set up new	or detailed desessifient of major planning applications.
77	land for cirls	intributions to purchase and set up new	
72	Is underpinned by technic	cal advice and support	
		il of the compensatory measures so as to	
	demonstrate net gain	in or the compensatory measures so as to	
2.1		r cirl buntings is not supported as it is less	Noted- but this is beyond the scope of the current SPD and goes to the
		f planning contributions to be pooled and	heart of cirl bunting mitigation set out in the Local Plan (SS8, NC1 etc).
	ed to deliver off-site comp		There is a general expectation that mitigation should be on site or as
	·		close to the lost habitat as possible.
2.1	10.1: refers to data from th	e 2009 survey. This should be updated to	Amended accordingly.
ref	lect the results of the 2016	6 survey.	
		on in the reference to Wildlife and	Amended accordingly.
	evelopment Guidance Note	<u> </u>	
	•	loes not have control of a sufficient area of	Noted- see above.
		, planning contributions should be paid to	
	,	nd ensure in perpetuity management of)	
COI	mpensation habitat.		

Ref. Person/ Organisation and comments	LPA Response
2.16.3-4: Contributions towards ecological monitoring should also be	Amended accordingly. Also see amendment to 2.10.3.
sought in instances where compensation habitats are provided off site.	
2.4.5: In order to protect the marine SAC, development that cannot	
ensure no increased impact of combined sewer overflows should be	
refused.	
2.4.7: The use of SUDS and Water Sensitive Urban Design should be	Policy ER2 of the Local Plan and 2.4.6 of the SPD require that
required rather than encouraged.	development must not result in any additional surface water being
	discharged into shared sewers. SUDS and WSUD are one way of
	achieving that and, while these strategies are encouraged, Policy ER2
	sets out a drainage hierarchy which is used to determine acceptable
	drainage strategies. It is not possible for this SPD to be used to make
0.5.4. To the Organization of the April 1997 of	changes to local planning policies.
2.5.1: Torbay Council should specifically require a 10% biodiversity net	Policy NC1 includes a requirement for BNG, but does not dictate any
gain.	particular percentage requirement. While this SPD can encourage that
	a 10% BNG be achieved, it is not possible for the SPD to go beyond
ס	Policy NC1 by making 10% a firm requirement. Planning Practice
3.7 (GHBs): Emphasised the necessity for sufficient and effective dark	Guidance states that SPDs cannot introduce new planning policies. The SPD directs readers to the South Hams SAC Greater Horseshoe
Corridors and foraging habitat in the form of appropriately grazed	Bat HRA Guidance which provides more detailed advice.
pasture.	The Local Plan emphasises the need for dark corridors.
8: Recommended that Suitable Alternative Natural Green Space	Requirements for public open space as part of major developments are
(SANG) be provided as part of major development to reduce the use of	set out in Policy DE3 and SS9 of the Local Plan, and in Section 4.6 of
Berry Head for recreation.	the SPD.
2.12: Biodiversity offsetting: Larger sites deliver more benefits for	Noted- see above
biodiversity than small, isolated sites. Prioritise improving habitat	
connectivity and the quality (and size) of biodiversity sites.	
2.13: Design and public realm: should also take account of urban	Noted- this is a consideration in Policy DE1
biodiversity enhancement through measures like integral bird boxes,	
permeable boundary treatments, planting and management of public	
open space to benefit biodiversity.	
2.15: Support for measures that encourage and enable walking and	Noted.
cycling over vehicle use.	
Figure 2.3: Support for these measures which can also provide	Noted.
benefits for biodiversity.	
2.15.5: Where buildings are reused and redeveloped, any existing	
nesting sites should not be impacted during the nesting season, should	

Ref. Person/ Organisation and comments	LPA Response
be retained where possible, and should be replaced only where loss	
cannot be avoided.	
22-5 Torbay and South Devon NHS Foundation Trust	LPA Response
Table 1.1 should say that Health Impact mitigations will be sought via s106 contributions rather than CIL.	
3.15.1: In Brixham there is going to be a need to increase the current health and social care estate, in particular GP services. This should be incorporated.	This paragraph of the SPD summarises relevant policies including Policy HW1 of the Brixham Peninsula Neighbourhood plan which seeks to resist the loss of existing health and social care facilities/services, and seeks to ensure that where existing facilities are to be lost, that they are replaced. This suggestion would require an amendment to the wording of this policy to expand the 'policy ask', which cannot be carried out through an SPD. That being said. 3.17.9-10 does provide for planning contributions to be
	sought for unplanned major development on unallocated sites where there can be shown to be a current shortfall in service capacity.
3.15.3: NHS Foundation Trust reiterate their willingness to assist in grafting a preferred HIA template.	Noted.
9.16.2: In the final sentence there is reference to other areas that may be prioritised over Open Space and Recreation, however health infrastructure is not one of those, could that please be added.	This paragraph of the SPD means that, whereas open space and recreation will typically be dealt with in terms of "sustainable development contributions" (and therefore only sought for developments of 15+ dwellings within CIL Charging Zone 3, which includes Future Growth Areas, sites outside the built-up area, and sites within Watcombe Heights and Ilsham Valley, Torquay and Bascombe Road, Churston), there will be instances where, due to Healthy Bay objectives, matters including open space, education and public realm will be given additional priority and therefore sought as "site deliverability matters" (which can be applied to developments of all sizes and locations). Healthcare contributions fall within the "affordable housing and critical socio-economic infrastructure" category and are therefore already given greater priority than "sustainable development contributions".
	This paragraph has been reworded to improve clarity and to avoid misunderstanding.

Ref. Person/ Organisation and comments	LPA Response
3.17.1: Could the final sentence of this section be slightly amended to: 'This places additional demands from new developments on healthcare and social services'	This section of the SPD deals with "Development which creates a Specific Health/Social Service Need" which includes developments like care homes and specialist housing where occupants will need higher than average levels of health and social care. This therefore is intended to apply to specific types of housing development to address a specific healthcare need, rather than general needs housing as implied by the suggested rewording. That being said. 3.17.9-10 does provide for planning contributions to be sought for unplanned major development on unallocated sites where
	there can be shown to be a current shortfall in service capacity.
All references to the "South Devon Clinical Commissioning Group" and "Devon Care Commissioning Group" should be changed to the "NHS Devon Integrated Commissioning Board".	Amended accordingly.
The reference in 3.17.2 to "Torbay Hospital Services" should be changed to the "Torbay and South Devon NHS Foundation Trust".	Amended accordingly.
317.8: Table 3.6: Can the council please clarify where the CIL collections from these types of developments are allocated to i.e. Forbay Council, Torbay and South Devon NHS Foundation Trust etc.	Reporting on the allocation and spending of CIL is provided through the Infrastructure Funding Statement. At present healthcare impacts are addressed through s106 contributions. The council could use CIL for healthcare or social care, but that would require a spending policy decision outside the ambit of this SPD.
3.17.9: Can "need for a surgery or other health facility" be amended to read "need for additional healthcare capacity either for GP services or other Healthcare facilities"	Amended accordingly.
3.17.10: Can "unplanned" be removed from the following "Where unplanned major development comes forward on an unallocated site" As we would expect that within the current Local Plan and SPD that all developments of over 20 dwellings for an unallocated site will need to be considered for mitigation. Maybe the sentence could read: "Where developments of more than 20 dwellings comes forward on an unallocated site"	Amended accordingly. Note that 3.17.10 refers to major developments on an unallocated site rather than developments of 20+ dwellings.
22-6 South West Coast Path (Lorna Sherriff)	LPA Response
The SPD should mention the South West Coast Path and National Trail due to its recreational importance in enabling residents and visitors to walk along Torbay's coastline. No development that causes a detrimental impact to the trail or people using it should be permitted.	This is adequately addressed through existing planning policies. See: • Local Plan Policy SS6: " maintenance and improvement of the South West Coast Path".

Ref. Person/ Organisation and comments	LPA Response
While this may be included in the Local Plan and/or Neighbourhood	Local Plan Policy SS9: "Existing and proposed green infrastructure,
plans, it should also be included in the SPD.	including the South West Coast Path, will be protected and
	managed to safeguard the asset."
	In addition, the explanatory text beneath Policy C2 notes the
	attractiveness of the coast path for walking and for tourism.
22-7 Devon and Cornwall Police (Survey response)	LPA Response
Contributions should be sought towards facilities to reduce crime, fear	Designing out crime is a priority in terms of Policy DE1 of the Torbay
of crime, and anti-social behaviour. Designing Out Crime officers are	Local Plan and will continue to be negotiated as part of detailed site
available to discuss ideas.	layout and design and secured through planning conditions.
Requested planning contributions towards essential police	See discussion in main report. The SPD has strengthened guidance
infrastructure. Home Office grant only funds revenue expenses and not	on seeking contributions where there is a specific policing impact.
capital / infrastructure costs.	However, a wider decision about using S106 contributions towards
	policing would need to be made through the Local Plan update.
Rather than updating contributions with RPI, there may be instances	Noted. The SPD is intended to be flexible to allow consideration of
where other indices are more appropriate (e.g. RICS BCIS for building	other measures. However, applying an RPI figure is relatively simple.
costs).	
First Homes are Government policy / law, they should be	First Homes are not law but are introduced by Ministerial Statement/
corporated into local affordable housing policy, and the cost to the	guidance.
Beveloper should be factored into the value of the land (and therefore	The SPD doe not prevent developers providing First Homes;
should not reduce the delivery of other AH tenures).	1.0.0
22-8 Historic England (Rebecca Harfield)	LPA Response
SPDs should take account of the need to conserve and enhance the	Noted.
historic environment as set out in Chapter 16 of the NPPF (2021).	
2.13.11-12: Support for seeking public realm improvements as part of	Noted.
development, and for contributions towards public realm improvements	
being prioritised in instances where these are critical to successful	
town centre and waterfront regeneration.	
2.13.5: Text also needs to explain how planning obligations may be	SPD amended accordingly through the addition of 2.13.13.
used as part of Torbay's overall strategy to deliver the conservation,	
enhancement and enjoyment of the historic environment that is	
required in Para 190 of the NPPF (2021). There may be instances	
where development design and planning conditions are insufficient to achieve sustainable development and planning obligations may be	
necessary.	

LPA Response
Noted- this may apply to town centre regeneration projects that are CIL
liable. However, this would require a decision outside the ambit of this
SPD.
LPA Response
Section 2.8 of the SPD has been revised accordingly, referring to all of
the Footprint Ecology reports (2014, 2016 and also the most recent
2022 report), and setting out additional detail on mitigation measures
which have been reviewed as part of the 2022 Footprint Ecology
report.
LDA Danasa
LPA Response
Noted.
The CDD uses the tension make set out in Delicut 10 of the Level Diag
The SPD uses the tenure mix set out in Policy H2 of the Local Plan
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3 intermediate.
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3 intermediate. The point regarding the challenges of incorporating social rent and
 (1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3 intermediate. The point regarding the challenges of incorporating social rent and affordable rent into the same scheme is appreciated, and be one
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3 intermediate. The point regarding the challenges of incorporating social rent and
(1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3 intermediate. The point regarding the challenges of incorporating social rent and affordable rent into the same scheme is appreciated, and be one reason why commuted payments may be appropriate.
 (1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3 intermediate. The point regarding the challenges of incorporating social rent and affordable rent into the same scheme is appreciated, and be one reason why commuted payments may be appropriate. For registered provider led development, these challenges can be
 (1/3 social rent, 1/3 affordable rent, 1/3 shared ownership), with the only change being that of incorporating other affordable routes to home ownership (that have been introduced since the Local Plan) into a 1/3 intermediate. The point regarding the challenges of incorporating social rent and affordable rent into the same scheme is appreciated, and be one reason why commuted payments may be appropriate.

Ref. Person/ Organisation and comments	LPA Response
Support for not requiring First Homes at this stage as this would reduce	Noted.
delivery of shared ownership which is likely to be a more affordable	
and accessible product for first time buyers.	
Support for affordable housing and market housing being evenly	Noted.
integrated within a development.	
Support for developers being encouraged to engage with RPs early on	Noted.
with respect to affordable housing provision.	
Requirement for affordable housing to be retained 'in perpetuity' is not	3.10.1 states that affordable housing should be provided in perpetuity
supported because:	or the equivalent level of discount recycled into other affordable
It prevents tenants from staircasing to full ownership.	housing. This provides some flexibility, while responding to the high
It restricts lenders' willingness to fund development that will be	priority that must be given to affordable housing due to the severity of
subject to restrictions.	need within Torbay.
The NPPF only refers to retaining AH 'in perpetuity' where this is for	
rural exception sites.	1
Unclear whether the SPD seeks loss of employment contributions on	In accordance with Policy SS5 of the Local Plan, the SPD does still
employment sites that are no longer in use. This is not supported as it	seek loss of employment contributions for sites that are no longer in
ould hinder the delivery of brownfield sites for housing.	use. 5.4.3 of the SPD does allow the council to offer mitigation for
<u>ge</u>	certain planning contributions for developments that result in an identifiable public benefit, for example significant regeneration.
7	dentinable public benefit, for example significant regeneration.
Support for offering mitigation for "sustainable development"	Noted.
contributions for affordable housing where occupancy is restricted in	Noted.
perpetuity to people already living and working in Torbay.	
22-11 Tetlow King, o.b.o. South West Housing Associations'	LPA Response
Planning Consortium	/ · · · · · · · · · · · · · · · · · ·
Support for the securing of biodiversity net gain on site.	Noted.
The SPD needs to include the new definition of affordable housing	Minor amendments have been made and the SPD is considered to be
introduced by the July 2021 NPPF.	consistent with the definition of affordable housing in the NPPF (2021).
3.4 (Tenure Mix): some of the new affordable housing tenures are	The various affordable routes to home ownership set out within the
reflected but not all.	NPPF definition of affordable housing would fall within the 'intermediate
	housing' category of the affordable housing tenure mix in the SPD.
	Shared ownership is likely to be the local authorities preferred form of
	intermediate housing.
The Council should be receptive to schemes that deliver a range of	We consider that the SPD adequately supports diversity within
affordable housing products to cater for a diversity of housing needs.	affordable housing provision by seeking 1/3 social rent, 1/3 affordable
	rent and 1/3 intermediate housing.

Ref. Person/ Organisation and comments	LPA Response
The SWHAPC shares the concerns raised with respect to the impact of	Noted. First Homes will be considered further as part of a wider review
First Homes on the delivery of traditional forms of affordable housing.	of affordable housing policy within the Local Plan Update.
First Homes will help some enter home ownership but will not help as	
many households as shared ownership currently does.	
Support for the SPDs position with respect to First Homes. The PPG	Noted. First Homes will be considered further as part of a wider review
and WMS on First Homes should be treated as guidance and not as	of affordable housing policy within the Local Plan Update.
mandatory policy requirements. 3.10: Support for the encouragement of early engagement with	Noted.
Registered Providers as this enables RPS to have an active role in	Noted.
planning and design so as to meet local housing needs and	
management requirements.	
References to affordable housing being secured in perpetuity should	3.10.1 states that affordable housing should be provided in perpetuity
be deleted, because:	or the equivalent level of discount recycled into other affordable
• It restricts lenders' and investors' willingness to fund development.	housing. This provides some flexibility, while responding to the high
Restrictive; prevents affordable housing stock from being recycled	priority that must be given to affordable housing due to the severity of
in response to local circumstances; prevents tenants from	need within Torbay.
staircasing to full ownership. Inconsistent with the NPPF which only refers to 'in perpetuity' in	
- modification with the first only release to in perpetally in	Given the shortage of land in Torbay, retaining affordable homes as
relation to rural exception sites.	affordable, or reusing receipts to provide new homes is something that
22.42 Savilla (a.b.a. Vietry Hamas)	the SPD should seek to achieve.
22-12 Savills (o.b.o. Vistry Homes) The size and tenure of affordable homes should be a matter for	LPA Response
negotiation on a site by site basis, taking into account specific local	Local Plan Policy H2 and the SPD state the council's desired affordable housing tenure mix of 1/3 social rent, 1/3 affordable rent and
housing need, and what is appropriate to the location of the planning	1/3 intermediate, but provide an element of flexibility for consideration
application.	of site specific matters. The delivery of affordable homes for rent is a
application.	high priority for the council due the nature of local need.
Resistance to a rigid AH tenure mix as this is not sufficiently flexible	The state of the s
and can harm other planning considerations.	This may be negotiated at application stage, but there is a very
	pressing need for affordable homes for rent; so it is appropriate that the
	SPD promotes it.
Support for biodiversity net gain on new development, but the	The SPD is consistent with Policy NC1 of the Local Plan which states
requirement should be for "no net loss of biodiversity" rather than the	that "where there is an identified residual impact on biodiversity,
SPD providing a specific percentage gain.	proposals will be expected to deliver a net gain in biodiversity through
	the creation or provision and management of new or existing habitats".
	The SPD cannot be used to make changes to Local Plan policy.

Ref. Person/ Organisation and comments	LPA Response
Support for energy efficiency, however the SPD should say that new homes must be built in line with building regulations. Proposing standards that go beyond BRs would impact on development viability.	When a specific percentage net gain becomes mandatory through the Environment Act, this will take priority. Policies SS14 and ES1 of the Local Plan provide the policy framework for energy efficiency and low carbon development. The SPD provides more detailed guidance on strategies that can be adopted to fulfil these policies. The SPD does not itself impose new quantitative measures of energy performance; this is best considered as part of the ongoing Local Plan Update.
The SPD needs to be sufficiently flexible to adapt to rapid change, as stated in the NPPF.	We feel that the SPD provides an appropriate level of flexibility to facilitate effective implementation.
22-13 Copperfield (o.b.o. Taylor Wimpey)	LPA Response
Improvements to the wider strategic transport network should be funded through CIL.	The main recipient of CIL is the South Devon Highway. If all strategic transport were to be funded through CIL, then the council would need to substantially revise its CIL Charging Schedule to levy it on major
The financial burden for strategic highway improvements needs to be shared by all developments, not only by allocated sites.	development (rather than rely on S106 for sites within CIL Charging Zone 3 as at present). This may be a useful suggestion, but is beyond the scope of this SPD.
Safeguarding road widening corridors should only be in instances where the Local Transport Plan has identified a specific need for this, otherwise it's wasteful.	Noted.
If contributions are sought in instances where parking standards are relaxed due to the site being in a sustainable location, they must comply with tests of lawfulness (incl. reasonably related) and must	Agreed. All planning obligations sought need to meet the tests of lawfulness. At the same time, parking shortages and resultant conflict can be a
specifically be spent on local parking provision or modal shift projects.	significant issue, so it is appropriate that resolving these matters is given a high priority in the SPD.
2.2.10 unnecessarily replicates local plan policies and can be removed for brevity.	2.2.10 draws attention to <i>neighbourhood plan</i> policies which are also relevant to this section. Given that the neighbourhood plans were adopted relatively recently, it is beneficial for the SPD to draw attention to these policies which developers, planning agents and the public may be less familiar with.
Support for clarity regarding on-site waste provision.	Noted.
2.4.2: While flood resilience measures (flood doors etc) on sites outside of flood plains may be <i>encouraged</i> , they should not be <i>required</i> as this would not meet the tests of lawfulness (necessary).	The SPD does not do this. However, Torbay has significant flooding and drainage issues.

Ref. Person/ Organisation and comments	LPA Response
2.4.3: Should be reconsidered. Inappropriate for detailed design	The ability to mitigate flood risk and make development safe for its
information on flood resilience to be provided at outline application	lifetime goes to the heart of whether development is acceptable; so it is
stage. Should be acceptable for this to be delivered by planning	appropriate to seek at outline stage.
condition and subsequent Reserved Matters.	
2.4.11: As per Barratt Homes Ltd v Welsh Water 2009, it is for the	Noted.
statutory undertaker to plan and provide sufficient sewerage capacity	
to accommodate growth. Sites within the Future Growth Areas have	
now been allocated for many years. Torbay needs to ensure that the	
statutory undertaker is planning and undertaking necessary works to	
accommodate growth.	
2.4.11: Greater clarity is needed. Where early developments within a	This is a longstanding clause in the SPD. It refers to the need to the
Future Growth Area are required to 'over pay' for flooding/drainage	first developer needing to contribute to essential infrastructure, rather
measures, the cost must be deducted from other planning	than use up residual capacity and burden later phase developments
contributions. Developers should not have to 'over pay' for sewerage	with indue infrastructure costs. Ideally such matters should be
measures as these must be addressed by the statutory undertaker.	addressed through site-equalisation agreements and spelled out in
-D	Masterplans; but this is complicated to achieve in practice. Amend
3.5: Support for biodiversity enhancement within or alongside	SPD to remove the word "overpay" Amended accordingly. The local authority will have regard to the full
Revelopment. Reference should be made to the Environment Act 2021	detailed requirements regarding BNG when this becomes mandatory.
Indiany mandatory requirements that it will bring) rather than earlier	The Local Plan Update will address this.
acts. Need for flexibility with respect to on- or off-site provision.	The Local Flan Opuale will address this.
2.7.5: Torbay Council should work proactively with the developer to	Noted and agree.
identify appropriate mitigation.	Noted and agree.
2.8: Contributions such as those for mitigation of recreational impacts	A planning contribution towards mitigation of recreational impacts on
on the Berry Head grassland must be charged for all developments,	the Berry Head grassland is sought on all new housing and tourist
not just allocated developments, as impacts are equally attributable.	accommodation developments within 5km, regardless of whether or not
not just anotated developments, as impacts are equally attributable.	sites are allocated.
2.9: Need for evidence base (how impacts arise; zones of influence) to	The LPA will have regard to ecology studies which identify the need for
justify the seeking of any planning obligations, particularly with respect	planning obligations to mitigate recreational impacts on marine and
to recreational impacts.	coastal ecology.
2.13: Questioned the need to re-affirm policies which are in the	This is a fair comment. However the SPD does need to provide the
adopted Development Plan.	policy justification for seeking planning obligations, and it also helps to
	draw attention to policies including Neighbourhood Plan policies which
	were more recently adopted.
2.15: Improvements to energy efficiency should primary be led by	Policies SS14 and ES1 of the Local Plan provide the policy framework
building regulations. PPG states that planning policies can go beyond	for energy efficiency and low carbon development. The SPD provides

Ref. Person/ Organisation and comments	LPA Response
building regulations but that policies relating to energy performance standards for residential development should only go up to the equivalent of Level 4 of the Code for Sustainable Homes.	more detailed guidance on strategies that can be adopted to fulfil these policies. The SPD does not itself impose new quantitative measures of energy performance; this is best considered as part of the ongoing Local Plan Update.
2.15: Resistance to district heating networks becoming a necessary route of exploration given that the industry is focused on plot-by-plot technology (heat pumps, solar panels).	Policy ES1 of the Local Plan requires the submission of an energy statement with all major development, and promotes following the energy hierarchy. Decentralised heating, cooling and power systems form part of that energy hierarchy, and so this already forms part of the policy framework. The SPD provides more detail on district heat networks within this framework. Notwithstanding the energy industries emphasis on plot-based solutions, it is right for opportunities for district heat networks to be sought.
2.15: The strategies described in Figure 2.3 should be seen as examples and not requirements.	The SPD and the Local Plan require the submission of energy statements for all major developments. Figure 2.3 gives examples of strategies that should be considered within the energy statement.
2.16: Unclear whether monitoring contributions are sought per dwelling per development site. More clarity on monitoring contributions is equired.	The notes in Table 2.4 have been expanded to improve clarity and to clearly specify whether the contribution is per unit or per development site. The amount of each contribution are considered to accurately reflect the work required by an officer to retrieve the original planning permission, familiarise themselves with the details of the permission, undertake desktop assessment and research, and undertake a site visit if necessary. Amounts may be adjusted upwards or downwards depending on the complexity of the case.
2.16: For ecological monitoring contributions, developers should be able to appoint an ecologist to undertake the monitoring work as an alternative to paying a financial contribution to the local authority to appoint an ecologist. Ecologists work under a professional code of conduct and developers should be free to undertake a procurement process.	Given the 30 year timeframe for ecological monitoring, there is a clear likelihood that the ownership and operation of the site will change during the monitoring period. How would monitoring be secured in the long term and in instances where the developer who originally contracted the ecologist moves on? Payment of a financial contribution allows the local authority to flexibly manage the need to monitor ecological mitigation works across the Bay on an ongoing basis, and is the preferred approach. Deviations from this may be able to be negotiated as part of the negotiation of the s106 legal agreement.
Table 3.1: Are the affordable housing thresholds and percentage requirements for developments between 10 and 30+ units based on up-to-date evidence and viability testing?	Policy H2 of the Local Plan sets the affordable housing policies for Torbay. The SPD reiterates the affordable housing thresholds and requirements but with an allowance for the requirement in NPPF Para

Ref. Person/ Organisation and comments	LPA Response
	64 that affordable housing should only be sought for major
	development. The SPD cannot be used to fundamentally change
	affordable housing policies; this would need to be through the ongoing
	Local Plan Update.
The requirement for self-build plots (5% on greenfield developments of	Policy H2 of the Local Plan and the SPD both provide flexibility
30+ dwellings as part of the affordable housing provision) needs to be	regarding the provision of self-build and the local authority works with
evidence based. While the flexibility regarding self build is welcomed, it	developers on a case by case basis with due regard to practicalities,
should be a developer choice in the absence of evidence.	local demand and viability.
The SPD should clearly state that, where commuted sums for	This would be for S106 agreements to specify. But there is a need for
affordable housing are agreed, the LPA must name projects on which	flexibility. It would too specific to link commuted sums to a particular
the contribution will be spent and the timeframe for this.	scheme. So long as the commuted sum is used to provide affordable
	housing in the housing market area (i.e. Torbay), then it is likely to be
	lawful.
The SPD needs to be subject to viability assessment. It would be	We have sought to only increase planning contributions reasonably
detrimental to housing delivery if the SPD pushed all sites into open	and proportionately, and have sought to avoid a 'real terms' increase in
book viability testing.	overall s106 obligations. The 2017 SPD was informed by viability
Pag	testing in 2014 and 2016. The Local Plan Update will be subject to a
	whole plan viability assessment.
Distributing affordable housing in clusters throughout a development is	The distribution of affordable housing within developments that include
benerally supported, subject to flexibility regarding the complexities of	apartment blocks can be negotiated with officers on a case by case
managing apartment blocks.	basis.
Support for wheelchair adapted housing, but the SPD should be	Policy H6 of the Local Plan states that 5% of dwellings within
aligned with building regulations and reference M4(2) or M4(3)	developments of 50+ dwellings should be wheelchair accessible to
dwellings. M4(2) may be more deliverable on sloping sites.	M4(2) standard. The SPD has been amended to be consistent with
	Policy H6, including referring specifically to M4(2).
	Although these dwellings are often the affordable housing. Policy H6
	refers to 5% of all of developments of 50+ dwellings, not just the
	affordable housing element.
Support for flexibility regarding affordable housing tenure mix and	Noted. The SPD sets out the desired tenure mix of 1/3 social rent, 1/3
dwelling types.	affordable rent, 1/3 intermediate. Dwelling types of affordable housing
	should align with the dwelling types in the development as a whole.
When seeking loss of employment contributions, in order for the	Due to the nature of Torbay's economic profile, there is a strong need
contribution to meet the tests of lawfulness (specifically, fairly and	to retain existing employment land or provide compensation for its loss.
reasonably related), Torbay Council would need to demonstrate that	
there is a need for that employment land in the first place. Housing or	
other uses may be better suited.	

Ref. Person/ Organisation and comments	LPA Response
22-14 Brixham Town Council	LPA Response
Requested that the statement in 1.7.2 that "25% of the total CIL receipts, referred to as the "Neighbourhood Portion", must be spent in the area in which the development arises" be changed to "25% of the total CIL receipts from development within the Brixham boundary are passed to Brixham Town Council to spend on infrastructure".	Noted – this is consistent with the CIL Regulations.
Requested the following addition to 5.8: "Torbay Council will maintain a robust system for monitoring planning contributions which is open and transparent, making information regarding planning contributions available specifically highlighting the collection, allocation, and expenditure".	IFS [note Neighbourhood Plan Forums are also required to publish an IFS]
22-15 Councillor James O'Dwyer	LPA Response
Proposed changes to the affordable housing thresholds and percentage requirements to (i) make the respective affordable housing 'ask' for greenfield and for brownfield developments more equal and proportionate, and (ii) increase the delivery of affordable housing everall.	These proposals would be a direct change to Policy H2 and would therefore need to be achieved through the Local Plan Update. Agree that it would be desirable to do, but is beyond the scope of the SPD.
Proposed changes to improve the size of affordable homes delivered hrough s106.	Policy H2 and the SPD both require tenure neutral design, but the SPD will be reviewed to ensure that there is sufficient emphasis on the size of affordable homes. Policy changes would need to be through the Local Plan Update. There would be scope to negotiate (fewer) but larger homes as part of S106 negotiations.
Energy efficiency of new homes. New housing should be required to meet a certain EPC level.	Noted- see above
The affordable housing tenure mix does not meet the real evidenced need and does not take into account the full definition of affordable homes.	The tenure mix is set out in Policy H2. The SPD is consistent with the revised definition in the 2021 NPPF, although has a greater emphasis on affordable homes for rent, due to the nature of local need.
22-16 D Gray, The PG Group (Survey response)	LPA Response
Agree that the SPD accurately reflects infrastructure costs at 2022 prices.	Noted
Support for planning contributions being reviewed annually and increased with RPI.	Noted
Support for the charging of a 5% administration and monitoring fee over and above planning contributions sought.	Noted

Ref. Person/ Organisation and comments	LPA Response
Contributions should be sought towards funding additional officers	Support- but this may not meet the tests of lawfulness if sought as a
within Council departments.	planning obligation. The local authority seeks to promote the use of
	Planning Performance Agreements.
Agree with the figures used in the SPD on number of people per	Noted
household, and pupil yield for new dwelling.	
First Homes should be included. They would help meet the needs of	Noted. First Homes will be considered further as part of a wider review
first time buyers thereby helping address the ageing population, and	of affordable housing policy within the Local Plan Update.
would help address the proliferation of second homes.	The SPD does not stop developers providing the affordable home
	ownership element of affordable housing as First Homes if they wish to
	do so. But generally other products such as shared ownership are
A 50% discount for first homos should be adopted. Given the 5/sq ft of	preferred by registered providers. Noted- but will need to be assessed through the Local Plan.
A 50% discount for first homes should be adopted. Given the £/sq ft of new homes, this discount is necessary for affordability.	Noted- but will fleed to be assessed through the Local Flam.
If First Homes were to be included, local eligibility criteria should be	Noted. First Homes will be considered further as part of a wider review
required.	of affordable housing policy within the Local Plan Update.
22-17 K Maddison (Survey response)	LPA Response
evelopers should also make contributions towards:	Noted- but beyond the scope of what the Local Plan seeks. The SPD
Seed capital for shares in new business	has been updated to emphasise local training agreements.
\P_{\cdot} Improving the planning department	
comes need to be larger.	Policy DE3 of the Local Plan adopts the Government's Nationally
ΔI	Described Space Standards as policy. These standards set out
	minimum floor space standards for homes.
First Homes should be incorporated into Torbay's affordable housing	First Homes will be considered as part of the Torbay Local Plan
policy to enable young people to own their homes. Electing not to	Update. It should be noted that, regardless of whether or not First
contributes to a rentier economy.	Homes are incorporated into local planning policy, Paragraph 65 of the
	National Planning Policy Framework requires than 10% of homes in
	major developments be for affordable home ownership. This
	requirement in Paragraph 65 of the NPPF is a material consideration
	and has weight in planning decisions. The SPD still seeks 1/3 of
	affordable housing to be intermediate housing (principally shared
Affordable hamae about display to a display be a second as a single base of the single ba	ownership) which does provide affordable routes to home ownership.
Affordable homes should be better quality and should be energy and insulation future proofed.	Noted
	I DA Posnonso
22-18 V Crees (Survey response) Solar panels should be incorporated into urban developments as a part	LPA Response Noted- the SPD has added guidance on energy efficiency.
of the street furniture.	Noted- the SFD has added guidance on energy eniclency.
of the street furniture.	

Ref. Person/ Organisation and comments	LPA Response
First Homes should be included - Home ownership should be the first	Noted. First Homes will be considered further as part of a wider review
priority when it comes to affordable housing policy.	of affordable housing policy within the Local Plan Update.
Support for contributions towards the provision of allotments.	Noted
22-19 O Stairmand (Survey response)	LPA Response
Contributions should be sought for new doctors and dentist surgeries.	See discussion about healthcare contributions in the main report.
New homes should have electric car charging facilities.	The Local Plan requires these.
Trees that are chopped down should be replaced.	This is covered in the SPD
Contributions should be sought for social centres.	This is covered by the SPD
New homes should be restricted to local people.	This would need to be considered through the Local Plan.
Regarding First Homes:	Noted. First Homes will be considered further as part of a wider review
Raised the matter of fairness with respect to access to discounted	of affordable housing policy within the Local Plan Update.
home ownership.	The requirement that local eligibility criteria fall away after 3 months of
 Leasehold properties should not be allowed. 	active marketing is a requirement within Government policy and is
Should have to be marketed for at least 6 months before local	therefore not something that the Local Authority would have control
eligibility criteria can fall away.	over.
Should be for people who have lived/worked in the local area for at	
least 2 years.	
Should not be sold to other local authorities.	
least 2 years. Should not be sold to other local authorities. No further greenfield development.	The SPD does not allocate land for housing and cannot introduce new
8 6	policy requirements regarding brownfield/greenfield development. The
	ongoing Local Plan Update deals with housing allocations.
22-20 A Griffey	LPA Response
Proposed a means of affordable housing delivery whereby people	Interesting idea.
without direct descendants can leave their properties to the council to	
sell at a 1/3 discount to a household on the housing waiting list.	
22-21 Westward Housing Group (Survey response)	LPA Response
Planning contributions towards Exeter Airport could be considered.	This is something that would be best considered as part of the ongoing
(Responding to survey question regarding what 'other' types of	Local Plan Update. If introduced, it may be something that is
infrastructure may warrant planning contributions.)	appropriate for specific types of developments (eg. conference
	facilities, etc.) which generate a need for air travel rather than
	something sought for all residential developments. The transport
	hierarchy is relevant, and the emphasis will always be to promote sustainable modes of travel.
Agree that the CDD acquiretaly reflects the costs of 2022 prices of	Noted.
Agree that the SPD accurately reflects the costs, at 2022 prices, of	Noted.
providing infrastructure.	

Ref. Person/ Organisation and comments	LPA Response	
Support for the charging of a 5% administration and monitoring fee	Noted.	
over and above the planning contributions sought.		
Support for the figures used in the SPD to equate average dwelling	Noted.	
floor space to average number of occupants in the household.		
Support for the figures used in the SPD for average pupil yield per	Noted.	
household.		
Not supportive of introducing First Homes. Affordable housing delivery	Noted. First Homes will be considered further as part of a wider review	
is already low, and FH would further reduce overall AH delivery.	of affordable housing policy within the Local Plan Update.	
	Evidence of how First Homes and Shared Ownership respectively	
IE E'ad Harris and the land and the land	impact on overall development viability would be welcomed.	
IF First Homes were to be introduced:	Noted. First Homes will be considered further as part of a wider review	
A 40% discount would be appropriate.	of affordable housing policy within the Local Plan Update.	
Local eligibility criteria would be appropriate provided that they are		
not too onerous as this would hinder mortgages and re-sales.	Natad	
Agree with the approach of annual reviewing and updating planning Noted.		
contributions; updating with RPI. Color	LPA Response	
22-22 Local Spark. Torbay Community Supported Development	LFA RESPONSE	
© CIC (Survey response)	•	
CIC (Survey response) First Homes were to be included, they should be for existing Torbay	Noted. First Homes will be considered further as part of a wider review	
First Homes were to be included, they should be for existing Torbay residents or for established key workers.		
First Homes were to be included, they should be for existing Torbay	Noted. First Homes will be considered further as part of a wider review of affordable housing policy within the Local Plan Update. Noted. Planning contributions towards allotments are provided for in	
First Homes were to be included, they should be for existing Torbay residents or for established key workers.	Noted. First Homes will be considered further as part of a wider review of affordable housing policy within the Local Plan Update.	
First Homes were to be included, they should be for existing Torbay residents or for established key workers. Support for seeking contributions towards land for growing food. Support for the requirements regarding energy.	Noted. First Homes will be considered further as part of a wider review of affordable housing policy within the Local Plan Update. Noted. Planning contributions towards allotments are provided for in terms of Section 4.6 of the SPD. Noted.	
First Homes were to be included, they should be for existing Torbay residents or for established key workers. Support for seeking contributions towards land for growing food. Support for the requirements regarding energy. 22-23 N Stacey (Survey response)	Noted. First Homes will be considered further as part of a wider review of affordable housing policy within the Local Plan Update. Noted. Planning contributions towards allotments are provided for in terms of Section 4.6 of the SPD. Noted. LPA Response	
First Homes were to be included, they should be for existing Torbay residents or for established key workers. Support for seeking contributions towards land for growing food. Support for the requirements regarding energy. 22-23 N Stacey (Survey response) Development should be designed to complement the character of the	Noted. First Homes will be considered further as part of a wider review of affordable housing policy within the Local Plan Update. Noted. Planning contributions towards allotments are provided for in terms of Section 4.6 of the SPD. Noted. LPA Response Policy requirements for the design and layout of developments are set	
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Ref. Person/ Organisation and comments	LPA Response
Not supportive of increasing planning contributions with RPI. This could	The intention is for planning contributions to be reviewed on an annual
stifle the viability of developments.	basis in consultation with the Cabinet Member for Infrastructure,
	Environment and Culture. This will generally involve increasing
	contributions in line with an appropriate inflationary measure, although
	the appropriateness of this will need to be considered at the time of the
	review.
Not supportive of a 5% admin fee being charged over and above	The charging of a 5% admin fee over and above planning contributions
planning contributions. It should take into account capital costs which	is a change from the 2017 SPD in which the 5% admin fee is 'top-
could increase disproportionately.	sliced' from the planning contribution itself, thereby reducing the financial contribution towards that item of infrastructure. We consider
	that this change is necessary to cover the administrative costs associated with s106 obligations in a way that does not hamper the
	delivery of the infrastructure necessitated by the development.
	delivery of the illinastructure necessitated by the development.
	A wider review of planning obligations will be undertaken as part of the
	ongoing Local Plan Update which will also include a whole Plan
ס	viability assessment.
mes should be larger in size.	Policy DE3 of the Local Plan adopts the Government's Nationally
TO TO THE PROPERTY OF THE PROP	Described Space Standards as policy. These standards set out
78	minimum floor space standards for homes.
der homes are better built than new homes.	
22-24 The Coal Authority	LPA Response
Torbay Council lies outside the defined coalfield and therefore the Coal	Noted. We have updated our consultation database accordingly.
Authority has no specific comments to make. The Coal Authority does	
not need to be made aware of future drafts, updates, or emerging	
Plans. 22-25 L Dransfield (Survey response)	LPA Response
Planning contributions should be sought towards:	Section 4.6 (which seeks to secure public open space as part of
Tree planting	developments) and Section
Protecting the natural environment	as to opinional and socion
Sea defences	Mitigatory tree planting is commonly sought as part of planning
Gea deletioes	applications in line with Policy C4 of the Local Plan.
If First Homes were to be included, local eligibility criteria should be	Noted. First Homes will be considered further as part of a wider review
required. Too many properties are bought and used as second homes	of affordable housing policy within the Local Plan Update.
by people who do not live within the South West.	The Local Plan Update is proposing a Principal Occupancy clause.
22-26 G Beckley (Survey response)	LPA Response

Ref. Person/ Organisation and comments	LPA Response
Not supportive of local connection criteria (in response to the question of First Homes). People from outside will boost neighbourhoods and bring diversity.	Noted. First Homes and any relevant local connection criteria will be considered further as part of a wider review of affordable housing policy within the Local Plan Update.
Affordable housing for rent should be prioritised and rents should be capped at the Local Housing Allowance rates. Not everyone wants or can afford to buy, even with government subsidised schemes. Planning contributions should meet the specific needs in the immediate locality.	The SPD provides for a range of tenures including 1/3 social rent, 1/3 affordable rent and 1/3 intermediate, in accordance with Policy H2 of the Local Plan. Planning obligations need to meet the Reg 122 tests of lawfulness: • necessary to make the development acceptable in planning terms; • directly related to the development; and • fairly and reasonably related in scale and kind to the development.
Page 789	In most instances infrastructure needs from a development will arise in the immediate locality of that development. However, there may be instances where planning contributions may need to fund infrastructure some distance away (for example education contributions for secondary schools or Post 16 will generally be spent to improve provision at the nearest secondary school/Post 16 facility, however the nearest school may not be in the immediate locality). Subject to the planning obligation meeting the tests above, this would be considered acceptable. It may also be worth noting that, in accordance with Planning Legislation, 25% of CIL (the 'neighbourhood portion') is spent within the neighbourhood plan area.
There needs to be a more supportive political approach to housing delivery.	noighbournood plan diodi
22-27 E Snelson (Survey response)	LPA Response
New homes should be provided with large garages.	Policy TA2 and Appendix F of the Local Plan set the policy requirement for garages of 6m x 3.3m for a single garage (or larger if the garage is the only means of cycle storage or general storage). Changes to this policy requirement would need to be made through the Local Plan Update.
If First Homes were to be included, local eligibility criteria (live and work in Torbay, live in the property at least 11 months a year) should be applied. Too many homes used as second homes. Affordable	Noted. First Homes and any relevant local connection criteria will be considered further as part of a wider review of affordable housing policy within the Local Plan Update.

Ref. Person/ Organisation and comments	LPA Response
homes being used by other local authorities to discharge their housing	It is worth noting that the current Local Plan consultation seeks views
duties.	on the merits of including a 'principal occupancy' policy requirement in
	which new dwellings would only be permitted to be used as a primary
	place of residence (and not as a second home or holiday let, unless
	specifically permitted as such).
Developers must build the infrastructure first before commencing the	The phasing of the various elements of a development can be a
rest of the development.	complex matter that is best addressed on a case-by-case basis
	through the planning conditions and/or s106 Legal Agreement
	pertaining to the permission. While the general approach is to secure
	the delivery of infrastructure prior to housing development, there may
	be instances where the specific phasing
Even if developers build GP surgeries, there needs to be funds to staff	Section 3.17 of the SPD states that planning contributions towards
them.	additional healthcare capacity may be sought for unplanned major
	developments on unallocated sites in instances where a shortfall is
	evidenced.
	A 'blanket' requirement for all now become to contribute towards the
ထိ	A 'blanket' requirement for all new homes to contribute towards the funding of new healthcare facilities would amount to a new policy
Page	requirement that would have a material impact on development viability
	and on infrastructure priorities within the Local Plan. This would need
790	to be made through the ongoing Local Plan Update.
Housing needs to meet local housing needs and be affordable.	to be made unough the origining Essair fair opacie.
Resistance to second homes.	
22-28 J Clarke (Survey response)	LPA Response
Resistance to second homes.	
22-29 The Diocese of Exeter (Survey response)	LPA Response
The SPD appears to make little (cf. section 3.15) or no reference to the	Section 4.7 (Lifelong Learning) of the SPD has been expanded to also
provision of community facilities of a more general type i.e. community	reference the need for development to enable access to community
halls and other meeting spaces. This should include (in section 4)	facilities such as community halls.
facilities that enable the provision of services, including those that are	
statutorily required, such as churches. The need for the provision of	
such services and facilities increases with the size of the area of	
development; their provision should certainly be included in respect of	
developments in future growth areas.	I DA Dannara
22-30 J Butler (Survey response)	LPA Response

Ref. Person/ Organisation and comments	LPA Response
There is a need for developers to contribute towards new doctors' surgeries.	Section 3.17 of the SPD states that planning contributions towards additional healthcare capacity may be sought for unplanned major developments on unallocated sites in instances where a shortfall is evidenced.
	A 'blanket' requirement for all new homes to contribute towards the funding of new healthcare facilities would amount to a new policy requirement that would need to be made through the ongoing Local Plan Update.
Developer contributions need to be spent in the immediate locality.	See above.
Emphasised the need for social housing.	Policy H2 of the Local Plan seeks 1/3 of affordable housing delivered through s106 obligations to be social rent, as well as 1/3 to be affordable rent.
The SPD underestimates the average pupil yield.	The pupil yield is based on research carried out by Devon County Council in 1999 and cross-checked against developments in 2009 and 2015.
Raised concern with the quality of new build homes.	Development amenity is address through Policies DE3 and SS11 of the Local Plan.
Rew housing should meet local housing needs.	
Even with a 50% discount First Homes would not be affordable in Forbay as people cannot afford a deposit.	
If First Homes were to be introduced, local eligibility criteria should apply for the first 6 months of marketing rather than only 3 months.	First Homes will be considered further as part of a wider review of affordable housing policy within the Local Plan Update. The requirement that local eligibility criteria fall away after 3 months of active marketing is a requirement within Government policy and is therefore not something that the Local Authority would have control over.
Not supportive of further development in Brixham.	This SPD does not allocate land for development. The Torbay Local Plan Update deals with housing allocations.
22-31 Joseph Singleton (Survey response)	LPA Response
Contributions towards co-housing developments and retrofit projects should be sought.	Noted. The Local Plan does not consider co-housing schemes, but it could be considered as part of the Local Plan.
22-32 Marie Sokell (Survey response)	LPA Response
If First Homes were to be introduced, keeping the discount at 30% would potentially benefit more people.	First Homes will be considered further as part of a wider review of affordable housing policy within the Local Plan Update.

Ref. Person/ Organisation and comments	LPA Response
If First Homes were to be introduced, local eligibility criteria should	The requirement that local eligibility criteria fall away after 3 months of
apply for the first 6 months of marketing rather than only 3 months.	active marketing is a requirement within Government policy and is
	therefore not something that the Local Authority would have control
	over.
22-33 Hazel Patterson (Survey response)	LPA Response
Introducing First Homes would be unfair unless everyone gets the	First Homes will be considered further as part of a wider review of
same discount.	affordable housing policy within the Local Plan Update.
22-34 Ian Sharratt (Survey response)	LPA Response
Developers should make contributions to mitigate:	Major development usually has to comply with a Construction
 Local disruption during construction work. 	Management Plan and mitigate the impact they have on greenfield
 Environmental damage if building on greenfield sites. 	sites.
Developers should contribute towards the social housing budget. For	Policy H2 of the Local Plan sets out the affordable housing
many, affordable rent is not affordable.	requirements for developments. In general developers are required to
	provide affordable housing (which includes 1/3 social rent, 1/3
	affordable rent, 1/3 intermediate) on site rather than via financial
_	payments towards off-site provision.
5% administration and monitoring fee is insufficient; the fee should	Noted- but capped by government advice.
de higher.	
The figures used in the SPD to equate average dwelling floor space to	Noted, but we would need clearer evidence. The Census shows a
verage number of occupants in the household are too low.	large number of single person households.
rst Homes should be incorporated into local affordable housing	First Homes will be considered further as part of a wider review of
policy, but alongside an energetic approach to increase the delivery of	affordable housing policy within the Local Plan Update.
rented tenures.	
22-35 Louise Richards (Survey response)	LPA Response
If First Homes were to be introduced, a 30% discount is appropriate as	First Homes will be considered further as part of a wider review of
this would enable more affordable housing to be delivered overall.	affordable housing policy within the Local Plan Update.
If First Homes were to be introduced, local eligibility criteria should	Noted.
apply. Local people are being priced out of the market by holiday	
homes and people retired to the area.	
22-36 Fi Darby (Survey response)	LPA Response
First Homes should be incorporated into local affordable housing policy	
at a 30% discount and with local eligibility criteria.	

2019 Public Consultation: Summary of responses

Note that the following comments were provided and responded to in 2019 and may therefore be superseded by subsequent comments and responses provided in the 2022 consultation.

Ref	Person/organisation and comments	LPA Response
number 19-1	Waste Management	
Page 793	 Several minor amendments suggested in relation to adoptable standards, recycling caddy. Recovery of cost of new bins/containers at planning stage would allow for more effective recovery of money. The Council needs new recycling vehicles - replace the aged fleet and to increase the capacity for collection. Each vehicle can collect from approximately 630 households per day, collections are weekly, so over the 5 day working week can collect from approx. 3,150 properties. The cost of one of the recycling collection vehicles is £146,626. So per property the cost of a new recycling vehicle is £46.55. Residual waste - Each vehicle can collect from approximately 1100 households per day, collections are fortnightly, so over the 10 day working fortnight can collect from approx. 11,000 properties. The cost of one of the refuse collection vehicles is £167,445. So per property the cost of a new refuse collection vehicle is £15.22. There will be a need for additional recycling facilities/site in the future. 	Noted. The SPD has been updated to consider new vehicles.
19-2	Natural England	LPA Response
	Need information about mitigation of Berry Head to Sharkham Point.	Noted. There has been no change from the Footprint Ecology Report. A S106 Obligation can now be sought for development in the Brixham Peninsula, due to changes in the CIL Regulations.
19-3	Woodland Trust	LPA Response
	 Amend SPD to refer to strengthen requirement to achieve net gain in biodiversity and align with Nature Recovery Plan. 	

	 2.6.2 refer to habitats and species. SPD should align with DEFRA Metric for biodiversity net gain (when mandated) - 2.11.2 does not do this. Transport and public realm schemes should also provide green infrastructure as part of an integrated approach. Refer to the Woodland Access Standard: No person should live more than 500 m from one area of accessible woodland of 2ha + in size. There should be at least one area of woodland of 20+HA within 4km of homes. 	
19-4	Torbay and South Devon NHS Foundation Trust	LPA Response
Page 79 ≇	S106 contribution sought to meet shortfall in NHS services.	Requiring this as a 'roof tax' on all new housing would be a significant policy change beyond the scope of Policy H6 of the Local Plan, and would have a material impact on development viability and on infrastructure priorities within the Local Plan. Section 3.17 of the SPD states that planning contributions towards additional healthcare capacity may be sought for unplanned major developments on unallocated sites in instances where a shortfall is evidenced. It needs to be considered as part of the ongoing Local Plan Update.
11 9-5	Historic England	LPA Response
	 Support reference to prioritisation of public realm works. However there may be other cases where s106 contributions towards understanding, conservation, access or appreciation of specific heritage assets and historic environment may be appropriate (NPPF paras 34, 54-57) 	Noted
19-6	Tetlow King for South West Housing Associations	LPA Response
	The Document needs to reflect the revised definition of affordable housing in the 2019 NPPF	Noted – revise definition to be consistent with the NPPF annex 2.
	Refer to entry level exception sites for first time buyers.	Entry Level exception sites would require a revision to Policy C1 of the Local Plan.
	Support for section 3.1 - engagement with registered providers	Noted.

	Securing affordable housing in-perpetuity is not practical for a number of reasons and restricts staircasing.	The NPPF definition of affordable housing allows for any subsidy (public or private) to be recycled. It is important that this principle is set out in the SPD.
19-7	Stride Treglown for Abacus/Deeley Freed	LPA Response
	Support change to affordable housing threshold to reflect the 2019 NPPF	Noted
	Inserted paragraph 22.2.2 needs clarification: "Where traffic levels proposed by a development rely on a bus service/ patronage or other "modal shift" measures and the service or provision is not adequate, this will be a site deliverability matter where the measures are necessary to render junction or road capacity acceptable in planning terms.	
	2.2.7 Road widening decisions should be part of pre-applications with developers	Agree- but a note in the SPD is useful to set out the aspiration of the council to enable future highways improvements.
Р	Section 2.7 Update the reference on Greater Horseshoe Bats to the 2019 Guidance.	
Page 795	Object that the SPD changes in relation do not accord with the Footprint Ecology Report. 5km zone of influence is not roughly equivalent to the SDB1 area.	This would require a change to Policy SDB1 and para 5.4.1.2 of the Local Plan.
3 5	Section 2.10 Protection of local sites should be quantified in the SPD if it is to be included at this stage.	
	 2.12 NP references to design and active design are not necessary as they would not generally require a S106 obligation. 2.13 Energy efficiency measures are not usually secured through S106 and therefore not appropriate to include in the SPD 	This text (and diagram) was added to highlight the Council's emphasis on active design and energy efficiency. The SPD is clear that conditions/design should be used to achieve a range of "site deliverability" matters in preference to S106 Obligations. Energy efficiency and active design are covered in the
		Local Plan and the SPD does not impose additional costs on developers.
	3.10.3 Should be clarified as does not make complete sense	Noted. Revise to: "Whilst The Local Plan (and Neighbourhood Plans)
	Whilst the Local Plan (and Neighbourhood Plan specify matters such as tenure mix, dwelling types etc., the Council will seek to interpret these	specify matters such as tenure mix, dwelling types etc. The Council will seek to interpret these flexibly to

	flexibly to maximize the delivery of affordable housing is encouraged to discuss affordable housing delivery. Accordingly, it is helpful for developers work with a registered provider at application stage to agree matters such as tenure mix, size and location of affordable housing and similar matters.	maximize the delivery of affordable housing. is encouraged to discuss affordable housing delivery. Accordingly, it is helpful for developers work with a registered provider at application stage to agree matters such as tenure mix, size and location of affordable housing and similar matters."
	4.6 support simplification of the way in which education contributions are calculated.	Support noted.
19-8	Pegasus Group for English Care Villages	LPA Response
	Formulae for S106 should be addressed in Local Plans, not SPDs, and supported by viability testing.	Setting out formulae in SPDs adds flexibility and is more easily updated. They need to relate to development plan requirements.
	Formulaic changes should not be applied to specialist housing for older people.	These have been revisited at 2022. They only apply to open market proposals that do not restrict occupancy to local people.
	Costs have been varied without updated viability testing.	
P	The SPD should be clear that affordable housing can only be sought from Class C3 housing development.	Affordable housing can be sought from dwellings irrespective of whether they are Class C3 or C2.
Page 796		

Agenda Item 13 TORBAY COUNCIL

Meeting: Cabinet Date: 13th December 2022

Wards affected: Torquay and Paignton Neighbourhood Forum Areas

Report Title: Community Infrastructure Levy Funds - Administration and Governance of

Neighbourhood Proportion

When does the decision need to be implemented? ASAP

Cabinet Member Contact Details: Cllr Morey – Cabinet Member Infrastructure, Environment & Culture

Director/Divisional Director Contact Details: David Edmondson - Divisional Director Planning, Housing & Climate Emergency

1. Purpose of Report

1.1 To ensure there is proper process in place to ensure the spend of the Neighbourhood proportion of the Community Infrastructure Levy (CiL) monies collected by Torbay Council.

Under the previous Cabinet decision in August 2020 the following process was agreed:

- i) That the neighbourhood proportion collected in respect of development located within the Brixham Neighbourhood Plan area shall be passed directly to the Brixham Town Council to administer. With the spend of any funds received by the Brixham Town Council in respect of development located outside of the administrative area of the town council, (but located within the neighbourhood development plan area), shall be in consultation with the relevant Torbay Council members for the wards concerned.
- ii) That a standalone bidding process is introduced to determine what local projects the CIL Neighbourhood proportion should be spent on (as set out in the main body of the report). The establishment of the panel (CiL Spend Board) and its operation will be the responsibility of Torbay Council, but shall include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment & Culture.
- ii) That within a year of operation, or sooner if necessary, the bidding procedure, the makeup of the 'CiL Spend Board' and its operation should be reviewed. It will then be reassessed against the success of Crowdfunding Torbay to determine whether the bidding process should continue, or be subsumed in whole, or part by Crowdfunding.

- 1.2 The panel was established and met last year, developed the application forms, but has never met to determine any applications submitted by Community Groups. Four applications were submitted to the neighbourhood Planning Group in Torquay this year and there was a delay in determining the merits of the proposals.
- 1.3 That previous Cabinet Decision from August 2020 that established the Panel, was rescinded at Cabinet on 15th November 2022 and the four schemes that had been submitted through the Torquay Neighbourhood Forum this year were considered at that meeting under an Urgent Item and were agreed.
- 1.4 There has been much discussion around the need for a less onerous process that can be established and meet more regularly and prevent any backlog of cases coming forward, being considered. The proposed new process will involve the Leader of the Council, Cabinet Member for Infrastructure, Environment & Culture, Cabinet Member for Finance, Finance Director and the Divisional Director for Planning, Housing & Climate Emergency
- 1.5 The forms that were developed for Torquay, based on examples from other local authorities, will be adapted to be used in the Paignton Neighbourhood Forum area and be publicised through the three Community Partnerships as the Neighbourhood Forum is currently dormant.
- 1.6 Whilst the law does not prescribe a specific process for agreeing how the neighbourhood portion should be spent, the guidance indicates that the Council should identify a suitable administration process in order to ensure that CIL is spent appropriately.

2. Reason for Proposal and its benefits

- 2.1 The proposals in this report help us to deliver this ambition by seeing the Neighbourhood proportion of the Community Infrastructure, spent locally, on well prepared community projects.
- 2.2 These projects as well as mitigating any harm from the impacts of new development will help to address the priorities of the Community & Corporate Plan in ensuring that our residents thrive, that will help turn the tide on poverty, let the economy thrive and in some cases we hope help address the climate emergency.
- 2.3 There needs to be greater awareness raising of the existence of the CiL neighbourhood proportion monies and the Council will produce a promotional flyer and add further information to the Council website in addition to encouraging the Community Partnerships to carry links to the information and application forms, to allow groups to tap into the funds.

- 2.4 Whilst the Council collects and protect the funds the money is for the Neighbourhood Plan areas, and where they represented by Town Councils, like in the case of Brixham Town Council, the money would be passed straight over. However, it is considered that we should take a facilitative role in assisting the Communities with the careful spend of these funds in those other areas.
- 2.5 The situation with Brixham Town Council remains the same and so Recommendation 1 reflects that existing situation. The situation for the collection of any CiL monies for any development in the newly formed Broadsands, Churston & Galmpton Neighbourhood Planning Area, would be addressed in the same manner as the other two forum areas, at 10% at present and 25% when their plan is in place.
- 2.6 The application forms, based on a nearby Unitary Authority, that were further developed by the Torquay Neighbourhood Forum will be replicated for Paignton, but submissions by groups in that area will be assessed by the TCDT, before being presented to the Panel.

3. Recommendation(s) / Proposed Decision

- 1. That the neighbourhood proportion collected in respect of development located within the Brixham Neighbourhood Plan area shall be passed directly to the Brixham Town Council to administer. With the spend of any funds received by the Brixham Town Council in respect of development located outside of the administrative area of the town council, (but located within the neighbourhood development plan area), shall be in consultation with the relevant Torbay Council members for the wards concerned. Regular reviews of the neighbourhood proportion monies spend, will be undertaken, through liaison with the Town Council.
- 2. That the Divisional Director of Planning, Housing and Climate Emergency be given delegated authority to determine submissions from community groups, in consultation with a newly established CiL Spend Panel, which are endorsed by the Neighbourhood Forums. The Panel to be made up of Leader of the Council, Cabinet Member for Finance, Cabinet Member for Infrastructure, Environment and Culture and representatives of Neighbourhood Forums, (or if not) representatives from the Local Community Partnerships and the Torbay Community Development Trust and terms of reference for the Panel, as set out in Appendix 3 be approved.
- 3. The new CiL Spend Panel be established with quarterly meetings, the first meeting to take place by the end of February 2023.

Appendices

Appendix 1: Cabinet Report & Minute August 2020

Appendix 2. Cabinet Report & Draft Minute November 2022

Appendix 3. CiL Spend Panel Terms of Reference

Background Documents

Government Advice Neighbourhood planning - GOV.UK (www.gov.uk)

PAS Guidance <u>Understanding Community Infrastructure Levy (CIL) - Locality Neighbourhood</u>
<u>Planning</u>

1. Introduction

- 1.1 There are currently two considerable pots of collected CiL Neighbourhood Proportion monies for both the Torquay and Paignton Neighbourhood Forum Areas.
- 1.2 There is a need for a more streamlined process to agree new proposals coming forward for funding.

2. Options under consideration

- 2.1 An initial proposal, involved the suggestion of a simple sign off process from the Section 151 Officer, along with Divisional Director Planning - Housing & Climate Emergency, Cabinet Member for Infrastructure, Environment & Culture and the Cabinet Member for Finance.
- 2.2 Following initial assessment through the Neighbourhood Panel this would have been an easy sign off for such projects. However, with the current dormancy of the Paignton Forum and the issues of favoured schemes perceived to be filtered positively by the Forum, the establishment of the panel is seen as the most accountable route.

3. Financial Opportunities and Implications

3.1 Smoother, faster process for the Council to redistribute monies that it is only holding on behalf of local communities and cannot be spent on other issues.

4. Legal Implications

4.1 No formal requirements laid out as to how Local Authorities should conduct their role as gatekeeper for these monies, but this proposal reflects how other authorities deal with the same issue.

5. Engagement and Consultation

- 5.1 Liaised with the Forums and held initial Panel last year, but they too are keen that the Council has a smoother quicker process in place.
- 5.2 Groups recognise that some form of sign off is needed from a Council body, we did discuss individual Officers combined with key Councillors, but a simplified panel of this nature is more transparent.

6. Purchasing or Hiring of Goods and/or Services

6.1 Not applicable.

7. Tackling Climate Change

- 7.1 Questions within the Application form for community infrastructure levy monies address how the proposal affects the climate emergency crisis.
- 7.2 Proposals that would clearly adversely affect the environment, be carbon heavy and against the Council's desire to address the climate emergency by 2030, would not be supported.

8. Associated Risks

- 8.1 The monies are being collected and held by the Council, but really the monies should be spent in the community and proposed by local community groups.
- 8.2 Potential reputational risk that the Council is holding the finance and not enabling Community Groups to spend the monies collected, to mitigate the impacts of development in their area.

9. Equality Impacts - Identify the potential positive and negative impacts on specific groups

	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	Projects proposed could benefit these sectors of society.		
People with caring Responsibilities	Potential for respite facilities.		
People with a disability	Projects proposed could benefit these members of society.		
Women or men	Both		
People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community) Potentially	Potentially		

Religion or belief (including lack of belief)	Proposed projects. All sectors of the community	
People who are lesbian, gay or bisexual	All sectors of the community	
People who are transgendered	All sectors of the community	
People who are in a marriage or civil partnership	All sectors of the community	
Women who are pregnant / on maternity leave	All sectors of the community	
Socio-economic impacts (Including impact on child poverty issues and deprivation)	Positive benefit potential from community projects proposed.	
Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	Positive benefit potential from community projects proposed.	

10. Cumulative Council Impact

10.1 Care need to be taken that projects are not agreed that are effectively Council maintenance responsibilities.

11. Cumulative Community Impacts

11.1 None.

Meeting: Cabinet Date: 11 August 2020

Wards Affected: All

Report Title: Community Infrastructure Levy Funds – Administration and Governance of

Neighbourhood Proportion

Is the decision a key decision? No

When does the decision need to be implemented? No critical deadline

Cabinet Member Contact Details: Councillor Mike Morey, Cabinet Member for Infrastructure, Environment and Culture, Mike.Morey@torbay.gov.uk

Supporting Officer Contact Details: David Edmondson, Assistant Director - Planning, Housing & Climate Emergency, David.edmondson@torbay.gov.uk

1. Proposal and Introduction

- 1.1 The Council has implemented the Community Infrastructure Levy (CIL), which generates funds from defined new developments which pay a set levy type contribution towards local infrastructure. The majority of the funds are already allocated to key infrastructure projects, including for example the costs of providing the South Devon link road. However, 25% of the levy funds form what is called the local, or neighbourhood proportion, which should be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on the area. The neighbourhood proportion should be spent within the neighbourhood of the development which paid the levy, which in the Torbay context would normally be expected to relate to the Neighbourhood Plan areas namely, Brixham, Paignton and Torquay.
- 1.2 With regard to CIL chargeable development which falls within the administrative boundary of Brixham Town Council, national guidance is clear and explains that the Charging Authority (Torbay Council) must pass 25% of the relevant CIL receipts to the parish council (in this case Brixham Town Council) for that area. The town council must use the CIL receipts passed to it to support the development of the Town Council's area by funding the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on the area. There is scope for the Town Council to allow Torbay Council to retain the neighbourhood funding to spend on agreed larger infrastructure (eg a school) if this should arise. If an area does not spend its levy share within 5 years of receipt, or does not spend it on initiatives that support the development of the area. Torbay Council has scope to require it to repay some or all of those funds. Unfortunately at the time of drafting this report no CIL payments have been received for Brixham. It should be noted that part of the Brixham Peninsula Neighbourhood Plan area falls outside of the administrative boundary of Brixham Town Council, however for administrative convenience it is

recommended that any neighbourhood proportion CIL funds received within the Brixham plan area are passed to the Town Council to administer.

1.3 With regard to the development falling outside of the Brixham Town Council administrative area, Torbay Council is required to consult with the community about how the neighbourhood proportion funds can be used, including to support priorities set out in neighbourhood plans. The national guidance in such cases is as follows:-

'If there is no parish or town council, the charging authority will retain the levy receipts but should engage with the communities where development has taken place and agree with them how best to spend the neighbourhood funding. Charging authorities should set out clearly and transparently their approach to engaging with neighbourhoods using their regular communication tools for example, website, newsletters, etc. The use of neighbourhood funds should therefore match priorities expressed by local communities, including priorities set out formally in neighbourhood plans.

The law does not prescribe a specific process for agreeing how the neighbourhood portion should be spent. Charging authorities should use existing community consultation and engagement processes. This should include working with any designated neighbourhood forums preparing neighbourhood plans that exist in the area, theme specific neighbourhood groups, local businesses (particularly those working on business led neighbourhood plans) and using networks that ward councillors use. Crucially this consultation should be at the neighbourhood level. It should be proportionate to the level of levy receipts and the scale of the proposed development to which the neighbourhood funding relates.

Where the charging authority retains the neighbourhood funding, they can use those funds on the wider range of spending that are open to local councils. In deciding what to spend the neighbourhood portion on, the charging authority and communities should consider such issues as the phasing of development, the costs of different projects (for example, a new road, a new school), the prioritisation, delivery and phasing of projects, the amount of the levy that is expected to be retained in this way and the importance of certain projects for delivering development that the area needs. Where a neighbourhood plan has been made, the charging authority and communities should consider how the neighbourhood portion can be used to deliver the infrastructure identified in the neighbourhood plan as required to address the demands of development. They should also have regard to the infrastructure needs of the wider area.

The charging authority and communities may also wish to consider appropriate linkages to the growth plans for the area and how neighbourhood levy spending might support these objectives.'

Also within the *Understanding Community Infrastructure Levy (CiL)* guidance produced by Locality, on the matter is also clear in that: *In areas without a parish or town council, local communities, including Neighbourhood forums, should be consulted on expenditure of the proportion of CIL funds that would otherwise have been passed to a parish, or town council.*

1.4 In summary (outside of the Brixham Town Council administrative boundary) Torbay Council retains the 25% neighbourhood proportion and determines how this should be spent accounting for the guidance detailed above. At the time of drafting this report the total neighbourhood proportion amounts to circa £100,000 (although one

- payment is the subject of an appeal). Of the £100,000 the greater proportion relates to the Paignton Neighbourhood Development Plan area.
- 1.5 The guidance suggests that we should consider using existing community consultation and engagement processes, which is logical in that it can avoid setting up a separate process which in itself could take up already limited resources. One option in this respect is the opportunity to consider the use of Crowdfunding which has just come into operation in Torbay. This could be used as a very effective means of identifying potential local infrastructure projects, provide additional income by way of pledges which the CIL neighbourhood proportion could contribute and importantly provide for people to indicate their support for suitable projects. In Plymouth for example it was reported that Crowdfund Plymouth raised over £434,593 for 100+ city projects from 4,550 pledgers, from an initial funding pot of £60k.
- 1.6 Given that the Crowdfunding option is now in use by the Council there is the potential for use in respect of the CIL Neighbourhood proportion. Such an approach is considered to be appropriate with regard to some of the messages provided from the Community Conference. However, Crowdfunding in Torbay is a new process and has yet to be tested so it is not known how successful it will prove.
- 1.7 In the interim, pending a review of the success of crowdfunding it is recommended that the Council invites bids at six monthly interviews (depending on the CiL collection amounts received) from the community and community organisations, to identify potential projects which might reasonably be funded from the CIL Neighbourhood proportion. It is expected that the Neighbourhood Forums/Community Partnerships would have a key role in terms of identifying and presenting priority projects. Any such bids would need to be assessed to ensure that they meet suitable criteria which accords with the national guidance on the types of projects which might be funded (including meeting infrastructure requirements compatible with or identified in the relevant Neighbourhood Plans). It is suggested that the detail of the criteria for assessment should be finalised in consultation with the Neighbourhood Forums/Community Partnerships, who will be a key stakeholder in the process.
- 1.8 It is recommended that bids are evaluated against an agreed set of criteria by a panel (CiL Spend Board) consisting of representatives from the Neighbourhood Forum and representatives of the Community Partnership in which the project is planned, the Cabinet member for Infrastructure, Environment and Culture and Ward member(s) for the area which the bid concerns. The final decision to award funding for the bid will be made by the Director of Place in consultation with the Cabinet member for Infrastructure, Environment and Culture. In all cases Torbay Council will only fund projects and release monies in accordance with its financial, procurement and legal rules and regulations.
- 1.9 In search of good practice elsewhere members of the Co-operative Councils Network including Bristol City Council and Oxford City Council have this same approach, as they too have non-parish council areas within their jurisdiction. In addition many others across the country including Poole, Epsom & Ewell, Elmbridge and Leeds City Council all have similar arrangements.

2. Reason for Proposal and associated financial commitments

- 2.1 Whilst the law does not prescribe a specific process for agreeing how the neighbourhood portion should be spent, the guidance indicates that the Council should identify a suitable administration process in order to ensure that CIL is spent appropriately. The process can however be reviewed at any time and it is recommended that this should take place annually with consideration given to either using the crowdfunding option or possibility a combination of the bidding process and crowdfunding in the future.
- 2.2 There is an ongoing financial commitment to use the Neighbourhood proportion of CIL to fund suitable projects however, as the funds are paid specifically for this purpose there is no financial burden for the Council.
- 2.3 The proposals contained in this report will commit the Council financially in respect of:

Spending the Neighbourhood proportion of CIL collected by the Council on an ongoing basis.

3. Recommendation(s) / Proposed Decision

That Cabinet agree the following:

- (i) That the neighbourhood proportion collected in respect of development located within the Brixham Neighbourhood Plan area shall be passed directly to the Brixham Town Council to administer. With the spend of any funds received by the Brixham Town Council in respect of development located outside of the administrative area of the town council, (but located within the neighbourhood development plan area), shall be in consultation with the relevant Torbay Council members for the wards concerned.
- (ii) A standalone bidding process is introduced to determine what local projects the CIL Neighbourhood proportion should be spent on (as set out in the main body of the report). The establishment of the panel (CiL Spend Board) and its operation will be the responsibility of Torbay Council, but shall include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment & Culture.
- (iii) Within a year of operation, or sooner if necessary, the bidding procedure, the make-up of the 'CiL Spend Board' and its operation should be reviewed. It will then be re-assessed against the success of Crowdfunding Torbay to determine whether the bidding process should continue, or be subsumed in whole, or part by Crowdfunding.

(ii) Appendices

None

Background Documents

Existing Torbay Council CIL documents including fact sheet and charging schedule can be viewed at:-

https://www.torbay.gov.uk/council/policies/planning-policies/local-plan/cil/

Section	Section 1: Background Information		
1.	What is the proposal / issue? Agreement of the administrative process most appropriate for the Community Infrastructure Levy Neighbourhood proportion funds.		
2.	What is the current situation? There is currently no process in place although funds are being collected.		
3.	What options have been considered? The body of the report explains that the option of using the crowdfunding exists and this has the potential to successfully deal with bids for CIL funding in a transparent and open manner and also allows form community support to be confirmed and match funding achieved. On the face of it this presents a potentially ideal long term solution but has yet to be proven in the context of Torbay. Hence, an alternative bidding arrangement has been presented as a short term solution but could equally form the long term solution. The makeup of the selection panel does present options, however it is considered important to ensure that there is both community representation but critically democratically elected members of Torbay Council, as the Council are ultimately responsible for the collection of CIL and ensuring that it is spent appropriately.		
4.	What is the relationship with the priorities within the Partnership Memorandum and the Council's Principles? Priorities: • Thriving People and Communities • A Thriving Economy • A Climate Fit for the Future • A Council Fit for the Future Principles: • Use reducing resources to best effect • Integrated and joined up approach		
5.	How does this proposal/issue contribute towards the Council's responsibilities as corporate parents? No conflicts identified.		

6.	How does this proposal/issue tackle poverty, deprivation and vulnerability? The proposal seeks to administer funds for local infrastructure provision which has the potential to address deprivation and reduce inequalities.
7.	How does the proposal/issue impact on people with learning disabilities? The proposal does not directly impact on those with Learning Disabilities/ autism or those living with mental health issues, however suitable infrastructure projects might be funded which could help to provide positive impacts on identified needs.
8.	Who will be affected by this proposal and who do you need to consult with? How will the Council engage with the community? How can the Council empower the community? The proposal relies on community support to both bid for proposals, but also for a clear indication of community support for projects to be a success. The funds for example can be used to empower communities to provide their own infrastructure projects.

Sectio	Section 2: Implications and Impact Assessment		
9.	What are the financial and legal implications?		
	The CIL funds are collected for the express purpose of providing local infrastructure and are ring-fenced for this purpose.		
10.	What are the risks?		
	Whilst not a formal legal requirement, the relevant guidance provides for a clear expectation for the process to be transparent and directly involve the community. Funding of projects will require a robust process of financial management to ensure that funds are spent appropriately.		
11.	Public Services Value (Social Value) Act 2012		
	N/A		
12.	What evidence / data / research have you gathered in relation to this proposal?		
	The CIL funding regime is the subject of national guidance.		
13.	What are key findings from the consultation you have carried out?		
	No formal consultation carried out with regard to proposed process, however consultation will be critical to identify potentially successful project bids.		
14.	Amendments to Proposal / Mitigating Actions		
	Not directly applicable however options have been identified in the body of the report.		

Equality Impacts

Equant	quality impacts			
15.	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
				(

	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.		
People with caring Responsibilities	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.		
People with a disability	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.		
Women or men	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.		
People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community)	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.		
Religion or belief (including lack of belief)	The aim of the process of CIL funding is to have a positive impact recognising the need to		

16.

	ensure access for all the selected bidding opportunities.
People who are lesbian, gay or bisexual	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.
People who are transgender	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.
People who are in a marriage or civil partnership	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.
Women who are pregnant / on maternity leave	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.
Socio-economic impacts (Including impact on child poverty issues and deprivation)	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.
Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	The aim of the process of CIL funding is to have a positive impact recognising the need to ensure access for all the selected bidding opportunities.
Cumulative Impacts – Council wide (proposed changes elsewhere which might	Consideration of the cumulative impacts across the Council will be undertaken during a review of the operation of the selected process.

	worsen the impacts identified above)	
17.	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	Consideration of the cumulative impacts across the Council will be undertaken during a review of the operation of the selected process.

Agenda Item 13 Appendix 2

Record of Decisions

Community Infrastructure Levy Funds - Administration and Governance of Neighbourhood Proportion

Decision Taker

Cabinet on 11 August 2020.

Decision

- i) That the neighbourhood proportion collected in respect of development located within the Brixham Neighbourhood Plan area shall be passed directly to the Brixham Town Council to administer. With the spend of any funds received by the Brixham Town Council in respect of development located outside of the administrative area of the town council, (but located within the neighbourhood development plan area), shall be in consultation with the relevant Torbay Council members for the wards concerned.
- ii) That a standalone bidding process is introduced to determine what local projects the CIL Neighbourhood proportion should be spent on (as set out in the main body of the report). The establishment of the panel (CiL Spend Board) and its operation will be the responsibility of Torbay Council, but shall include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment & Culture.
- iii) That within a year of operation, or sooner if necessary, the bidding procedure, the make-up of the 'CiL Spend Board' and its operation should be reviewed. It will then be re-assessed against the success of Crowdfunding Torbay to determine whether the bidding process should continue, or be subsumed in whole, or part by Crowdfunding.

Reason for the Decision

Whilst the law does not prescribe a specific process for agreeing how the neighbourhood portion should be spent, the guidance indicates that the Council should identify a suitable administration process in order to ensure that CIL is spent appropriately.

Implementation

This decision will come into force and may be implemented on 24 August 2020 unless the callin procedure is triggered (as set out in the Standing Orders in relation to Overview and Scrutiny).

Information

The Council has implemented the Community Infrastructure Levy (CIL), which generates funds from defined new developments which pay a set levy type contribution towards local infrastructure. The majority of the funds are already allocated to key infrastructure projects, including for example the costs of providing the South Devon link road. However, 25% of the levy funds form what is called the local, or neighbourhood proportion, which should be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on the area. The neighbourhood proportion should be spent within the neighbourhood of the

development which paid the levy, which in the Torbay context would normally be expected to relate to the Neighbourhood Plan areas namely, Brixham, Paignton and Torquay.

With regard to CIL chargeable development which falls within the administrative boundary of Brixham Town Council, national guidance is clear and explains that the Charging Authority (Torbay Council) must pass 25% of the relevant CIL receipts to the parish council (in this case Brixham Town Council) for that area. The town council must use the CIL receipts passed to it to support the development of the Town Council's area by funding the provision, improvement, replacement, operation or maintenance of infrastructure; or anything else that is concerned with addressing the demands that development places on the area.

In respect of development falling outside of the Brixham Town Council administrative area, Torbay Council is required to consult with the community about how the neighbourhood proportion funds can be used, including to support priorities set out in neighbourhood plans. The guidance suggests that we should consider using existing community consultation and engagement processes. The report seeks agreement of the administrative process most appropriate for the Community Infrastructure Levy Neighbourhood proportion funds.

Councillor Morey proposed and Councillor Carter seconded a motion that agreed unanimously by the Cabinet as set out above.

Alternative Options considered and rejected at the time of the decision

The alternative option of using crowdfunding exists and this has the potential to successfully deal with bids for CIL funding in a transparent and open manner and also allows for community support to be confirmed and match funding achieved. On the face of it this presents a potentially ideal long term solution but has yet to be proven in the context of Torbay. Hence, an alternative bidding arrangement has been presented as a short term solution but could equally form the long term solution.

Is this a Key Decision?	
No	
Does the call-in procedure apply?	
Yes	
Declarations of interest (including details of any relevant disp Standards Committee)	pensations issued by the
None.	
Published	
14 August 2020	
Signed:	Date:
Leader of Torbay Council on behalf of the Cabinet	



Meeting: Cabinet **Date:** 15 November 2022

Wards affected: All

Report Title: Community Infrastructure Levy Funds - Administration and Governance of Torquay

Neighbourhood Proportion

When does the decision need to be implemented? ASAP

Cabinet Member Contact Details: Councillor Morey, Cabinet Member for Infrastructure,

Environment and Culture

Director/Divisional Director Contact Details: David Edmondson, Divisional Director of

Planning, Housing and Climate Emergency

1. Purpose of Report

1.1 To determine a number of bids, that have been submitted by a number of Community Organisations to the Torquay Neighbourhood Forum, for Community Infrastructure Levy Fund (CIL) Torquay neighbourhood proportion, so that they can be progressed and in order to do so rescind a previous Cabinet decision.

2. Reason for Proposal and its benefits

- 2.1 Whilst the law does not prescribe a specific process for agreeing how the neighbourhood portion should be spent, the guidance indicates that the Council should identify a suitable administrative process in order to ensure that CIL is spent appropriately. The process can however be reviewed at any time and it is recommended in the guidance that this should take place annually with consideration given to either using the crowdfunding option or possibility a combination of the bidding process and crowdfunding in the future.
- 2.2 There is an ongoing financial commitment to use the Neighbourhood proportion of CIL to fund suitable projects however, as the funds are paid by planning applicants, developers or landowners specifically for this purpose there is no financial burden for the Council.
- 2.3 During the course of the last year, bids have been received by the Torquay Neighbourhood Forum on behalf of Community Organisations that have been discussed by the forum steering group before submission to the Council. However, the administration of the Board originally proposed has proved to be very cumbersome and overly complicated resulting in

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a number of bids being undetermined. Therefore the Cabinet as the ultimate 'parent' and decision maker in establishing the administration and Board are requested to rescind their previous decision in this regard, determine the bids that have been submitted in order that they can be progressed and seek to implement a more streamlined process for future applications.

3. Recommendation(s) / Proposed Decision

- 1. That the following decision made by Cabinet on 11 August 2020 (Cabinet Minute 115d/08/20 refers) be rescinded:
 - 'ii) That a standalone bidding process is introduced to determine what local projects the CIL Neighbourhood proportion should be spent on (as set out in the main body of the report). The establishment of the panel (CiL Spend Board) and its operation will be the responsibility of Torbay Council, but shall include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment & Culture.'
- 2. That the following bids to the Torquay Neighbourhood proportion of Community Infrastructure Levy be approved:
 - a) Maidencombe Beach, steps and railings: restoration;
 - b) Replacement of damaged toddler swing, Stoodley Knowle Meadow, Ilsham Road, Wellswood:
 - Reinstatement of stone wall on Southwest Coast Path close to Imperial Hotel, Wellswood;

That the following bid to the Torquay Neighbourhood proportion of Community Infrastructure Levy be approved for year 1 costs only:

- d) Clearing a safe, off-road path from Babbacombe Theatre to Babbacombe Beach, land including Glen Sannox at Babbacombe (St Marychurch & District); and
- 3. that the Divisional Director of Planning, Housing and Climate Emergency be instructed to present to Cabinet on 13 December 2022 a revised and streamlined bidding process to determine what local projects the Community Infrastructure Levy Neighbourhood proportion should be spent on.

Appendices

Appendix 1: Application Forms

Background Documents

Cabinet report and Record of Decision - Community Infrastructure Levy Funds - Administration and Governance of Neighbourhood Proportion

Community Infrastructure Levy Regulation 59F

1. Introduction

- 1.1 At its meeting on 11 August 2020 the Cabinet agreed that a standalone bidding process would be introduced to determine what local projects the CIL Neighbourhood proportion should be spent on. The Cabinet established the CIL Spend Board and its operation would be the responsibility of Torbay Council, but would include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment and Culture.
- 1.2 During the course of the last year, bids have been received by the Torquay Neighbourhood Forum on behalf of Community Partnerships that have been discussed by the forum steering group before submission to the Council. However, the administration of the Board has proved to be very cumbersome and overly complicated resulting in a number of bids being undetermined. Therefore the Cabinet as the ultimate 'parent' and decision maker in establishing the administration and Board are requested to rescind their previous decision in this regard, determine the bids that have been submitted in order that they can be progressed and seek to implement a more streamlined process.
- 1.3 In order for the Cabinet to be recommended approval or refusal of the bids that have been submitted to date, Officers have assessed the bids against Community Infrastructure Levy Regulation 59F which sets out

'that a charging authority may use CIL receipts passed to it to 'support the development of the local council's area, or any part of that area, by funding:

- a) the provision, improvement, replacement, operation or maintenance of infrastructure: or
- b) anything else that is concerned with addressing the demands that development places on an area'.
- 1.4 The assessment of each of the applications is set out as follows and the applications themselves are set out in Appendix 1:
 - a) Maidencombe Beach, steps and railings: restoration and extension this bid is in accordance with the maintenance of physical or green infrastructure and should therefore be approved;
 - b) Replacement of damaged toddler swing, Stoodley Knowle Meadow, Ilsham Road, Wellswood this bid is in accordance with the maintenance of green infrastructure and should therefore be approped a 819

- c) Reinstatement of stone wall on Southwest Coast Path close to Imperial Hotel, Wellswood this bid meets the maintenance of green infrastructure but in this case also improving the safety of something that will be used by a wider community, therefore this bid should be approved; and
- d) Clearing a safe, off-road path from Babbacombe Theatre to Babbacombe Beach, land including Glen Sannox at Babbacombe (St Marychurch & District) site clearance is a maintenance matter and so is arguable. However the steps would be rebuilt which is in accordance with the maintenance of physical or green infrastructure. Given that site clearance is the necessary first step before rebuilding the steps then this also becomes acceptable and therefore should be approved. The extent of works needed for further maintenance in future years is unknown and therefore no commitment is to be made at this time beyond year 1 costs.

2. Options under consideration

2.1 An alternative option would be to further delay the consideration of the bids until a new bidding process has been determined. However, given the length of time that some of the bids have been waiting this option was deemed unacceptable.

3. Financial Opportunities and Implications

- 3.1 There is an ongoing financial commitment to use the Neighbourhood proportion of CIL to fund suitable projects however, as the funds are paid by planning applicants, developers or land owners specifically for this purpose there is no financial burden for the Council.
- 3.2 The proposals contained in this report will commit the Council financially in respect of: Spending the Torquay Neighbourhood proportion of CIL collected by the Council on an ongoing basis.
- 3.3 The current funds (as of the end of March 2022) available to be allocated of the Torquay Neighbourhood proportion of CIL are £134,406. The recommendation approves £44,241.85 from that balance.

4. Legal Implications

4.1 Whilst not a formal legal requirement, the relevant guidance provides for a clear expectation for the process to be transparent and directly involve the community. Funding of projects will require a robust process of financial management to ensure that funds are spent appropriately.

5. Engagement and Consultation

- 5.1 Feedback had been received that the administration and determination of bids for the CIL Neighbourhood proportion was not working affectively therefore the decision above enables the process to be refined in light of the feedback received.
- 5.2 The bids have been received and supported by the Torquay Neighbourhood Forum after their Steering Group considered the submissions by Community Partnerships in the area.

6. Purchasing or Hiring of Goods and/or Services

6.1 Where the Council, SWSICO, or TDA are asked to carry out the works appropriate procurement procedures would be followed.

7. Tackling Climate Change

7.1 These applications support the community to be active and to choose to walk around the bay more easily and safely.

8. Associated Risks

8.1 Whilst not a formal legal requirement, the relevant guidance provides for a clear expectation for the process to be transparent and directly involve the community. Funding of projects will require a robust process of financial management to ensure that funds are spent appropriately.

9. Equality Impacts - Identify the potential positive and negative impacts on specific groups

	Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
Older or younger people			X

People with caring Responsibilities	X
People with a disability	X
Women or men	X
People who are black or from a minority ethnic background (BME) (Please note Gypsies / Roma are within this community)	X
Religion or belief (including lack of belief)	X
People who are lesbian, gay or bisexual	X
People who are transgendered	X
People who are in a marriage or civil partnership	X
Women who are pregnant / on maternity leave	X
Socio-economic impacts (Including impact on child poverty issues and deprivation)	X
Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	X

10. Cumulative Council Impact

10.1 Not applicable

11. Cumulative Community Impacts

11.1 None

Agenda Item 13 Appendix 4

Record of Decisions

Community Infrastructure Levy Funds - Administration and Governance of Neighbourhood Proportion

Decision Taker

Cabinet on 15 November 2022.

Decision

- 1. That the following decision made by Cabinet on 11 August 2020 (Cabinet Minute 115d/08/20 refers) be rescinded:
 - (ii) That a standalone bidding process is introduced to determine what local projects the CIL Neighbourhood proportion should be spent on (as set out in the main body of the report). The establishment of the panel (CiL Spend Board) and its operation will be the responsibility of Torbay Council, but shall include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment & Culture.'
- 2. That the following bids to the Torquay Neighbourhood proportion of Community Infrastructure Levy be approved:
 - a) Maidencombe Beach, steps and railings: restoration;
 - b) Replacement of damaged toddler swing, Stoodley Knowle Meadow, Ilsham Road, Wellswood;
 - c) Reinstatement of stone wall on Southwest Coast Path close to Imperial Hotel, Wellswood:

That the following bid to the Torquay Neighbourhood proportion of Community Infrastructure Levy be approved for year 1 costs only:

- d) Clearing a safe, off-road path from Babbacombe Theatre to Babbacombe Beach, land including Glen Sannox at Babbacombe (St Marychurch & District); and
- 3. That the Divisional Director of Planning, Housing and Climate Emergency be instructed to present to Cabinet on 13 December 2022 a revised and streamlined bidding process to determine what local projects the Community Infrastructure Levy Neighbourhood proportion should be spent on.

Reason for the Decision

During the course of the last year, bids have been received by the Torquay Neighbourhood Forum on behalf of Community Organisations that have been discussed by the forum steering group before submission to the Council. However, the administration of the Board originally proposed has proved to be very cumbersome and overly complicated resulting in a number of bids being undetermined. Therefore the Cabinet as the ultimate 'parent' and decision maker in establishing the administration and Board are requested to rescind their previous decision in this regard, determine the bids that have been submitted in order that they can be progressed

and seek to implement a more streamlined process for future applications.

Implementation

This decision will come into force and may be implemented on 28 November 2022 unless the call-in procedure is triggered (as set out in the Standing Orders in relation to Overview and Scrutiny).

Information

At its meeting on 11 August 2020 the Cabinet agreed that a standalone bidding process would be introduced to determine what local projects the CIL Neighbourhood proportion should be spent on. The Cabinet established the CIL Spend Board and its operation would be the responsibility of Torbay Council, but would include representatives of the Neighbourhood Forums, Community Partnerships, Local Member(s) and the Cabinet Member for Infrastructure, Environment and Culture.

During the course of the last year, bids have been received by the Torquay Neighbourhood Forum on behalf of Community Partnerships that have been discussed by the forum steering group before submission to the Council. However, the administration of the Board has proved to be very cumbersome and overly complicated resulting in a number of bids being undetermined. Therefore, the Cabinet as the ultimate 'parent' and decision maker in establishing the administration and Board are requested to rescind their previous decision in this regard, determine the bids that have been submitted in order that they can be progressed and seek to implement a more streamlined process.

At the meeting Councillor Morey proposed and Councillor Steve Darling seconded a motion that was agreed unanimously by the Cabinet, as set out above.

Alternative Options considered and rejected at the time of the decision

An alternative option would be to further delay the consideration of the bids until a new bidding process has been determined. However, given the length of time that some of the bids have been waiting this option was deemed unacceptable.

IS	this	a r	(ey	Dec	isic	on?
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No

Does the call-in procedure apply?

Yes

Declarations of interest (including details of any relevant dispensations issued by the Standards Committee)

None.

Published

18 November 2022

Signed:		Date:
- 3	Leader of Torbay Council on behalf of the Cabinet	



CIL SPEND PANEL

Terms of Reference

Membership:

- Divisional Director of Planning, Housing and Climate Emergency
- Leader of the Council
- Cabinet Member for Finance
- Cabinet Member for Infrastructure, Environment and Culture
- A representative from the Torquay Neighbourhood Forum
- A representative from the Paignton Neighbourhood Forum
- A representative from the Broadsands, Churston and Galmpton Neighbourhood Forum
- In the absence of a constituted Neighbourhood Forum, a representative from the corresponding Community Partnership
- A representative from the Torbay Community Development Trust

Purpose and role:

The purpose of the CiL Spend Panel is to be a consultative body in the determination of the bids to the Community Infrastructure Levy Neighbourhood Proportions for Torquay and Paignton. (and in time for Broadsands, Churston & Galmpton Neighbourhood Forum area.)

Decision-making remit:

None. The CiL Spend Panel will be consulted by the Divisional Director for Planning, Housing and Climate Emergency who will then determine whether the bids to the Community Infrastructure Levy Neighbourhood Proportion should be approved or refused.

Operation:

- Meetings held quarterly.
- Chaired by the Divisional Director of Planning, Housing and Climate Emergency.
- Private meetings to allow informal and open discussion, with internal and external guests invited when required.

Terms of reference:

1. To consider bids for funding from the Community Infrastructure Levy Neighbourhood Proportion and provide feedback to the Divisional Director of Planning, Housing and Climate Emergency.

Agenda Item 14 **TORBAY** COUNCIL

Meeting: Overview & Scrutiny Date: 07 December 2022

Meeting: Cabinet Date: 13 December 2022

Wards Affected: All Wards

Report Title: Budget Monitoring 2022/23 – April to October 2022 Outturn Forecast.

Is the decision a key decision? No

When does the decision need to be implemented? N/A

Cabinet Lead Contact Details: Darren Cowell, Cabinet Member for Finance

Darren.cowell@torbay.gov.uk

Supporting Officer Contact Details: Sean Cremer, Deputy Head of Finance

Sean.Cremer@Torbay.gov.uk, 01803 20 7553

1. Purpose and Introduction

- 1.1. This report provides a high-level budget summary of the Council's revenue and capital position for the financial year 2022/23 which commenced on 1st April 2022. This report is based on the budget and forecasts as at 31st October 2022.
- 1.2. Across Torbay households, communities and businesses are facing significant pressure due to the wide-reaching UK implications of the current economic situation. Torbay Council's operations are no exception to this. The levels of cost inflation impacting the Council are affecting almost every single service & are expected to be a 'recurring theme' when looking to set the budget for 2023/24 and draft the Medium-Term Resource Plan.
- 1.3. The Council's forecast overspend for 2022/23 is forecast to be £1.686m which is a worsening of £0.476m since the Quarter 1 / Period 4 report, which includes a new pressure of £0.5m associated with the costs of supporting the impact on council services of the asylum hostel.
- 1.4. The mitigation required to achieve this position will continue to have robust oversight and scrutiny from the Council's Section 151 Officer, all of the Directors and their respective teams. All existing mitigation and scrutiny will remain in place, but at this time no further restrictions will be implemented.
- 1.5. The Capital Plan budgets to spend a total of £303m on capital projects over the 4-year programme, with £39.2m currently scheduled to be spent in 2022/23, including £15m on various Regeneration projects and £7m on various Education projects. The Capital Plan is funded from capital receipts, capital grants and contributions, reserves and revenue budget contributions, and long-term borrowing to ensure a balanced budget over the life of the Plan.

2. Recommendation (s) / Proposed Decision

Recommendations for Overview & Scrutiny Board

2.1. That the Overview & Scrutiny Board notes the latest position for the Council's revenue and capital outturn position and make any comments and/or recommendations to the Cabinet.

Recommendations for Cabinet

2.2. That the Cabinet notes the latest position for the Council's revenue and capital outturn position.

3. 2022/23 Budget Summary Position

- 3.1. Given the reported overspend, the Council's Section 151 Officer and Chief Executive are continuing with the increased scrutiny on all expenditure commitments including recruitment.
- 3.2. As reported in Quarter 1 mitigation also includes the cessation of spending many Council funded 'one-off' monies, projects or carry forward monies which do not result in direct, tangible cost mitigation or cost reduction for the 2022/23 position.
- 3.3. Consideration will also be given to opportunities to generate increased income by factoring in the increased cost of delivery into fees & charges.

3.4. Continued mitigation will be required to deliver a balanced budget.

- 3.5. There are a number of areas upon which officers remain focussed and are closely monitoring given their potential impact, namely:
- 3.5.1. The legacy costs of Covid-19 and the transition to the more regular Public Health protection and response work.
- 3.5.2. For another year variations to income are a risk. This includes collection fund income (Council Tax £78.1m and Business Rates £35.6m) and within services notably parking income where the changes to household income will inevitably impact key funding streams for local service delivery.
- 3.5.3. The continuous improvement journey within Children's Services which remains crucial to the Council's medium term financial stability. Sustained improvement will be required to mitigate national issues which are starting to impact on the local delivery of Children's services.
- 3.5.4. The Dedicated Schools Grant and in particular the Higher Needs Block which is forecast a £2.8m deficit in year, with a cumulative deficit of £11.8m.
- 3.5.5. The areas above are expected to remain a prominent feature of the 2022/23 budget monitoring, as well as new emerging issues around the cost-of-living crisis. It is expected this crisis will affect demand for services across the Council as households come under extreme financial pressure.

Emerging issues

Adults Social Care

- 3.6. In August 2022 the Council received a joint letter from the Chief Executive of Torbay & South Devon NHS FT and Chief Executive of NHS Devon requesting £6m in-year funding to support meeting the financial pressures.
- 3.7. Rather than a direct contribution to the in-year costs, the Council is considering allocations of one-off monies to be invested into intervention activity to reduce the gap between the fixed price financial arrangement and the current reported total cost of delivering an integrated Adult Social Care service.
- 3.8. The Council has increased its oversight, with the establishment of weekly meetings with the Councils Chief Executive, Section 151 Officer and Director for Adults and Community Services, to oversee in partnership with ICO colleagues a Transformation and Sustainability Plan, to bring down the costs of delivery of ASC.
- 3.9. Progressing this work will be critical to the longevity of the relationship with the Integrated Care Organisation (ICO) and ensure the sustainable delivery of Adult Social Care.

Unaccompanied Asylum Seekers

- 3.10. Central Government has a statutory duty to accommodate people who are seeking asylum. An asylum seeker is someone who has left their country, often suddenly, because they are faced with persecution, war or violence and cannot get protection there. Due to the number of boats that cross the English Channel continuing to rise the Home Office is having to rely on using a range of approaches across the country to provide accommodation for those who have fled their country.
- 3.11. The Home Office has commissioned multiple properties across Torbay for this purpose. Prior to placement the Home Office conduct a determination of age, known as an Eritrean complaint age assessment.
- 3.12. Subsequent to placement in the original property, 22 individuals placed have challenged this age assessment and now require a Merton compliant age assessment and are presenting as under the age of 18. Whilst this is underway the Local Authority is responsible for the costs of providing alternative accommodation and supporting the process to ensure any safeguarding concerns are being appropriately managed.
- 3.13. The cost of providing the necessary alternative accommodation is up to £3,500 per week per person. Furthermore, in the event a judicial review is lodged, the basic cost is up to £100,000 per legal case.

- 3.14. In addition to the direct financial implications, there are also significant resource implications for the Children's Safeguarding teams to provide support to an additional 22 young people in addition to the statutory responsibilities to the pre-existing caseload. Staff from all areas across the services are being drawn upon to progress the age assessments and also provide overnight staff support at the Unaccompanied Asylum-Seeking Children (UASC) provision.
- 3.15. This presents challenges to effective care planning and longer-term work for the current Cared for Children (CFC) that were already being supported by the Council. Drift and delay as a result of this necessary reprioritisation of staff will likely cause further rising costs.
- 3.16. The latest estimated total cost, excluding any judicial review costs, are circa £1.25m. So far, there has been no confirmation that Local Authorities will be fully reimbursed for the total actual costs incurred from this situation. Councillors have met with the MP for Torbay and representatives from the Home Office to discuss this matter.
- 3.17. These costs are being reported centrally under Finance as these pressures relate to a Council-wide response to the situation.

Collection Fund

- 3.18. The establishment of the Collection Fund reserve formed part of the Budget for 2022/23. This reserve will, for a second year, meet the future impact of carrying forward the Covid related shortfall from 2020/21. This reserve funds the 2020/21 impact of the shortfall for the period 2021/22 2023/24.
- 3.19. Performance in 2021/22 was in line with forecast collection levels, namely a 2% reduction on pre Covid-19 collection rates.
- 3.20. As at the end of September collection on Council Tax was 51.62% and Business rates was 50.04%, so at the half-way point in the year, collection is roughly in line with forecast levels. However, this may worsen as we move into Autumn/Winter given the growing pressures facing households across the UK.
- 3.21. Households in Bands A-D have benefitted from a £150 of support for energy bills administered as a rebate for Council Taxpayers. This totals £8.398m for Torbay. Final payments under this scheme were made by 30th September 2022. If no application was made, the £150 was credited against their Council Tax bill to ensure no one misses out on this vital support.
- 3.22. There was a further £0.376m which has also been distributed. This support was been targeted at people who did not qualify for the main scheme, including Care Experienced young people and those living in registered HMO's.

- 3.23. Revised NNDR bills incorporating the 2021/22 Covid-19 Additional Relief Fund (CARF) have been sent to eligible businesses. Given the Government prescribed restrictions on eligibility this fund can only support businesses which missed out on the Retail Hospitality & Leisure (RHL) focussed support during the Covid-19 pandemic. This scheme will provide 100% relief on the 2021/22 bills. The total fund is £1.895m.
- 3.24. The announcement of the Energy Bill Relief Scheme that in essence provides a unit price cap on non-domestic energy supplies is expected to reduce the forecast overspend on utility bills. The exact impact is yet to be seen.

Capital

- 3.25. The Council is seeing extreme cost inflation in respect of Capital projects. As a result of this pressure several schemes that are in progress are facing rising costs. The viability of schemes supported by prudential borrowing are further impacted from the recent rises in borrowing rates.
- 3.26. As part of the 2022/23 budget a capital contingency of £4m was established, however based on latest scheme cost forecasts this was increased at Full Council with a specific allocation for the Harbour View project and revised governance arrangements established.
- 3.27. As at end October the Capital spend forecast of £39m with actual spend of £5.5m with commitments raised for a further £16.5m.

4. Grant Support

- 4.1. During 2022/23 the Council has received grant funding for several schemes including:
- 4.1.1. Household Support Fund (HSF) which we are now administering "round 2" of the HSF, totalling £1.2m. This funding was ringfenced to be a minimum 33% to be spent on pension age households and a minimum of 33% to be spent on households with children.
- 4.1.2. A third round was announced to cover the period October 2022 to March 2023 Torbay has been allocated £1.2m. This scheme focusses on providing support for food and utility bills. Whilst previous schemes had ringfencing on minimum allocations to households with pensioners or children, the Government has removed this requirement. This allocation has more flexibility for targeting support based on local need and this time will also be used to support 'warm spaces' and other community initiatives in addition to providing direct cash to households. Further details on how the scheme is to be administered will be available on the Councils website. https://www.torbay.gov.uk/household-support/
- 4.1.3. Homes for Ukraine. Funding for this scheme is based on the number of people supported. As part of the latest quarterly return (Aug 2022) there were a total of 137 "newly arrived guests" resulting in a grant of £1.4m. Further financial support is paid to "hosts" totalling £350 per month. Link to guidance: https://www.gov.uk/guidance/homes-for-ukraine-guidance-for-councils

5. Wholly owned companies

- 5.1. This section contains a brief overview of the financial position for the Council's wholly owned companies. More detailed financial reporting about the Council's wholly owned Companies will be presented to Audit Committee on a regular basis and will form part of the final statement of accounts when presented to Audit Committee.
- 5.2. SWISCo. remains under financial pressure in terms of operational delivery due to rising costs of fuel, challenges to recruitment and retention. The NJC pay award has been agreed, which is a fixed £1,925 per full time employee. This has a disproportionate percentage impact on SWISCo given the average salary. As a result, the Council has agreed an additional £0.6m of funding to meet the shortfall in the pay award.
- 5.3. As at Quarter 2, this funding remains sufficient to ensure SWISCo. delivers a balanced budget after applying this support.
- 5.4. SWISCo has launched the garden waste service in November 2022.
- 5.5. Within the TDA Group, TorVista continues to operate with a higher level of deficit compared to their business plan. The accumulated deficit in the company to March 2022 was £0.8m with a further deficit of £0.35m forecast for the current year. Based on the current and forecast trading performance a request has been received to extend TorVista Home's working capital loan facility from £1.0m to £1.5m, which was approved on 13 October 2022 at Full Council.

6. Statement of Accounts - 2020/21 and 2021/22

- 6.1. The Council's auditors, Grant Thornton, presented their Audit Findings for 2020/21 at the Audit Committee on 6th December 2021. At the time of writing this report the 2020/21 accounts still remain unsigned by Grant Thornton. The 2021/22 audit has now been started. The Council's 2021/22 accounts can be accessed on the following link: https://www.torbay.gov.uk/council/finance/statement-of-accounts/
- 6.2. In order to provide reassurance to members, all outstanding work from Council officers has been completed and therefore the audit is fundamentally complete.
- 6.3. There are two outstanding items which Grant Thornton are considering. The first relates to the Council's existing TDA pension "pass through" arrangement and the second is a national issue related to the reporting of infrastructure assets. This matter is currently subject to a national solution being agreed. As a result, it's unlikely the accounts will be signed off until this consultation has concluded.
- 6.4. The protracted statement of accounts process continues to put significant pressure on the finance team, for whom the majority of the last year have been working concurrently on four separate financial years (2020/21, 2021/22, 2022/23 and 2023/24).

7. Service Budgets

- 7.1. The table below contains the forecast spend for the financial year 2022/23. The reporting hierarchy reflects the current Senior Leadership Team (SLT) Structure.
- 7.2. Please note all figures in the tables are shown in the unit thousands (£'000) and the figures and narrative are rounded to the nearest £1,000.

Service	Previous Year Actuals £'000
Adult Services	44,214
Executive	2,827
Children's Services	45,742
Corporate Services	6,966
Finance	(10,592)
Investment Portfolio	(4,639)
Place	21,837
Public Health	9,809
	116,164

Current Budget £'000	Projected Outturn £'000	Outturn Variance £'000
45,682	45,675	(7)
3,208	3,617	410
45,378	46,974	1,597
6,841	7,370	529
(7,154)	(8,760)	(1,606)
(4,637)	(4,637)	0
21,400	22,164	764
10,100	10,100	-
120,818	122,504	1,686

Movement
since
mitigated
Q1
(100)
86
6
7
(165)
0
349
294
476

7.3. After mitigation the overall Council position shows an **overspend** of **£1.686m**. More information on the service variances is contained below.

Adult Services

7.4. The Director for Adults Services covers the three service areas shown below.

Service	Previous Year Actuals £'000
Adult Services	44,214
Adult Social Care	41,264
Community Services	2,632
Customer Services	319

Current Budget £'000	Projected Outturn £'000	Outturn Variance £'000
45,682	45,675	(7)
43,373	43,223	(150)
2,042	2,066	24
268	386	119

Movement since mitigated Q1
(100)
(150)
(69)
119

- 7.5. Overall Adults Services directorate shows a slight underspend of £0.007m.
- 7.6. Within **Adult Social Care** the majority of spend is against a fixed price financial arrangement (contract) for the delivery of services provided by the Integrated Care Organisation (ICO).

- 7.7. As mentioned earlier in the report the Council has received a request for additional financial support totalling £6m for 2022/23 and the Council is considering allocations of one-off monies to be invested into intervention activity to address fundamentally the cost pressures.
- 7.8. The new agreement for the delivery of Adult Social Care was signed in March 2022 and will commence in April 2023. This agreement will see an uplift of £5m for 2023/24, with a further £1.1m the following year. A new arrangement will need to be negotiated for 2025/26 onwards.
- 7.9. The movement within **Adults Services** is as a result of a £0.15m contract for Drug & Alcohol Rehabilitation work now being funded by Public Health.
- 7.10. **Community Services** has a shortfall on income. This represents the continued shortfall on income generating activity within the service which includes Licensing income of £60k and HMO Registration of a further £60k.
- 7.11. Temporary Accommodation is currently forecast to be on budget, after utilising service specific reserves to meet the extra demand the service is facing. As at the end of October 2022 there were 148 households living in Temporary Accommodation.
- 7.12. Work is underway to directly procure and lease property to increase the stability of accommodation options available to the Housing Options team. This stability will allow more work to be done to prevent homelessness and support households to find more permanent housing.
- 7.13. There remains considerable demand for housing in Torbay which is affecting this service significantly. The low availability of temporary options for individuals and family groups in need of temporary accommodation is resulting in significant cost increases. The "cost of living" crisis is likely to increase demand for this service.
- 7.14. Income projections are better than budgeted as a result of increased income from the operator of the Crematorium, which is linked to inflation, resulting in a forecast surplus of £61k in this service area.
- 7.15. **Customer services** continues to see increased demand as staff are involved in the administration of a number of key grant schemes in addition to all the usual support and advice provided by the service. Upon implementation of the Councils "CRM" system in future years more self-service options will be available for customers which will help to streamline straight-forward contact. The current staffing overspend may be later offset depending on the level of new burdens funding received for the Council Tax Rebate and admin budget within the Household Support Fund schemes.

Corporate Services & Executive

Service	Previous Year Actuals £'000
Executive	2,827
Corporate Services	6,966

Current Budget £'000	Projected Outturn £'000	Outturn Variance £'000
3,208	3,617	410
6,841	7,370	529

Movement since mitigated Q1
86
7

- 7.16. Within the Executive unit shows an overspend of £0.410m or 12.8% of the budget due to continued income shortfalls in traded services such as HR which also have overspends on staffing costs.
- 7.17. Within Corporate Services there is a forecast overspend of £0.529m or 7.7% of the budget. This is caused by significant, continued pressures within Legal Services:
 - Challenges to recruit and retain suitably qualified staff result is forecast to result in £0.3m agency costs, which is partly offset by the vacant posts being covered.
 - ii) Reduced fee-earning work provides a further cost pressure of £0.2m on income.
- 7.18. The Divisional Director for Corporate Services has been working on mitigation for this position over the last year.
- 7.19. During this financial year the new provider of the print & post service begins the first phase of their service delivery.

Children's Services

Service	Previous Year Actuals £'000
Children's Services	45,742
Schools Services	3,624
Children's Safeguarding	42,117

Current Budget £'000	Projected Outturn £'000	Outturn Variance £'000
45,378	46,974	1,597
3,768	4,002	233
41,610	42,973	1,363

Movement since	
mitigated Q1	
6	
52	
(47)	

7.20. Overall Children's Services is experiencing significant financial pressure. In previous years this type of pressure and its cause were perceived as somewhat within the Local Authorities control. The recent improvements to the Ofsted rating to 'Good' and underspending for two years in a row demonstrates the Council has been influencing and improving outcomes through effective care planning coupled with equal parts scrutiny and support from the Council as a whole.

- 7.21. However, this year the pressures continue to be largely due to extreme external forces outside of the control of Council officers. These factors are affecting the provision and accessibility of placements for children and young people due to significantly increased demand for placements. This is demand for local placements is exacerbated by the demand arising from the increasing volume of cases allocated to Torbay through to the National and Regional allocation of Unaccompanied Asylumseeking children (UASC) as well as other international support schemes. A proportion of which are cared for by the Local Authority but living elsewhere in the UK.
- 7.22. Within **Schools Services** Local Authority funded activities are reporting an overspend of £0.233m which represents 6.2% of the budget.
- 7.23. The overspend is contributed to through continued pressure with the provision of Home to School transport. This is because of rising fuel costs for transport providers as well as children and young people needing more bespoke arrangements to get to and from school.
- 7.24. Outside of Local Authority funded activities, the schools' higher needs block in the Dedicated Schools Grant (DSG) remains under financial pressure because of an increasing level of referrals from schools for higher needs support for children. The pace of demand is far outstripping increases in dedicated funding as has been the case for several years.
- 7.25. For 2022/23 the DSG is forecasting an overspend of £2.8m. As a result, the DSG cumulative deficit is forecast to be in excess of £11.8m by the end of the financial year.
- 7.26. The Council does not receive any funding for schools therefore the overspend will remain in the DSG to be funded from DSG in future years. The School and Early Year Finance (England) Regulations 2020 confirm that this is not a cost that the Council must fund. However, for how long this position is sustainable is not certain. At some point the deficit will need to be funded therefore it is essential that officers and members continue to focus on this key issue.
- 7.27. In 2020/21 and the following two financial years additional legislation has been passed that, for accounting purposes, reclassifies the deficit on the Council's balance sheet. There is currently uncertainty as to what will happen after the end of the three-year period, although an extension is expected, it is not yet confirmed.
- 7.28. The Council is part of the Education and Skills Funding Agency (ESFA) and Department for Education (DfE) Safety Valve programme. Formal discussions commenced in October, and we are due to submit a final recovery plan early in the new year. Agreements made with other councils suggest that if the council can deliver a balanced higher needs budget within a defined time period, all or some of the historic deficit may be funded by ESFA. However, this is dependent on the council being able to deliver a recovery plan that results in a balanced budget.

- 7.29. Within **Children's Safeguarding** there is a forecast overspend of £1.363m (3.3%).
- 7.30. Driving this forecast are exceptionally high emergency placement costs at £25 30k per week. This serves as a reminder of the significance of the need for continued and rigorous whole Council support for this service given the financial impact if the number and cost of care rises.
- 7.31. The current picture is however now one of national level issues having a local impact. There are significant shortages of placements meaning both that existing placements are costing more, and that children & young people are unable to step down from residential to family-based settings such as fostering placements.
- 7.32. The cost of living will be putting increased stress on households across which may threaten the stability of current living arrangements and mean more families require support or intervention from the Council.
- 7.33. Such is the scale of the national challenge it is understood that other Councils are also reporting placing children as young as 3 years old in residential placements as a result of the inability to find suitable family-based alternatives.
- 7.34. Across the south west Councils are seeing increased numbers of Cared for Children, reliance on agency staff and number of children and young people placed out of area. This increased competition also drives the overall costs within the market even higher.
- 7.35. All of this means that despite the continued oversight, challenge and support from colleagues, external factors are now significantly influencing spend.
- 7.36. The table below shows a snapshot of the key placement figures as at the end of the most recently reported quarters, compared to previous years. The highest point for the year (max) also shown.

Placement types	2018/19	2019/20	2020/21	2021/22	2022/23
Residential Placement	March: 34	March: 31	March: 20	March: 23	Jul: 21
	Max: 34	Max: 44	Max: 28	Max: 24	Oct: 21
Independent Fostering Agency (IFA) Placement	March: 95	March: 101	March: 80	March: 78	Jul: 87
	Max: 95	Max: 101	Max: 101	Max: 83	Oct: 73
Total Cared for Children	March: 361	March: 356	March: 321	March: 299	Jul: 302
	Max: 361	Max: 368	Max: 374	Max: 315	Oct: 322

- 7.37. As at July 2022 the above table includes 12 placements due to Torbay's allocation of Unaccompanied Asylum-Seeking Children (UASC) which increases the figures in 2022/23 as compared to previous years. As at October 2022 this allocation has increased to 26, which increases the total numbers even higher.
- 7.38. As the numbers of UASC supported increases there are wider resource impacts such as additional Social Workers, travel and accommodation costs for visits which puts further pressure on an already stretched staff and care provider market.

- 7.39. Overall, the table demonstrates that over time not only have the overall figures decreased steadily, the volatility within the placement type also appears to have stabilised.
- 7.40. Following successful recruitment and retention within the service, the total number of Agency staff employed has reduced from 49.3FTE in April 2021 to 22.3 FTE in October 2022. Again, the reduction seen has been steady over the last few financial years and helps provide stability within the workforce and therefore consistency when working with children and young people and their families.
- 7.41. As a result of the continued improvement, total Agency costs are forecast to be £2.3m. This is compared with a total spend in 2021/22 of £4.9m. This demonstrates that Torbay Council has achieved significant improvements to influence spend where it can, but we are now seeing significantly increased salary expectations within the agency market and stiff competition from other Councils that are offering higher and higher hourly rates to stabilise their own workforces.
- 7.42. The continued stability within placements and continued success of the Learning Academy in recruiting and retaining staff remains integral to delivering budgetary control in 2022/23 and beyond.

7.43. Finance

Service	Previous Year Actuals £'000
Finance	(10,592)

Current	Projected	Outturn
Budget	Outturn	Variance
£'000	£'000	£'000
(7,154)	(8,760)	(1,606)

Movement
since
mitigated
Q1
(165)

- 7.44. Within Finance there is a new pressure as a result of the estimated unfunded pressure of £0.5m related to the costs of supporting the impact on council services of the asylum hostel, which is impacting a range of Council services, including the afore mentioned need for age assessments carried out by Children's Services.
- 7.45. As part of setting the 2022/23 budget a few centrally held contingencies linked to inflation risks were held under finance and will be released to contribute toward the known cost pressures.
- 7.46. As the 2022/23 pay award has been confirmed the contingency held within finance has now been allocated to services. This leaves £0.75m to be released to support with general inflation and offset rising utility costs.
- 7.47. As a result of increased interest rates, the Council is expecting to receive £0.7m of additional interest on its cash balances and investments. Given the current low levels of spend on Capital projects, there is also a saving on interest payable by the Council as lower levels of spend means lower amounts are required to be borrowed, therefore reduced interest paid by the Council.
- 7.48. There is a further £0.2m gainshare declared from the gainshare arrangements from the Devon-wide Business Rates Pool.

7.49. Investment Portfolio

	Previous	
Comico	Year	
Service	Actuals	
	£'000	
Investment Portfolio	(4,639)	

Current	Projected	Outturn
Budget	Outturn	Variance
£'000	£'000	£'000
(4,637)	(4,637)	0

Movement
since
mitigated
Q1
0

- 7.50. The Council's Investment Portfolio's mitigated position is balanced after the use of the investment property reserve to cover lost rent, holding costs and landlord works associated with the empty retail unit at Wren Park.
- 7.51. This means the Council's investment portfolio will still contribute £4.6m towards Council activity and maintain its Investment Fund Reserve which will help offset future pressures as and when they arise.
- 7.52. Any tenants with arrears are all actively engaging with colleagues in TDA and repayment plans arising from the covid lockdowns continue to be adhered to.
- 7.53. Council officers are closely monitoring existing loans made on commercial terms for any evidence of a required impairment where there is a risk that the loan will not be repaid.

7.54. Place

Service	Previous Year Actuals £'000
Place	21,837
Place Operations	13,054
Place Commissioned	4,323
Planning, Housing & Climate Emergency	4,460

Current Budget £'000	Projected Outturn £'000	Outturn Variance £'000
21,400	22,164	764
12,996	13,811	816
3,261	3,931	670
5,143	4,422	(722)

Movement		
since		
mitigated		
Q1		
349		
450		
(62)		
(39)		

7.55. Within the Place directorate there is an overspend of **£0.764m** which represents 3.6% of the budget.

Place Operations

- 7.56. **Highways**, which is the service responsible for Torbay's street lighting is forecast to overspend by £0.27m. This figure is based on the latest utility price forecasts provided by our energy supplier. This is offset in part by the release of contingencies held under the Finance directorate. The impact of the announced 'cap' on non-domestic tariffs the Council will be known later in the year.
- 7.57. Waste & Recycling is forecasting an overspend of £0.6m as a result of SWISCo's request for additional £0.6m of financial support due to the implication of the pay award.

- 7.58. **Culture & Events.** Within Torre Abbey income, there is a £0.1m income shortfall because of reduced visitor numbers. This reflects the continued hesitancy to return to indoor visitor attractions even as the Covid restrictions have changed and possibly further contributed to by the re-opening of international holiday destinations.
- 7.59. Additional support for Torbay Coast and Countryside Trust has been requested, which adds a pressure of at least £0.25m through a £0.2m deficit funding and £50k of deferred repayments.
- 7.60. Currently **Parking Services** is forecast to return a surplus of £0.25m. Whilst summer income has been higher than last year, there remains significant uncertainty as to how the cost-of-living crisis will impact on residents and visitor behaviour over the coming months.

Place Commissioned

- 7.61. As part of the Place Commissioned service there are several operational assets managed by TDA which the Council pays the utility bills for. The increased utility costs within this service are forecast to result in an overspend of £0.34m.
- 7.62. There are increased security and health & safety related works carried out at Oldway which are forecast to cost £0.1m.
- 7.63. There are also continued pressures because of delays to the implementation of the solar farms costing £0.1m which were expected to generate a surplus for the Council.

7.64. Planning, Housing and Climate Emergency

7.65. Within Strategy & Project Management there is a forecast underspend of £0.683m is reported because of reduced costs for Concessionary Fares. The reduced costs are in part contributed to by fewer journeys being taken by concessionary fare passengers after the pandemic.

7.66. Public Health

Service	Previous Year Actuals £'000
Public Health	9,809
	116,164

Current Budget £'000	Projected Outturn £'000	Outturn Variance £'000
10,100	10,100	-
120,818	122,504	1,686

Movement
since
mitigated
Q1
294
476

- 7.67. The movement within Public Health is due to reallocation of savings that were previously reported under Public Health but were for budgets held elsewhere in the Council. Overall Public Health is forecast to deliver a balanced budget, with spend being funded by the ringfenced grant.
- 7.68. Public Health colleagues continue to lead on the Council's response to emerging public health related issues such as the continued work on Covid-19 and supporting international resettlement schemes.

8.

Risks & Sensitivity
There are a number of financial risks facing the Council as shown below: 8.1.

Risk	Impact	Mitigation
Adult Social Care funding request	High	The Director of Adult Social Care is developing a range of interventions.
Future funding of DSG Deficit	High	Recovery meetings have been convened by the Chief Finance Officer to review any and all opportunities to locally influence this area of spend. The Council is also engaged in the Department for Educations Safety Valve program.
CPI at a 40 year high at 10.1% is having a major impact on both revenue and capital costs. The exact impact is still uncertain, e.g. pay award for 22/23 not yet paid to staff. Some council capital projects will no longer be affordable.	High	Inflation contingencies in both the 22/23 revenue and capital budgets. However, these may be inadequate. 23/24 budget "build" includes a higher than usual allowance for inflationary pressures.
Rise in borrowing rates	High	The council current portfolio is at fixed rates, so the recent rises do not impact, however all new borrowing is likely to be higher than forecast in the original scheme business cases.
The "cost of living" economic impact on the Council's residents from higher fuel and utility costs is likely to impact on both demand for council services and may result in reduced income from council tax.	High	The Council has established a cross council "cost of living" group to mitigate where possible the impact on council services and support/signpost residents to support. The council will continue to administer payments under both the Household Support Fund and Council tax Rebates.
Continued loss of income	High	Recovery meetings have been convened by the Chief Finance Officer for all the Council's main areas of income. Each group is tasked with developing an action plan to influence income where possible
Collection Fund shortfall	High	Additional resources allocated to support the Revenues & Benefits team and a review of debt recovery will be undertaken.

Fair Funding Formula	Medium	Development of a robust MTRP to address the expected impact on Torbay's funding. Timing of this funding change is now expected to be 2025/26 at the earliest.			
Identification, and delivery, of savings as per Medium Term Resource Plan	High	Work on the Budget for 2023/24 started in May 2022 with service plan reviews taking place in June 2022 with Star Chambers in July 2023. Options will be reviewed by Senior Leadership Team in collaboration with Cabinet to consider options for future years.			
Delivery of Children's Services cost reduction plan	Medium	Meetings continue to monitor the current rate of delivery against the identified actions from the Sufficiency Strategy.			
Unable to recruit staff and need to use agency staff.	High	Recruitment & retention of Social Work staff, particularly in safeguarding is still one of the core priorities for the Senior management team within Children's Services.			
		This pressure is also being seen across a number of front-line services which are integral to the Council's "Summer Response Team" Work continues to identify solutions to these challenges which seem to be on a national scale.			
Additional demand and cost pressures for services, particularly in children's social care	Low	2022/23 Budget monitoring, use of service performance data and recovery plan.			
Delivery of approved savings for 2022/23	Low	Further to regular budget monitoring for all budget holders, the Council's Senior Leadership Team receive monthly updates on the 2022/23 position.			
Investment Property Income changes	High	The investment board will continue to review future leases and mange any potential break clause implications.			

9 Capital Plan Summary Position

- 9.1 The Capital Plan budgets to spend a total of £303m on capital projects over the 4 year programme, with £39m currently scheduled to be spent in 2022/23, including £15m on various Regeneration projects and £7m on various Education projects. The Capital Plan is funded from capital receipts, capital grants and contributions, reserves and revenue budget contributions, and long-term borrowing to ensure a balanced budget over the life of the Plan.
- 9.2 The spend and funding profile for the Capital Plan is included in Appendix 1.
- 9.3 Of the £7.7m capital receipts budgeted for in the Capital Plan, £1.2m has been received so far in 2022/23 and prior financial years. This leaves a balance of £6.5m still to be realised from both capital receipts and capital contributions. It is only after this £6.5m has been achieved that any capital receipts can be applied to new schemes. This prioritisation ensures the Capital Plan remains fully funded.
- 9.4 The movements in the estimate of expenditure in 2022/23 on the Capital Plan between the last monitoring report at September 2022 of £52.1m and the current approved budget for 2022/23 of £39.2m are shown below.
- 9.5 Please note the format of this table shows schemes ordered by Council's Targeted Actions, as is Appendix 2.

10 Updates to Capital Plan

Scheme	Variation in 2022/23	Change £m	Reason
Estimate as at Q1 2022/23		52.1	Capital Plan Update – 2022/23 Quarter 1 (Cabinet 27 th Sep 2022)
Budget changes as re	ported in last report (Q1	2022/23)	
Car Park Investment	New scheme	0.5	Agreed as part of Capital Plan 2022-23 budget setting process.
Climate Change Initiatives	New scheme	0.3	Agreed as part of Capital Plan 2022-23 budget setting process.
Capital Contingency	New scheme	1.0	Agreed as part of Capital Plan 2022-23 budget setting process.
Flood Alleviation Schemes - Torquay, Paignton and Brixham	New schemes	0.2	New grant funding from Environment Agency towards cost of studies (£50k Torquay, £60k Paignton, £45k Brixham)
Haldon and Princess Piers	New scheme	0.1	New grant funding of £95k from Environment Agency towards cost of study.
Paignton Picture House	New scheme	2.3	New grant funding of £2,322,670 has been awarded by Department

			for Digital, Culture, Media and Sport (DCMS) towards the restoration and development of Paignton Picture House.
Changing Places Toilets	New scheme	0.2	New grant funding of £180,000 has been awarded by Department of Levelling Up, Housing and Communities (Changing Places Fund) for the implementation of Changing Places Toilet facilities.
Torre Abbey Gatehouse/SW Wing	New scheme	0.1	New grant funding of £468,993 has been awarded from Museum Estate Development Fund (MEND) to help fund the restoration works of the Gatehouse and South West Wing of Torre Abbey. The project has a total budget of £964,157, with matchfunding of £471,715 from Torbay Council (part of previously agreed borrowing of £1.7m) and £23,449 contribution from Friends of Torre Abbey. £160k profiled in 22/23.
Torre Abbey SE Wing/Courtyard/Tower	New scheme	0.1	New grant funding of £363,748 has been awarded from National Heritage Memorial Fund (NHMF) to help fund the restoration works of the South East range of Torre Abbey. The project has a total budget of £404,165, with match funding of £20,209 from Torbay Council (part of previously agreed borrowing of £1.7m) and £20,208 contribution from Friends of Torre Abbey. £67k profiled in 22/23
TCCT Seashore Centre (Drake House)	New scheme	0.1	£110,000 borrowing in respect of lease surrender, Seashore Centre (Drake House), Goodrington (Emergency Cabinet 30/8/22)
12-14 The Strand (former Debenhams site)	New scheme	9.6	£9,600,000 has been allocated from the Economic Growth Fund for the regeneration of the site (Cabinet 24/05/22).
Town Centre Regen / Econ Growth Fund	Budget allocation	(0.1)	Allocation to TCCT Seashore Centre (Drake House) Scheme.

		(9.6)	Allocation to 12-14 The Strand (former Debenhams Site) scheme.
Disabled Facilities Grant	New year allocation	2.1	2022/23 Government Grant Allocation.
	Budget allocation	(1.1)	Allocation to Adult Social Care.
Adult Personal Social Services	Budget allocation	1.1	Allocation from Disabled Facilities Grant funding.
School Condition (Capital repairs & maintenance) 22/23	New year allocation	0.4	2022/23 Government grant allocation
Devolved Formula Capital 22/23	New year allocation	0.1	2022/23 Government grant allocation
DfE Basic Need Grant 22/23	Revised allocation	0.1	2022/23 revised government grant allocation - increased from £1,829,365 to £1,952,924.
High Needs Capital Provision 22/23	New year allocation	1.3	2022/23 Government. grant allocation
Transport – Highway Structural Maintenance	Additional resources	0.8	2022/23 Local Highways Maintenance Fund
		0.2	2021/22 Incentive element allocation
		0.8	Additional Pothole /Challenge Fund
Transport – Integrated Transport	Additional resources	1.1	2022/23 grant allocation
Minor year end adjustments not reported at Q1 22/23		0.2	
	Total	64.0	
E	Budget Changes since la		
	Thriving People a	nd Comm	
Brixham Town Centre Car Park - Housing scheme	Project removed from Capital Plan	(0.7)	£675k project removed from Plan as cannot proceed with project as per the grant offer. Grant to be returned as cannot be transferred to another project.
St Cuthbert Mayne Expansion	Additional resources	1.6	Additional resources required for project - funding from Basic Need Grant.
St Cuthbert Mayne Phase 2	New Scheme	1.0	Phase 2 of Cuthbert Mayne expansion - funding from Basic Need Grant.

	Rephased budget	(0.7)	£750,000 reprofiled to future years.
New Primary School Paignton sites (St Michaels & Windmill)	Resources transfer	(0.6)	Due to cessation of project, no further funding required. Resources transferred to Education Review Projects for reallocation.
Education Review Projects	Budget allocation	(1.6)	Allocation to St Cuthbert Mayne Expansion.
	Budget allocation	(1.0)	Allocation to St Cuthbert Mayne Phase 2.
	Budget allocation	0.6	Resources transferred from New Primary School Paignton project due to cessation of scheme. Funding to be reallocated.
	Rephased budget	(1.0)	£1,000,000 reprofiled to 23/24.
Affordable housing	Additional resources	0.2	In line with previous Council decision, the proceeds derived from Right to Buy Clawback receipts arising from sales of transferred ex Council housing properties has been used to support the provision of further affordable housing. The budget has been increased by £211,925.
	Rephased budget	(0.9)	£867,227 reprofiled to future years.
Temporary Accommodation	New scheme	10.0	New project for the purchase and renovation of properties for temporary accommodation - funded by borrowing (Council 17/05/22)
	Rephased budget	(5.0)	£5,000,000 reprofiled to 23/24.
Crossways (Extra Care Housing)	Rephased budget	(7.2)	£7,232,762 reprofiled to future years.
Polsham Centre Development	Rephased budget	(0.1)	£100,000 reprofiled to 23/24.
High Needs Capital Provision	Rephased budget	(1.0)	£1,000,000 reprofiled to 23/24.
Capital R&M 2020/21 & 2021/22	Rephased budget	(0.1)	£100,000 reprofiled to 23/24.
Capital R&M 2022/23	Rephased budget	(0.2)	£200,000 reprofiled to 23/24.
Disabled Facilities Grants	Rephased budget	(1.3)	£1,294,845 reprofiled to 23/24.

Adult Social Care	Rephased budget	(1.6)	£1,648,065 reprofiled to 23/24.
	Total	(9.6)	
	Thriving E	conomy	
Torquay Town Dock - Infrastructure Improvements	Rephased budget	(0.2)	£211,906 reprofiled to 23/24
Torquay Town Deal - Harbour Public Realm	Rephased budget	(1.8)	£1,813,531 reprofiled to 23/24
Harbour View Hotel	Additional resources Rephased budget	6.6	Allocation of contingency to fund increased costs - Council 13/10/22
	Rephased budget	(8.6)	£8,600,000 reprofiled to 23/24
Old Toll House	Rephased budget	(0.2)	£250,169 reprofiled to 23/24.
Town Centre Regen / Econ Growth Fund	Rephased budget	9.6	Transfer budget to 22/23 (from future years) to cover allocation to 11-12 The Strand
		0.1	Transfer budget to 22/23 to cover allocation to The Seashore Centre (Drake House)
Lymington Road Business Park	Additional resources	1.8	Allocation of contingency to fund increased costs - ROD 31/8/22
	Rephased budget	(2.4)	£2,396,743 reprofiled to future years.
Edginswell Business Park (Unit 1)	Rephased budget	(3.1)	£3,105,618 reprofiled to 23/24
Edginswell Business Park (Unit 3)	Project ceased	(6.5)	Tenant no longer going ahead with project. Funding transferred back to Economic Growth Fund until new tenant found and new approval given.
Edginswell Enabling Works	Additional Resources	2.0	Allocation of contingency to fund increased costs - Council 13/10/22
	Rephased budget	(2.0)	£2,000,000 reprofiled to 23/24
Torquay Town Deal – Pavilion	Rephased budget	(1.3)	£1,300,000 reprofiled to 23/24.
Torquay Town Deal – Core Area Public Realm	Rephased budget	(0.6)	£597,600 reprofiled to 23/24.

Paignton Future High Street Fund - Torbay Road	Rephased budget	0.3	£275,236 reprofiled to 22/23 as per projected scheme spend.
Paignton Future High Street Fund - Station Square	Rephased budget	(1.1)	£1,112,590 reprofiled to future years as per projected scheme spend.
Paignton Future High Street Fund – Victoria Centre Phase 1	Rephased budget	(0.7)	£651,644 reprofiled to 23/24.
Paignton Future High Street Fund - Picture House	Rephased budget	(0.4)	£367,213 reprofiled to future years as per projected scheme spend.
Paignton Future High Street Fund - Flood Defence	Rephased budget	0.1	£89,000 reprofiled to 22/23 as per projected scheme spend.
Paignton Picture House	Rephased budget	(2.2)	£2,172,670 reprofiled to future years as per projected scheme spend.
12-14 The Strand (former Debenhams)	Rephased budget	(9.0)	£9m reprofiled to future years.
Flood Alleviation - Monksbridge	Rephased budget	(0.2)	£180,661 reprofiled to 23/24 as per projected scheme spend.
Paignton Coastal Defence Scheme	Rephased budget	(1.5)	£1,450,354 reprofiled to future years as per projected scheme spend.
Princess Pier - Structural repair	Rephased budget	(0.8)	£832,000 reprofiled to future years as per projected scheme spend.
Transport Highways Structural Maintenance	Budget allocation	(0.1)	Allocation of £60,000 to Bridges & Retaining Walls in 22/23. Further £70,000 in 23/24 and £70,000 in 24/25.
	Rephased budget	(0.8)	£757,061 reprofiled to 23/24.
Bridges & Retaining Walls	Budget allocation	0.1	Allocation of £60,000 from Transport Highways Structural Maintenance in 22/23. Further £70,000 in 23/24 and £70,000 in 24/25.

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SWISCO Loan - Vehicle & Equipment Replacement	New scheme	0.9	Loan provided to SWISCO for the replacement of vehicles and equipment. Funded from borrowing (Council 13/10/22). Total budget of £2,800,000 with £924,000 profiled for 22/23.			
SWISCO Loan - Buildings	New scheme	0.6	Loan provided to SWISCO for investment in the structure of its buildings. Funded from borrowing (Council 13/10/22). Total budget of £1,200,000 with £600,000 profiled for 22/23.			
	Total	(21.4)				
0 111	Tackling Clima					
Green Waste Bins	New scheme	0.3	Supply of bins for new kerbside green waste collection service. Funded from borrowing (Council 21/07/22). Total budget of £929,038 with £310,000 profiled for 22/23.			
	Total	0.3				
	Council Fit for	the Futu	re			
Contingency (existing) Rephased budget (0.6) £631,064 reprofiled to 23/24.						
Contingency (new 22/23)	Additional resources	8.0	Increased contingency due to increased cost of schemes.			
	Budget allocation	(1.8)	Allocation of contingency to Lymington Road Business Park to fund increased costs - ROD 31/8/22			
	Budget allocation	(6.6)	Allocation of contingency to Harbour View Hotel to fund increased costs - Council 13/10/22			
	Budget allocation	(2.0)	Allocation of contingency to Edginswell Enabling Works to fund increased costs - Council 13/10/22			
	Rephased budget	3.0	Reprofiling of contingency budget to allow for allocation to various projects.			
	Rephased budget	(1.6)	£1,600,000 reprofiled to 22/23.			
	Total	(1.6)				

Council Approvals which are awaiting proposals				
Economic Growth Fund	Budget transfer	6.5	Funding re Edginswell Business Park (Unit 3) transferred back to Economic Growth Fund until new tenant found and new approval given.	
Housing Rental Company - Loan	Budget adjustment	0.2	Adjustment to bring total budget back to agreed level.	
	Rephased budget	0.8	£814,747 reprofiled to 22/23 as per projected scheme spend.	
	Total	7.5		
Estimate - Quarter 2 2	022/23	39.2		

10.1 Further information on variations to scheme budgets is detailed below

Thriving Economy

- 10.2 Torre Abbey: Gatehouse, SW Wing future years budgets have been reprofiled, moving £96,415 into 24/25.
- 10.3 Torre Abbey: SE Wing, Courtyard & Tower future years budgets have been reprofiled, moving £40,415 into 24/25.

Thriving People

10.4 Preston Down Road: This Council approved scheme is now likely to be delivered by a partner organisation and not by direct delivery by the Council or by TorVista therefore this scheme is likely to be removed from the capital plan.

Council Borrowing Approvals Awaiting Proposals

10.5 Torre Abbey Renovation: Phase 3 (TC contribution) - the budget is in future years. This has been reprofiled, moving £500k into 24/25 and £500k into 25/26.

11 Receipts & Funding

11.1 The funding identified for the latest Capital Plan budget is shown in Appendix 1. This is based on the latest prediction of capital resources available to fund the budgeted expenditure over the next 4 years. A summary of the funding of the Capital Plan is shown in the Table below:

Funding	2022/23 £m	2023/24 £m	2024/25 £m	2025/26	Totals @ Q2 22/23 (£m)
				£m	, ,

Unsupported Borrowing	19	153	36	1	209
Grants	19	60	6	0	85
Contributions	1	0	0	0	1
Revenue	0	0	0	0	0
Reserves	0	0	0	0	0
Capital Receipts	0	2	6	0	8
Total	39	215	48	1	303

12 Capital Receipts

12.1 The approved Plan relies on the generation of a total of £7.7m capital receipts from asset sales by the end of 2025/26. At 1 April 2022 the Council held a balance of £1.2m with nothing significant added by the end of July 2022, leaving a target of £6.5m still to be achieved.

13 Capital Grants

- 13.1 Since the last Capital Plan update (Quarter 1 2022/22) reported to Cabinet in September 2022, the Council has been notified of the following capital grant allocation:
- 13.2 MLUHC Brownfield Land Release Funding of £337,748. Torbay Council, through One Public Estate Partnership, has made a successful bid for capital funding for affordable housing at St Kilda's, Brixham. Budget has been profiled for spend in 23/24.

14 Capital Contributions – S106 & Community Infrastructure Levy

14.1 The Council's Capital Strategy states that capital contributions are applied to support schemes already approved as part of Capital Plan and are not allocated to new schemes unless the agreement with the developer is specific to a particular scheme outside the Capital plan. No Section106 capital contributions have been received in 2022/23 to date. The Council's Community Infrastructure Levy (CIL) scheme came into effect from 1 June 2017. The main capital project identified for funding from CIL receipts is the South Devon Highway.

15 Borrowing and Prudential Indicators

- The Council has continued its policy of using internal cash resources to temporarily fund capital spending and as such, no new borrowing was undertaken during the quarter. As at 30th September 2022 the Council's total borrowing was £386m. The Operational Boundary has not been breached being set at £530m in the approved Treasury Management Strategy. This limit is based on the expected maximum borrowing the Council would undertake in order to meet its Capital Financing Requirement.
- The Treasury Management Strategy for 2022/23 was presented to Council on 3rd February 2022 and contains more information on the Council's current and future borrowing requirements

16 Appendices:

16.1 Appendix 1 - Capital Plan summary – Quarter 2 2022/23

Agenda Item Appendix 2

CAPITAL PLAN - QUARTER 2 2022/23 - EXPENDITURE

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		Movement	t between qua	arters &		Revised 4-year Plan							
	Latest Total Estimated Scheme Cost	Previous 2022/23 (@ Q1 22/23)	2022/23 Qtr 2 Adjustment s	New Schemes 2022/23	Total 2022/23 Revised	2023/24	2024/25	2025/26	Total for Plan Period				
PB = Approved Prudential Borrowing scheme	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000	£'000				
Thriving People and Communities													
Prunal Academy Dh 2 Vecational Claserooms	4.440	400	(2.1)		400								
Brunel Academy Ph 2 Vocational Classrooms	1,110	192	` ′		168				168				
Capital Repairs & Maintenance 2019/20 Capital Repairs & Maintenance 2020/21 & 2021/22	267	6	(6)		0	400			0				
Capital Repairs & Maintenance 2020/21 & 2021/22 Capital Repairs & Maintenance 2022/23	1,031	564	` ′		485				585				
Schools capital from revenue	377	0	177		177	200			377				
Devolved Formula Capital		0	0.4		0				0				
Education Review Projects		162		(0.000)	246				246				
High Needs Capital Provision	520	3,599	ì í	(2,600)	700	1,000			1,700				
High Needs Capital Provision	530	503			503	0.404			503				
Mayfield Expansion	2,671	0	270		270	2,401			2,671				
Medical Tuition Service - relocation	1,575	970			970				970				
New Paignton Primary school sites (St Michaels & W	601	32			32				32				
Pgn CS Academy Expansion	3_3	585	` ′		400				100				
	1,925	190			190				190				
Roselands Primary - additional classroom Sixth Day Provision	600	111			111				111				
Special Provision Fund (SEND)	251	106			106				106				
St Cuthbert Mayne Expansion	599	49		4 000	49				49				
St Cuthbert Mayne Phase 2	5,395	647		1,600	2,247				2,247				
Torbay School Relocation (Expansion Burton Acad H	1,000	0	(750)	1,000	250	750			1,000				
Polsham Centre Development	1,262	0	(400)		0	400			0				
·	250	249	, i		149				249				
Foster Homes Adaptations	300	195			195	100			295				
IT replacement - Childrens Case Management Syste	999	101			101				101				

Adult Social Care	1,649	520	(520)		0	1,649			1,649
PB Crossways, Paignton - Regen and Extra Care Hsg	25,378	9,733	(7,233)		2,500	12,400	10,000		24,900
Extra Care Housing (Torre Marine)	4,115	0			0	2,700			2,700
Brixham Town Centre Car Park - Housing	0	675	(675)		0	0			0
Changing Places Toilets	180	0		180	180				180
Disabled Facilities Grants	1,995	995	(295)		700	1,295			1,995
Affordable Housing	869	656	(656)		0	434	434		868
Tor Vista Homes re Preston Down Road	23,000	0			0	15,175	7,825		23,000
St Kilda's, Brixham - Affordable Housing	338		(338)	338	0	338			338
PB Temporary Accomodation	10,000	0	(5,000)	10,000	5,000	5,000			10,000
	88,890	20,840	(16,029)	10,518	15,329	43,642	18,259	0	77,230

Thriving Economy									
PB Claylands Redevelopment	11,150	453			453				453
DfT Better Bus Areas	1,232	0	7		7				7
PB Edginswell Business Park	2,983	0			0				0
PB Edginswell Business Park Site 3	23	0			0	0			0
PB Edginswell Business Park Unit 1	5,927	4,108	(3,108)		1,000	4,724			5,724
Edginswell Station	12,395	0			0	12,362			12,362
Innovation Centre Ph 3 (EPIC)	7,657	0			0				0
South Devon Highway - Council contribution	20,228	170			170				170
TEDC Capital Loans/Grant	4,039	0			0	574			574
Transport Highways Structural Maintenance	5,398	(530)	1,530		1,000	2,578	1,820		5,398
Transport Integrated Transport Schemes	2,718	(32)	608		576	1,071	1,071		2,718
Transport - Torquay Gateway Road Improvements	3,485	(436)	516		80				80
Transport - Western Corridor	12,292	399			399	225			624
		0							
Babbacombe Beach Road	529	90			90				90
Brixham Harbour - CCTV upgrade	86	7			7				7
Brixham Harbour - Infrastructure Repairs	214	50			50				50
Clennon Valley Sport Improvements	69	37			37				37
Flood Alleviation - Cockington	328	130			130				130
Flood Alleviation - Monksbridge	412	351	(180)		171	180			351
Paignton Coastal Defence Scheme	3,142	1,700	(1,450)		250	1,450	1,227		2,927
Torquay Flood Alleviation	50	0		50	50				50
Haldon & Princess Pier	95	0		95	95				95
Paignton Flood Alleviation	60	0		60	60				60
Brixham Flood Alleviation	45	0		45	45				45
PB Paignton Harbour Light Redevelopment	744	55	(55)		0				0
Princess Pier - Structural repair (with Env Agency)	3,892	847	(832)		15	100	500	232	847
Torquay Town Dock - Infrastructure Improvements	1,201	937	(211)		726	211			937
PB Public Toilets Modernisation Programme	1,883	0			0				0
Car Park Investment	1,000	0		500	500	500			1,000
RICC Improvements - Backlog Repairs	1,250	849			849	0			849

Pgn Velopark Cyclocross & Pump Tracks	60	57			57			57
Torre Valley Sports Pavilion	57	29			29			29
Regeneration Programme-Harbour View Hotel Devel	20,616	6,337	(2,000)		4,337	8,600		12,937
Old Toll House (Econ Growth Fund)	1,200	350			100	914		1,014
TCCT Occombe Farm Development (EGF)	1,395	0		110	110			110
Torquay Towns Fund - Accelerated Funds	787	0	20		20			20
		0						
Torquay Towns Fund (General)	157	18			18	52		70
Torquay Town Deal - Union Square Ph.1	5,050	0			0	5,050		5,050
Torquay Town Deal - Strand Land Assembly & Demo	231	213			213			213
Torquay Town Deal - Harbour Public Realm	2,506	2,408	(1,808)		600	1,814		2,414
Torquay Town Deal - Pavilion	2,000	2,000	(1,300)		700	1,300		2,000
Torquay Town Deal - Union Square Ph.2	5,993	0			0	5,993		5,993
Torquay Town Deal - Core Area Public Realm	600	598	(598)		0	598		598
Torquay Town Deal - Torquay Coastal Corridor Pinch	0	0			0			0
		0						
Paignton Future High Streets Fund (General)	0	0			0	0		0
Paignton Future High Streets Fund - Torbay Road	668	(20)	295		275	364		639
Paignton Future High Streets Fund - Station Square	2,259	1,373	(1,113)		260	1,993		2,253
Paignton Future High Streets Fund - Victoria Centre	652	652	(652)		0	652		652
Paignton Future High Streets Fund - Picture House	1,285	1,101	(367)		734	367		1,101
Paignton Future High Streets Fund - Diversification	1,300	0			0	1,300		1,300
Paignton Future High Streets Fund - Flood Defence	571	0	89		89	482		571
Paignton Future High Streets Fund - Victoria Centre	3,862	0			0	3,862		3,862
		0						
Lymington Rd Business Centre (LEP GBF/EGF)	5,357	3,355	(568)		2,787	2,271	126	5,184
Edginswell Enabing Works (LEP GBF)	3,959	1,750	2		1,752	2,000		3,752
EPIC and SD College (LEP GBF)	1,181	182			182			182
PB Corbyn Head - Development of former WCs	1,250	0				1,250		1,250
PB Preston (North) - Development of former WCs	717	0			0	717		717
Paignton Picture House	2,322	0	(2,172)	1	150	1,800		2,322
12-14 The Strand (former Debenhams Site)	9,600		(9,000)	9,600	600	4,500	4,500	9,600
1		I	I	ı l		l		

Torre Abbey Gatehouse/SW Wing Torre Abbey SE Wing/Courtyard/Tower	964 404	0 0		160 67	160 67	707 297	97 40		964 404
SWISCO Loan - Vehicle & Equipment Replacement SWISCO Loan - Buildings	2,800 1,200		(1,876) (600)	2,800 1,200	924 600	1,876 600			2,800 1,200
	185,530	29,588	(25,073)	17,009	21,524	73,334	9,753	232	104,843

Tackling Climate Change									
PB Council Fleet Vehicles	4,573	198	(198)		0				0
Solar Farm, Brokenbury (EGF)	1,763	0			0	1,620			1,620
PB Solar Farm, Nightingale Park (EGF)	3,047	. 0			0	2,914			2,914
PB Climate Change Initiatives	1,000	0		250	250	250	250	250	1,000
Torbay Leisure Centre - Decarbonisation Scheme	1,850	76			76				76
PB Green Waste Bins	929	0	(619)	929	310	619			929
	13,162	274	(817)	1,179	636	5,403	250	250	6,539
A Council fit for the future									
A Council fit for the future				1					
PB Corporate IT Developments	1,896	0			0				0
IT Equipment - TOR2	103	47	(47)		0				0
PB Essential Capital repair works	876	675	,		675				675
Enhancement of Development sites	329	67			67	65	60		192
Capital Expedniture from Revenue	3,510	o			0				0
General Capital Contingency	632	632	(632)		0	632			632
PB Capital Contingency	1,600	0	(12,000)	12,000	0	1,600	0	0	1,600
	8,946	1,421	(12,679)	12,000	742	2,297	60	0	3,099
Council Borrowing Approvals awaiting	g proposal	/s							
Torre Abbey Renovation - Phase 3 (TC contrib)	1,208	0			0	208	500	500	1,208
PB Regeneration Programme and Economic Growth Fur	87,157	(1)	9,710	(9,710)	(1)	71,767	15,390		87,157
PB Housing Rental Company - Loan	25,000	0	1,000		1,000	17,635	4,098		22,733
<u></u>	113,365	(1)	10,710	(9,710)	1,000	89,610	19,988	500	111,098
TOTALS	409,893	52,123	(43,888)	30,996	39,231	214,286	48,310	982	302,809
	,	,	(2,300)	-,,,,,,	7-2-1	,===	-,		, , , , , ,

CAPITAL PLAN - QUARTER 2 2022/23 - FUNDING					
Unsupported Borrowing	18,385	152,349	36,278	750	207,76
Grants	18,827	59,924	6,514		85,26
Contributions	1,058	389			1,447
Revenue	266	100			366
Reserves	408	(160)			24
Capital Receipts	287	1,684	5,518	232	7,72
Total	39,231	214,286	48,310	982	302,809